



CITY OF MOUND PARKS AND OPEN SPACES COMMISSION

AGENDA

Thursday, March 12, 2026

6:30 pm

THIS AGENDA IS SUBJECT TO CHANGE UNTIL THE START OF THE POSC MEETING

1. **CALL TO ORDER**
2. **ADOPT AGENDA**
3. **PUBLIC COMMENTS**
4. **PRESENTATIONS**
 - a. Edgewater Signage Presentation
5. **CONSENT AGENDA**
 - a. February 12, 2026 POSC Minutes
6. **PUBLIC HEARINGS**
7. **OLD BUSINESS**
8. **NEW BUSINESS**
 - a. Trail Extension Grant Discussion
 - b. Mound 2040 Comprehensive Plan Parks Section Discussion
9. **ANNOUNCEMENTS**
 - a. Comments/Reports from POSC Members
 - b. Comment/Report from City Manager
 - c. Next POSC Regular Meeting: Thursday, April 9, 2026 at 6:30 p.m.
10. **ADJOURN**

City of Mound Mission Statement: The City of Mound, through teamwork and cooperation, provides at a reasonable cost, quality services that respond to the needs of all citizens, fostering a safe, attractive and flourishing community.

NATIVE WILDFLOWER PLANTING

Native plants are adapted to local conditions and are easy to maintain once established



Native gardens attract insects, birds, and animals beneficial to the ecosystem

Please do not mow or spray



PREVIOUS DESIGN FOR EDGEWATER

NATIVE WILDFLOWER PLANTING

Native plants are adapted to local conditions and are easy to maintain once established



Native gardens attract insects, birds, and animals beneficial to the ecosystem



Please do not mow or spray



PREVIOUS DESIGN FOR BELMONT



We Need to Your Help!

The Rusty Patched Bumblebee has been seen in Mound. You can help find this endangered bee in this garden.



Scan the QR code above to join the iNaturalist Edgewater project to locate and document this important insect.

Please do not mow or spray



Edgewater Edible Fruits

Strawberry (*top left*)

Late spring to early summer

Nannyberry (*right middle*)

Late summer to early fall

Chokecherry (*bottom left*)

Late summer to early fall

Plum (*top right*)

Late summer to early fall

Highbush Cranberry (*bottom right*)

Late summer to early fall





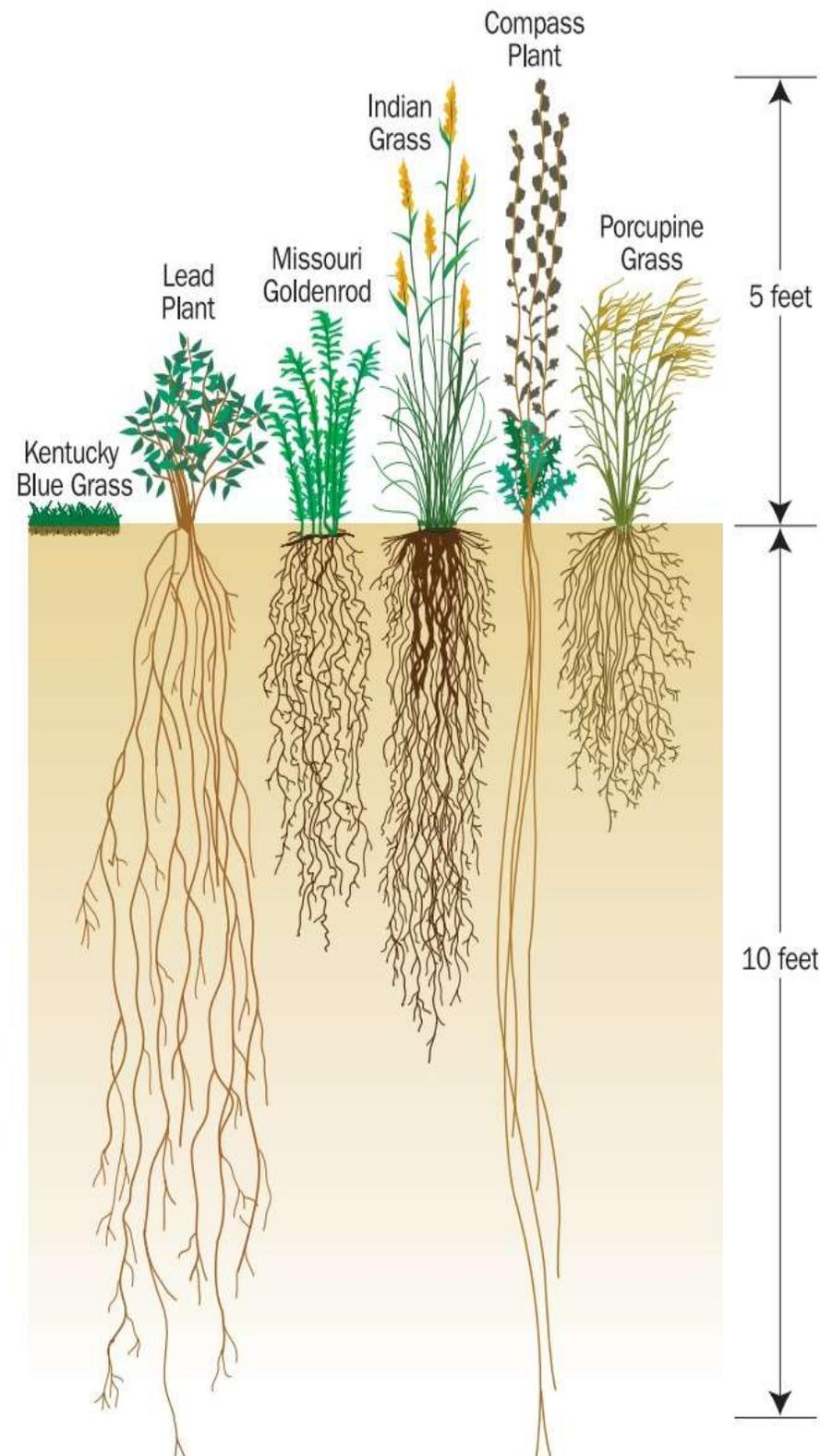
Reducing Stormwater in Harrison Bay

Native plants have deep roots that absorb rain and reduce stormwater.

Stormwater transports pollutants and excess nutrients that contribute to an unhealthy lake

The roots of Goldenrod plants in this garden go down 8.5 feet!

Please do not mow or spray





CITY OF MOUND PARKS AND OPEN SPACES COMMISSION

MINUTES

Thursday, February 12, 2026

6:30 pm

1. CALL TO ORDER

Chair Kahn called to order the meeting at 6:36PM. All members were present.

2. ADOPT AGENDA

Motion by Blievernicht to adopt the agenda, seconded by Pieper. Motion carried unanimously.

3. PUBLIC COMMENTS

4. PRESENTATIONS

5. CONSENT AGENDA

- a. January 8, 2026 POSC Minutes

Motion by Kahn to adopt the consent agenda, seconded by Blievernicht. Motion carried unanimously.

6. PUBLIC HEARINGS

7. OLD BUSINESS

8. NEW BUSINESS

- a. 2026 Joint City Council/Parks and Open Spaces Commission Meeting

Chair Kahn opened the discussion on the joint meeting from February 5th.

Blievernicht requested reviewing the expectations from the City Council for the POSC. Chair Kahn covered some of the items from the join meeting, including Depot review, considering parks system as a whole, and creating events at Lost Lake Commons. Pieper added that the City Council was requesting help, possibly in subcommittee capacity, for volunteerism and parks programming. The City Council would like to be more involved at the beginning of process ie Chester Park. Pieper further added that the ice cream social could be a good event to begin parks programming, including a meet and greet for park adoptees and park users.

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Larson explained the beautification of Mound in early 80s, including the work and staging to make downtown Mound look better, grant money included. Larson said that the project failed and that new concepts seem to be repeating previous concepts. POSC should be dissolved based off of current POSC guidance
Larson asked if it's fair to ask adoptees to work on parks, and what happens if adoptees don't hold up their end?
Pieper opined that if there is a weed problem and we do nothing, weeds exist. If we receive help from adoptees then the City has benefitted.

Chair Kahn polled the POSC on their feelings regarding a potential focus on programming.
Blievernicht said she wants to focus parks and open spaces, and not programming. Citizens appreciate how many parks Mound has and POSC is eyes and ears for opportunities to engage with residents to adopt parks and help improve parks. Blievernicht added that she feels the City Council has a negative view of the POSC.

Pugh described Mound as having the longest shoreline on Lake Minnetonka and that should be the focus. She added that she thinks more about the flowers and plantings around signage, not maintenance of the entire park, and that parks are part of the pride in the community; maybe beginning a program acknowledging park adoptees will encourage more people to join and volunteer.
Pugh said the City needs to keep adopt a park and keep scope to plantings, flowers, etc. And that Bachmanns may have programs for free flowers for adopt a park programs.

Larson suggested more input and communication from Council Liaisons due to the City Council's mandate on spending authority.

b. Adopt-a-Park Program

Chair Kahn said that every year we do a table at the farmers market to drive for adopt a greenspace. POSC needed accurate tally of what's available for parks and after farmers market the City should advertise vacant parks.
Blievernicht added that one day has produced amazing results for driving adoption.

c. POSC Depot Tour

The POSC discussed visiting the Depot in the near future to determine what suggested changes could be. Consensus was to target April for a POSC fact finding meeting at the Depot, depending on what business items are on the agenda.

9. ANNOUNCEMENTS

a. Comments/Reports from POSC Members

City of Mound Mission Statement: The City of Mound, through teamwork and cooperation, provides at a reasonable cost, quality services that respond to the needs of all citizens, fostering a safe, attractive and flourishing community.

Pieper requested additions to the March 12th agenda for an Edgewater Park signage presentation and a discussion on a trail extension grant program.

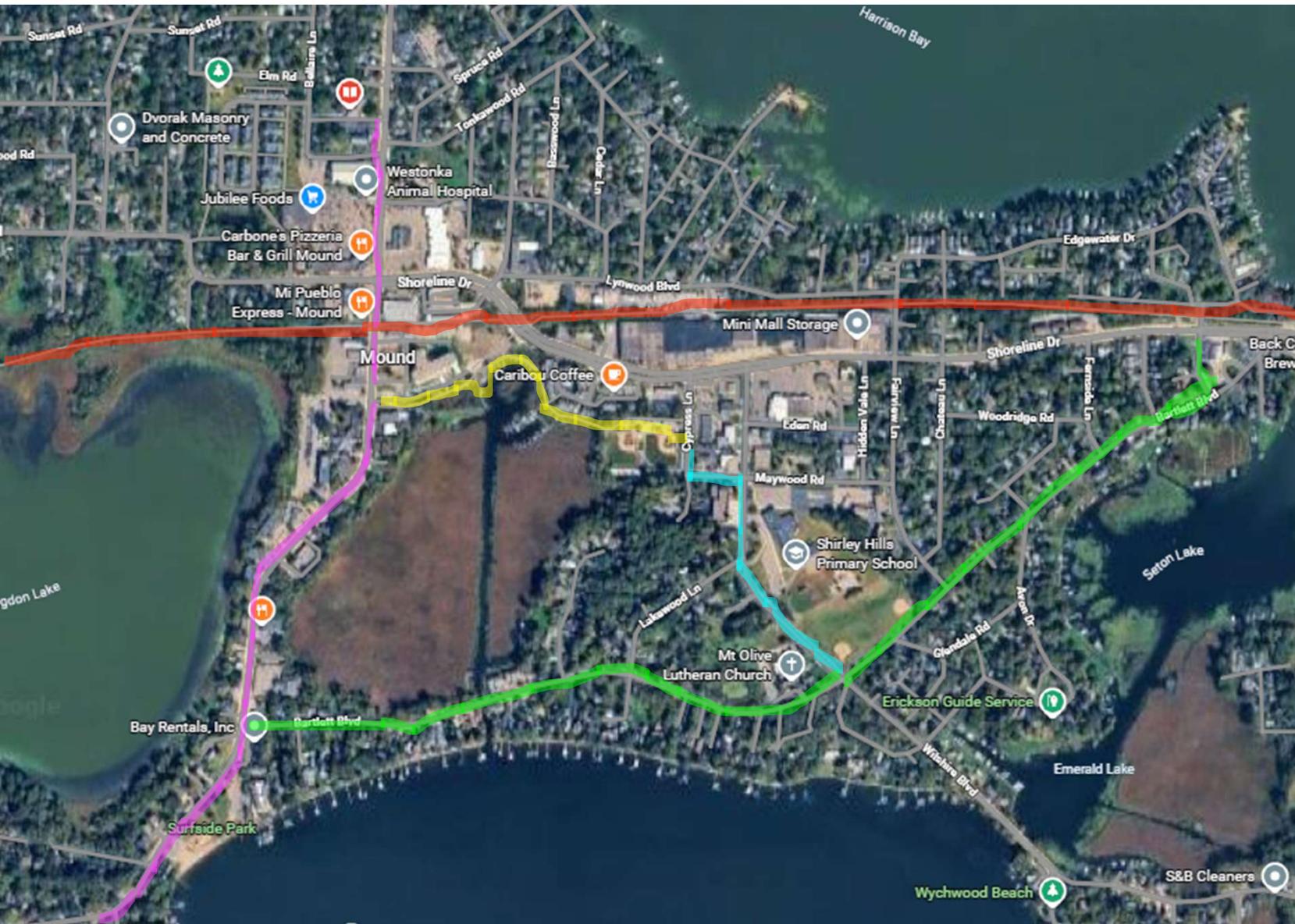
b. Comment/Report from City Manager

City Manager Dickson informed the POSC that Thursday, April 23rd is the tentative date for State of the City.

c. Next POSC Regular Meeting: Thursday, March 12, 2026 at 6:30 p.m.

10. ADJOURN

**Motion by Pieper to adjourn the meeting at 8:12PM, seconded by Blievernicht.
Motion carried unanimously.**



Andrews Sister
Historic Trail

Proposed
Bike Lane/Trail
Enhancement
Phase I (2026)

Potential
Bike Lane/Trail
Enhancement
Phase II (TBD)

Potential Andrews
Sisters Historic
Trail Extension

Dakota Rail
Regional Trail

Recommendations

- Determine an appropriate enhancement to connect from the new Hennepin County Library to the Dakota Trail, Andrews Sisters Trail and Commerce Blvd to Bartlett. Recommending extending also up to Highland Park.
- Investigate options for Bartlett to Shoreline bike lane creation.
- Investigate options for Wilshire to Maywood Road to Cypress Lane to connect to other side of Andrews Sisters Trail.
- Prioritize measures that can be done during upcoming construction or street work to be efficient with costs.
- Consider upgrading via paint or reconstruction current bike lanes.

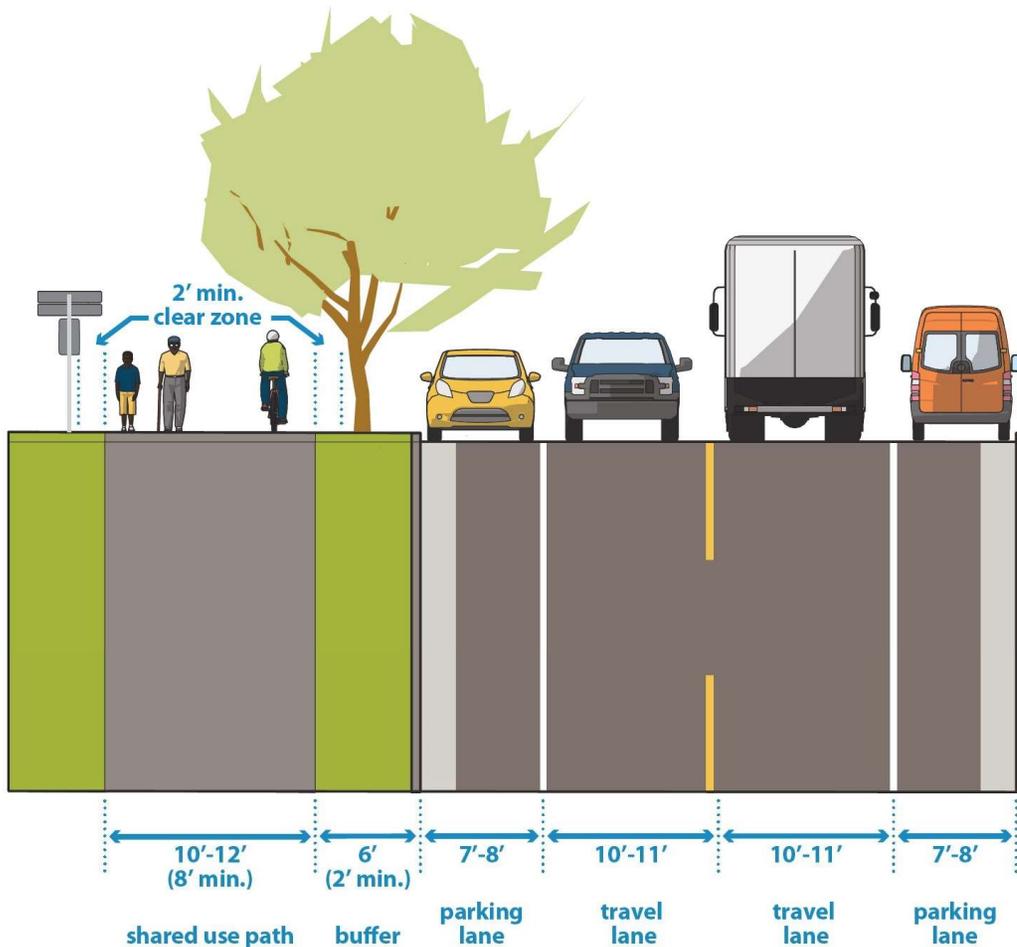


Option 1:

Design a trail that matches the specifications of the Dakota Rail Regional Trail to replace sidewalk on interior route around Lost Lake:

- **Surface:** Paved bituminous surface suitable for biking, hiking, and inline skating. Must be at least 10-12 ft. wide
- **Corridor Width:** The dedicated right-of-way is typically 100 feet.
- **Width Variance:** In certain areas, the right-of-way varies from 135 to 285 feet.
- **Usage:** The trail is a multi-use corridor.

Shared Use Paths



Preferred widths shown - see chart for more information

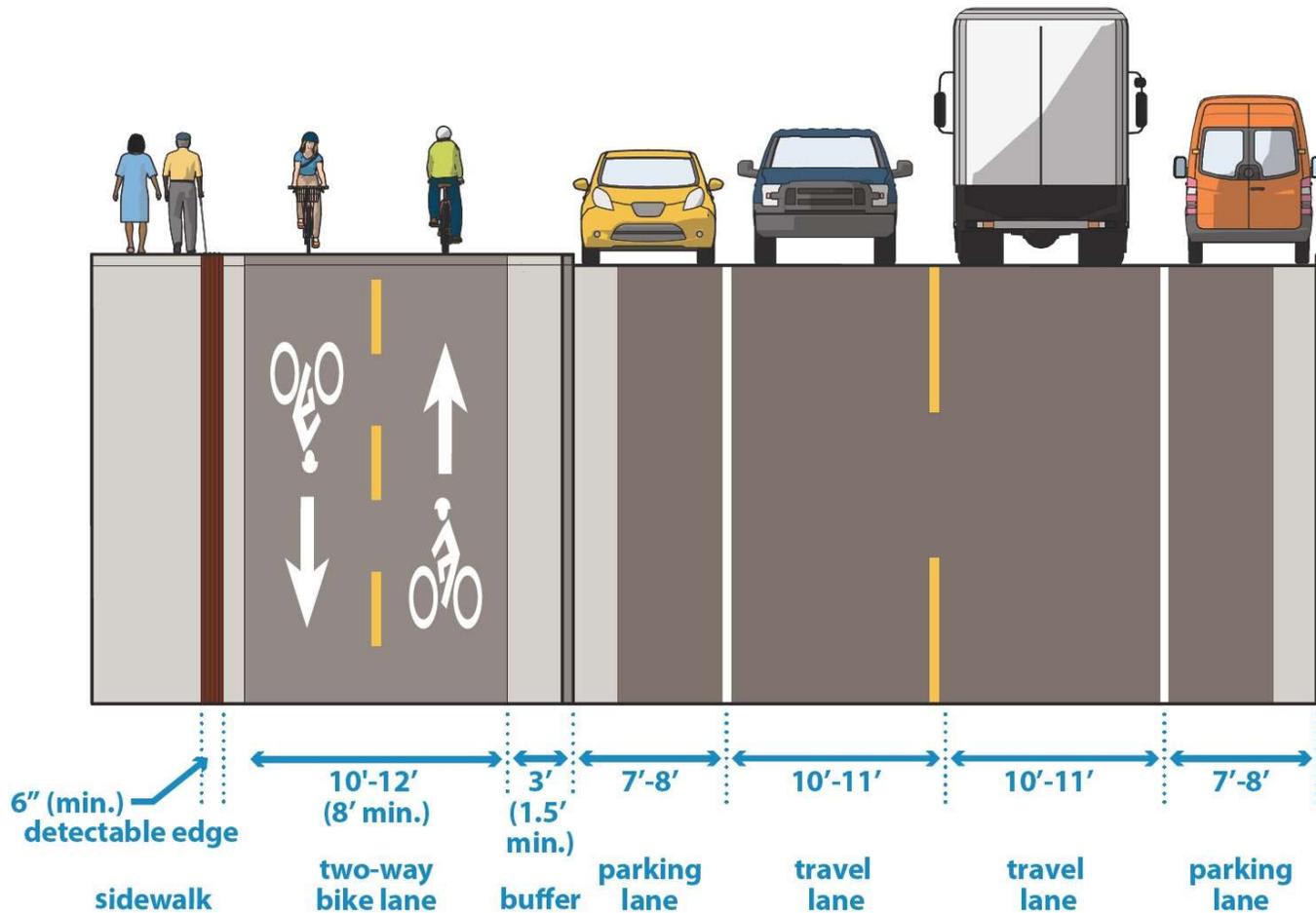
Option 1:

Shared Use Paths

Shared use paths are off-street facilities physically separated from motorized traffic where people walking and biking share the same space. Shared use paths are usually designed to accommodate two-way bicycle and pedestrian travel. In Minneapolis, many shared use paths are adjacent to existing roadways (sometimes referred to as "sidepaths").

Typical shared use path widths range from 10 to 15 feet. The minimum paved, operational width for a two-way shared use path is 10 feet, not including clearance distances, which may or may not be paved. This allows for a bicyclist traveling single file to pass someone coming from the opposite direction without a conflict, or for two bicyclists to ride comfortably side-by-side, effectively a "two-lane" path.

2-Way Sidewalk-Level Protected Bike Lanes



Preferred widths shown - see chart for more information

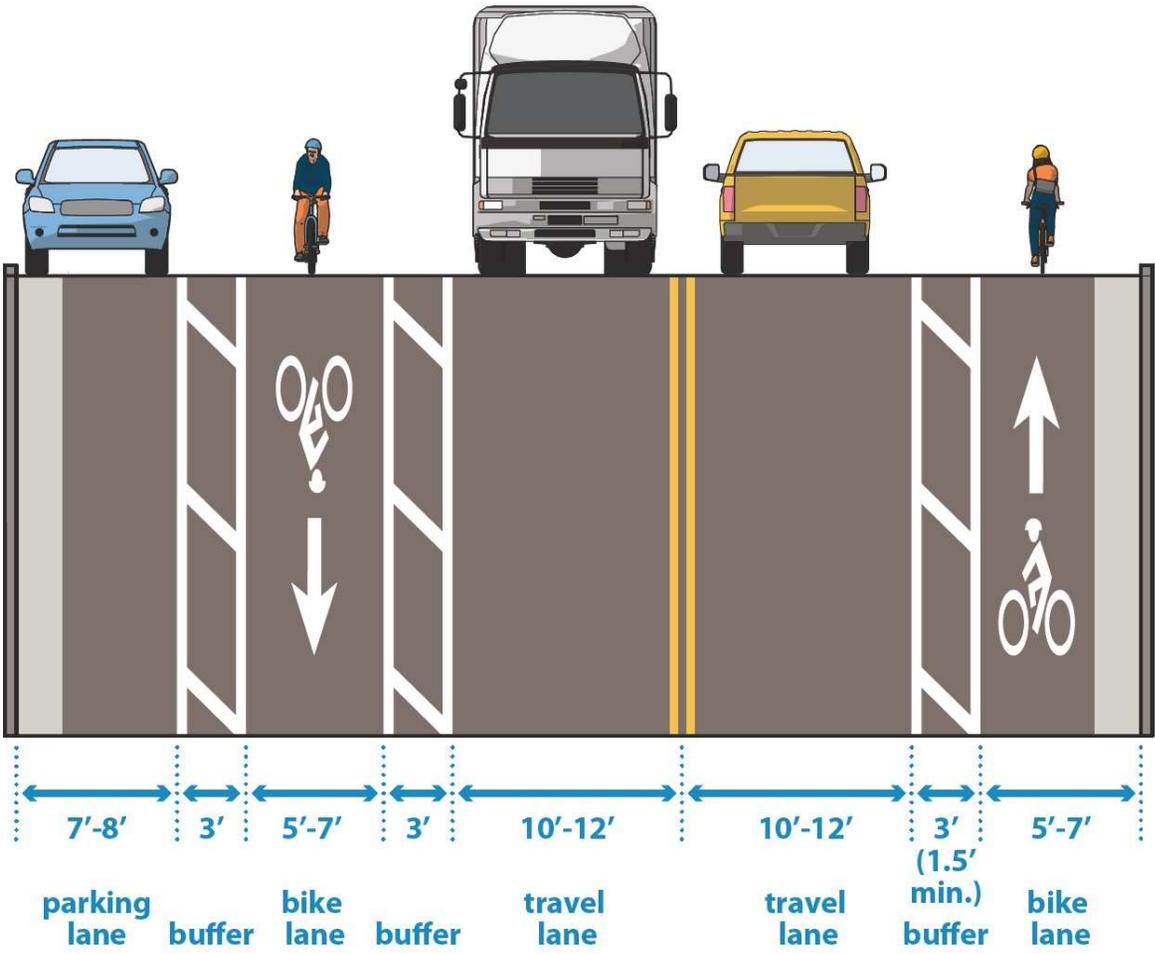
Option 2

2-Way Sidewalk-Level Protected Bike Lanes:

Sidewalk-level protected bikeways are at or near the elevation of the sidewalk and are physically separated from the roadway by a vertical curb.

<https://sdg.minneapolis.gov/>

Buffered Bike Lanes, Unprotected



Preferred widths shown - see chart for more information

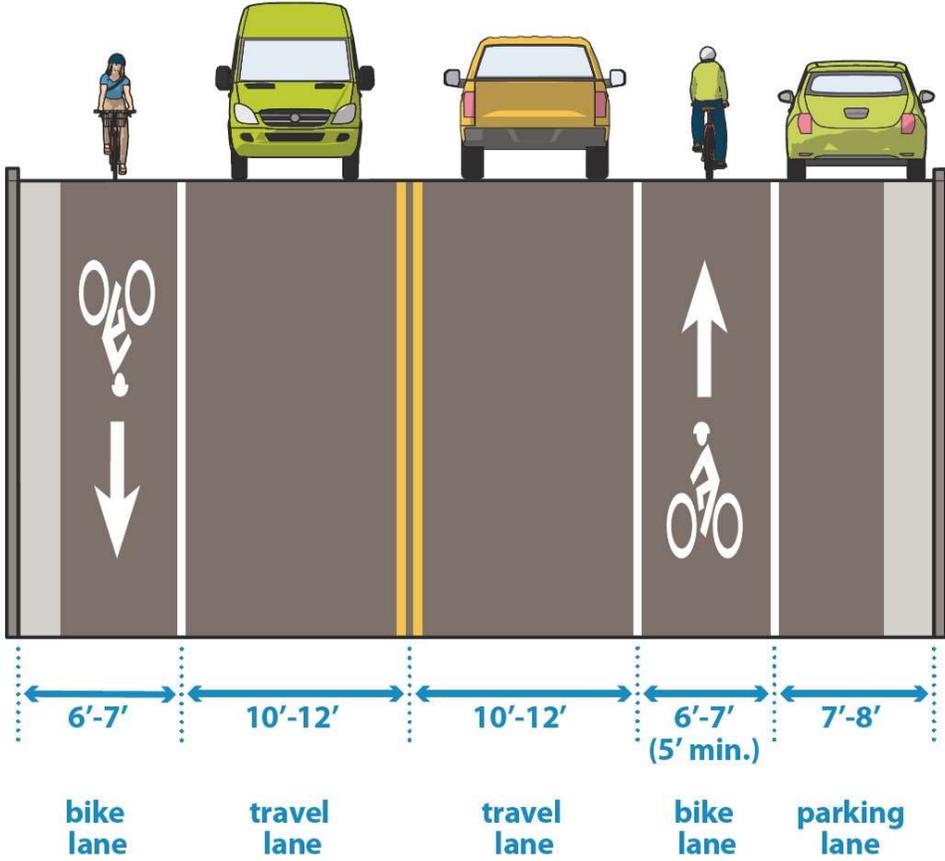
Option 3

Buffered Bike Lanes, Unprotected

Buffered bike lanes provide additional horizontal separation between the bike and travel or parking lanes, increasing comfort and separation for people biking.

<https://sdg.minneapolis.gov/>

Bike Lanes, Unprotected



Preferred widths shown - see chart for more information

Option 4 Buffered Bike Lanes, Unprotected

Buffered bike lanes provide additional horizontal separation between the bike and travel or parking lanes, increasing comfort and separation for people biking.

<https://sdg.minneapolis.gov/>

Bikeway Type	Street Retrofit Project	Street Reconstruction Project
Shared Use Path	✓	✓
Sidewalk-Level Bike Lane	✓	✓
Neighborhood Greenway: Full Greenway	✓	✓
Neighborhood Greenway: Bicycle Boulevard	✓	✓
In-Street Curb-Protected Bike Lane	✓	✗
Delineator-Protected Bike Lane	✓	✗
Planter-Protected Bike Lane	✓	✗
Buffered Bike Lane, Unprotected	✓	✗
Bike Lane, Unprotected	✓	✗
Advisory Bike Lane, Unprotected	✓	✗

<https://sdg.minneapolismn.gov/>



CITY OF MOUND 2040 COMPREHENSIVE PLAN



JANUARY 2020 WITH JANUARY 2024 AMENDMENT

City of Mound 2040 Comprehensive Plan

Parks and Open Spaces Policies

- #2 Strive to **provide active recreation spaces within a short walk or bike ride** from every resident (approximately 1/2 mile from neighborhood park or 1/4 mile from pocket park).
- #4 Seek opportunities to **connect to, improve safety of, and support use of the Dakota Rail Regional Trail.**
- #6 Continue to **integrate where feasible the preservation and celebration of the community's natural and historic resources** into the park, open space and recreation system.

City of Mound 2040 Comprehensive Plan

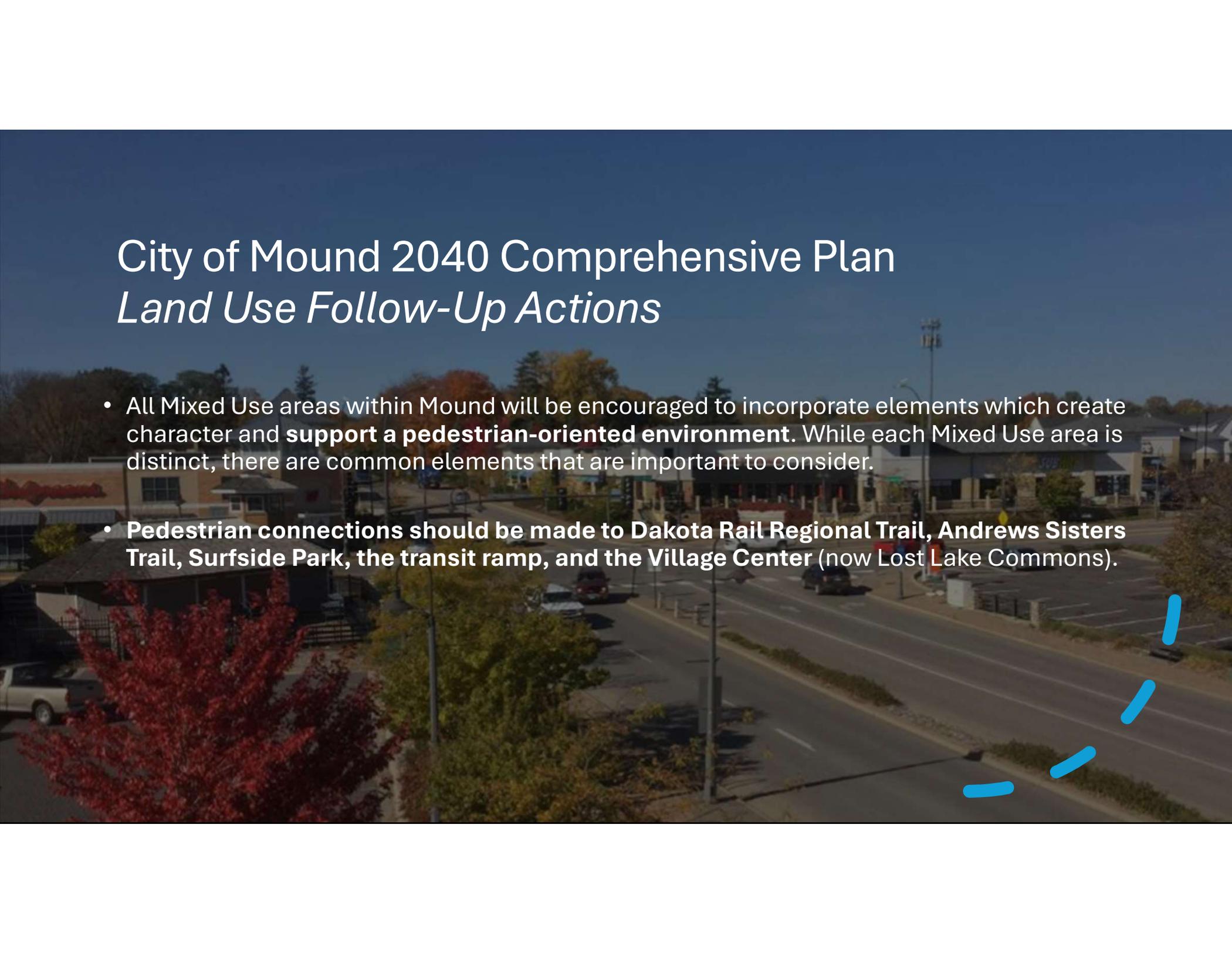
Parks and Open Spaces Follow-Up Actions

- Conduct a feasibility study to evaluate the potential of a trail to link Downtown Mound to Surfside Park along the west side of Lost Lake.

City of Mound 2040 Comprehensive Plan

Land Use Policies

- #2 Ensure land use pattern changes are compatible, and **use design and buffers to appropriately transition to existing development patterns.**
- #3 Encourage improvement, lifecycle/condition renewal, and infill development of existing commercial areas to enhance available services, provide employment opportunities, and expand the tax base. Support investment through close coordination with the business community and property owners, **as well as provide when feasible, City assistance through HRA activities, tax increment financing, and public improvements.**
- #4 **Support preservation of historic sites by public, private and/or partnerships** by directing interested parties to existing resources at the local, state, and federal levels.
- #10 **Enhance the aesthetic character of the City's primary gateways, major roadway corridors, and community mixed use areas** to increase community identity and a sense of place.



City of Mound 2040 Comprehensive Plan

Land Use Follow-Up Actions

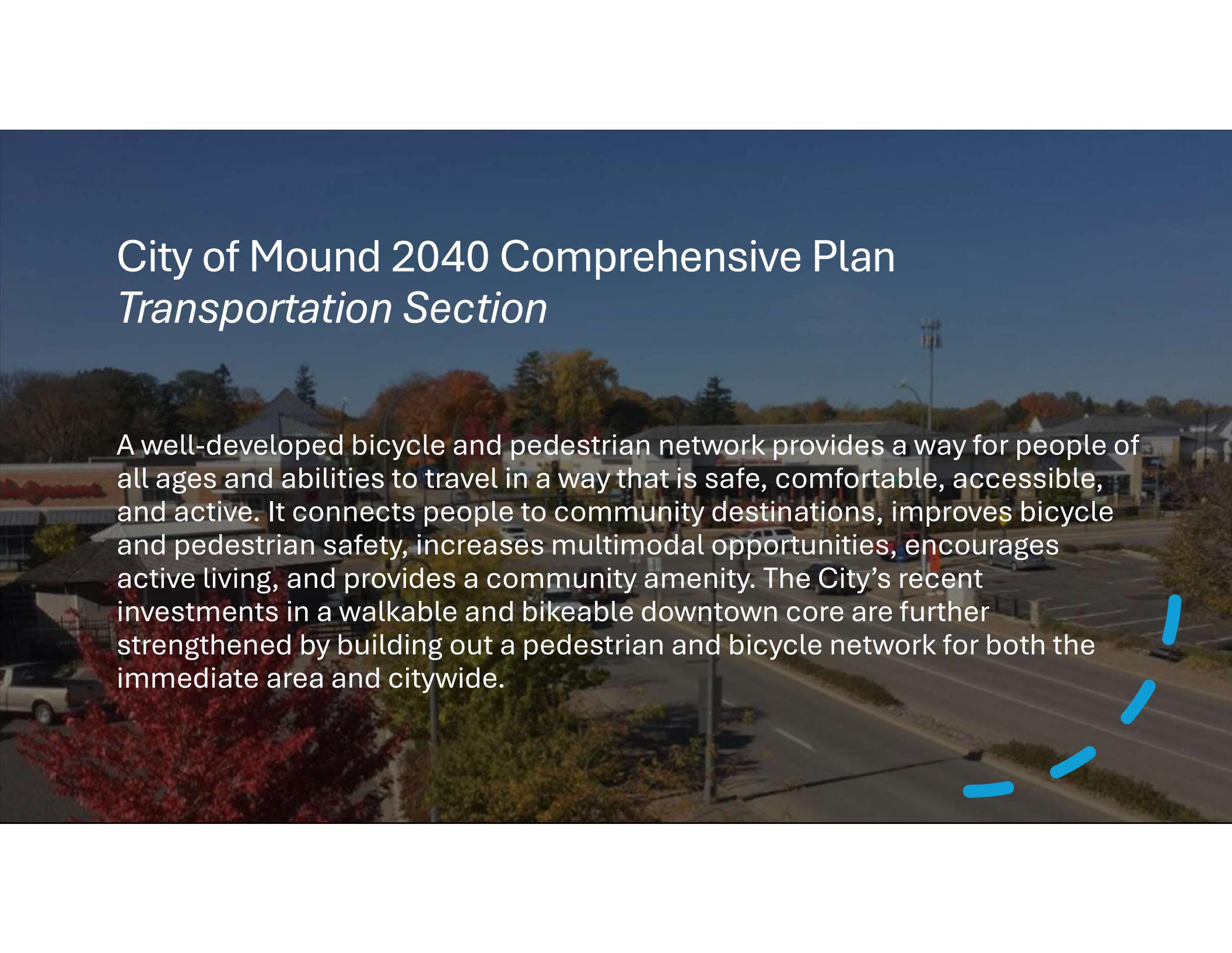
- All Mixed Use areas within Mound will be encouraged to incorporate elements which create character and **support a pedestrian-oriented environment**. While each Mixed Use area is distinct, there are common elements that are important to consider.
- **Pedestrian connections should be made to Dakota Rail Regional Trail, Andrews Sisters Trail, Surfside Park, the transit ramp, and the Village Center (now Lost Lake Commons).**

City of Mound 2040 Comprehensive Plan

Transportation Section

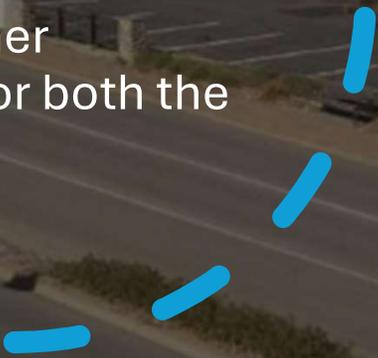
2040 Hennepin County Bicycle Transportation Plan (2015) Hennepin County completed its bicycle transportation plan in advance of its overall 2040 comprehensive plan update. The plan identified overall system goals, gaps in the existing network, and recommended projects by type. In the Mound area, the plan identified several potential bicycle projects, including:

- Shoreline Drive/CSAH 15 (CSAH 110 to CSAH 19) – on-street bikeway
- Bartlett Boulevard/CSAH 110 (Wilshire Boulevard to Commerce Boulevard) – on-street bikeway
- Westedge Boulevard/CR 44 (Bartlett Boulevard to terminus of existing trail) – on-street bikeway



City of Mound 2040 Comprehensive Plan *Transportation Section*

A well-developed bicycle and pedestrian network provides a way for people of all ages and abilities to travel in a way that is safe, comfortable, accessible, and active. It connects people to community destinations, improves bicycle and pedestrian safety, increases multimodal opportunities, encourages active living, and provides a community amenity. The City's recent investments in a walkable and bikeable downtown core are further strengthened by building out a pedestrian and bicycle network for both the immediate area and citywide.





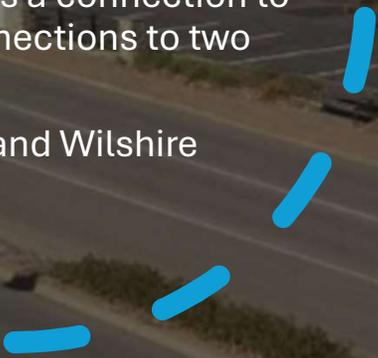
City of Mound 2040 Comprehensive Plan

Specific issues and concerns in the bicycle and pedestrian network

The City, in collaboration with Hennepin County and Three Rivers Park District, has explored multiple methods of improving safety of the Dakota Rail Regional Trail crossings through Downtown. Discussion on options will continue as development concepts are explored. Safety and circulation improvements will be explored and incorporated into any sketch plan or plats proposed for this area.

There is an on-road bike route on Commerce Boulevard/Bartlett Boulevard/CSAH 110 through the City of Mound, which is part of the Hennepin County Bicycle Route system. However, there is a gap in the system between County Road 125 and County Road 15. This intersection also provides a connection to the Dakota Rail Trail, meaning that addressing this gap would provide continuous connections to two existing bicycle routes.

Sidewalks to be explored along Lynwood Blvd west of Downtown, Bartlett Boulevard, and Wilshire Boulevard.



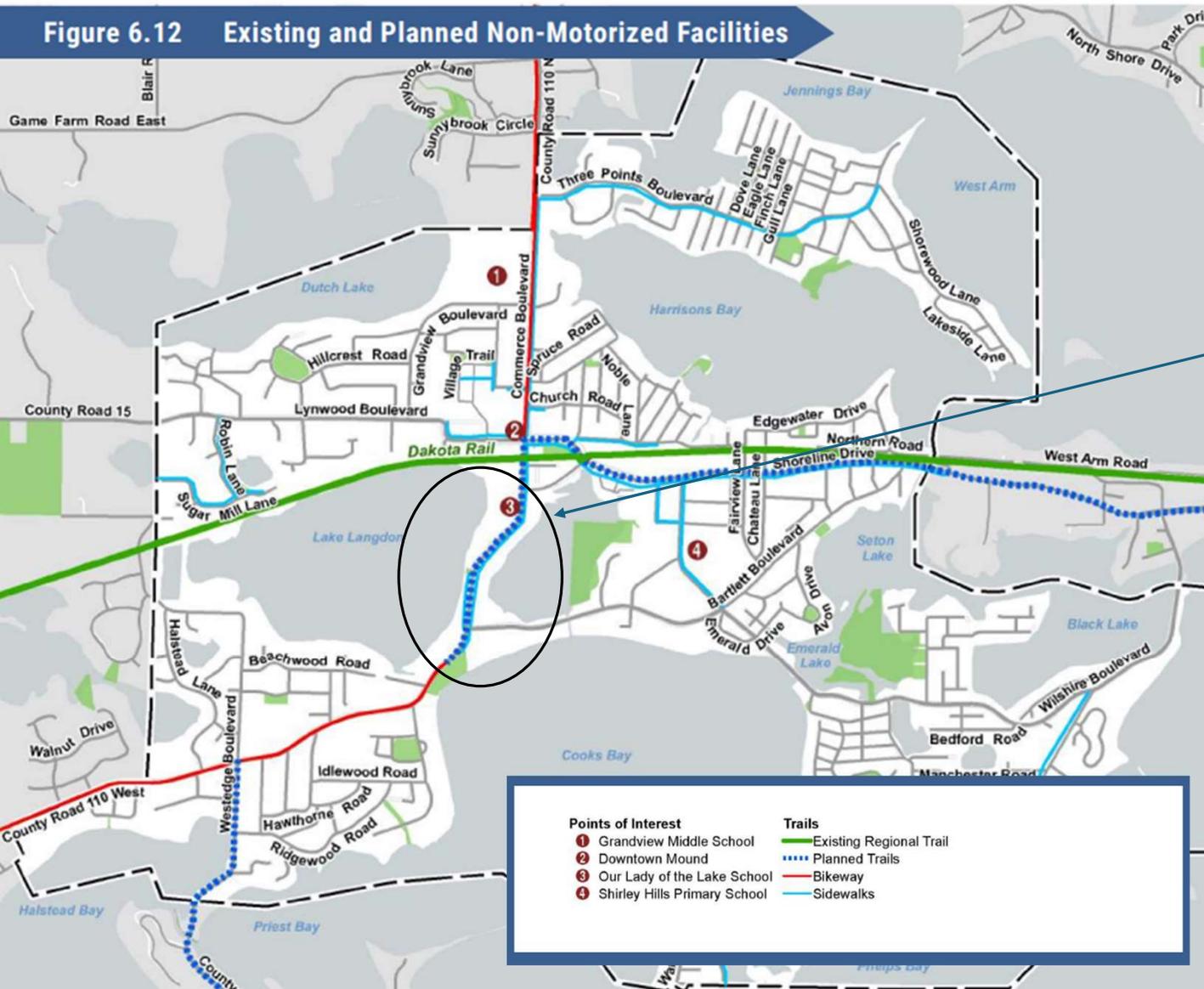
General Guidelines

Bikeways, sidewalks and/or multi-use trails are recommended to be adjacent to minor arterial, major collector and minor collector roadways within Mound to accommodate pedestrian, bicycle, and other non-motorized travel in a safe and comfortable manner. These roadways carry a considerable amount of vehicular traffic and separation of vehicular and non-vehicular travel modes is recommended. At the discretion of the City, in commercial and industrial areas, the requirements for trails and sidewalks may vary to accommodate additional pedestrian and bicycle traffic to provide connectivity as illustrated in **Figure 6.12**.

Along major collectors, on-street bikeways are recommended, and when possible a sidewalk on at least one side. On minor collectors, due to varying right-of-way widths and existing limitations, on-street bikeways or off-street trails or sidewalks are recommended, where right-of-way permits. When possible, pedestrian facilities on both sides of major collector roadways are recommended to allow for pedestrian travel within the corridor without introducing excessive crossing demand. With the vehicular volumes anticipated on minor collector streets, pedestrians can safely cross the roadway; however, pedestrian travel along the roadway may become less comfortable as traffic levels increase. An off-street sidewalk or trail will accommodate pedestrian travel along the corridor as well as provide a safe, comfortable link between lower volume residential streets and the other pedestrian facilities within the community.



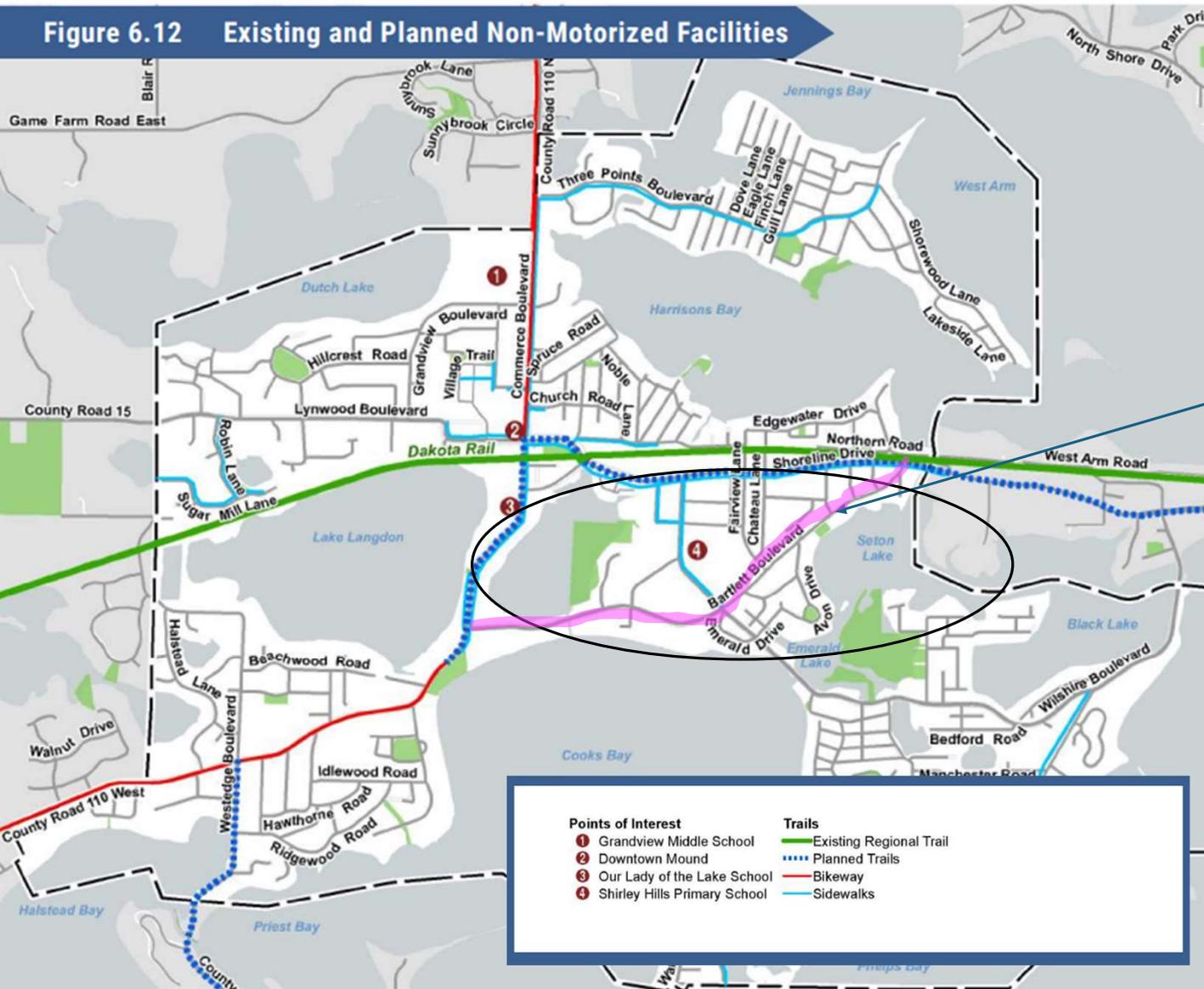
Figure 6.12 Existing and Planned Non-Motorized Facilities



Proposed Solution to Safety Issue on Commerce Blvd

Revamp Commerce Boulevard to add greenspace and **sidewalk/trail to encourage more pedestrian traffic along corridor**. Current environment is not bicycle and pedestrian friendly. There are also a number of bicycle-related crashes along Commerce Boulevard, so safety improvements are needed.

Figure 6.12 Existing and Planned Non-Motorized Facilities

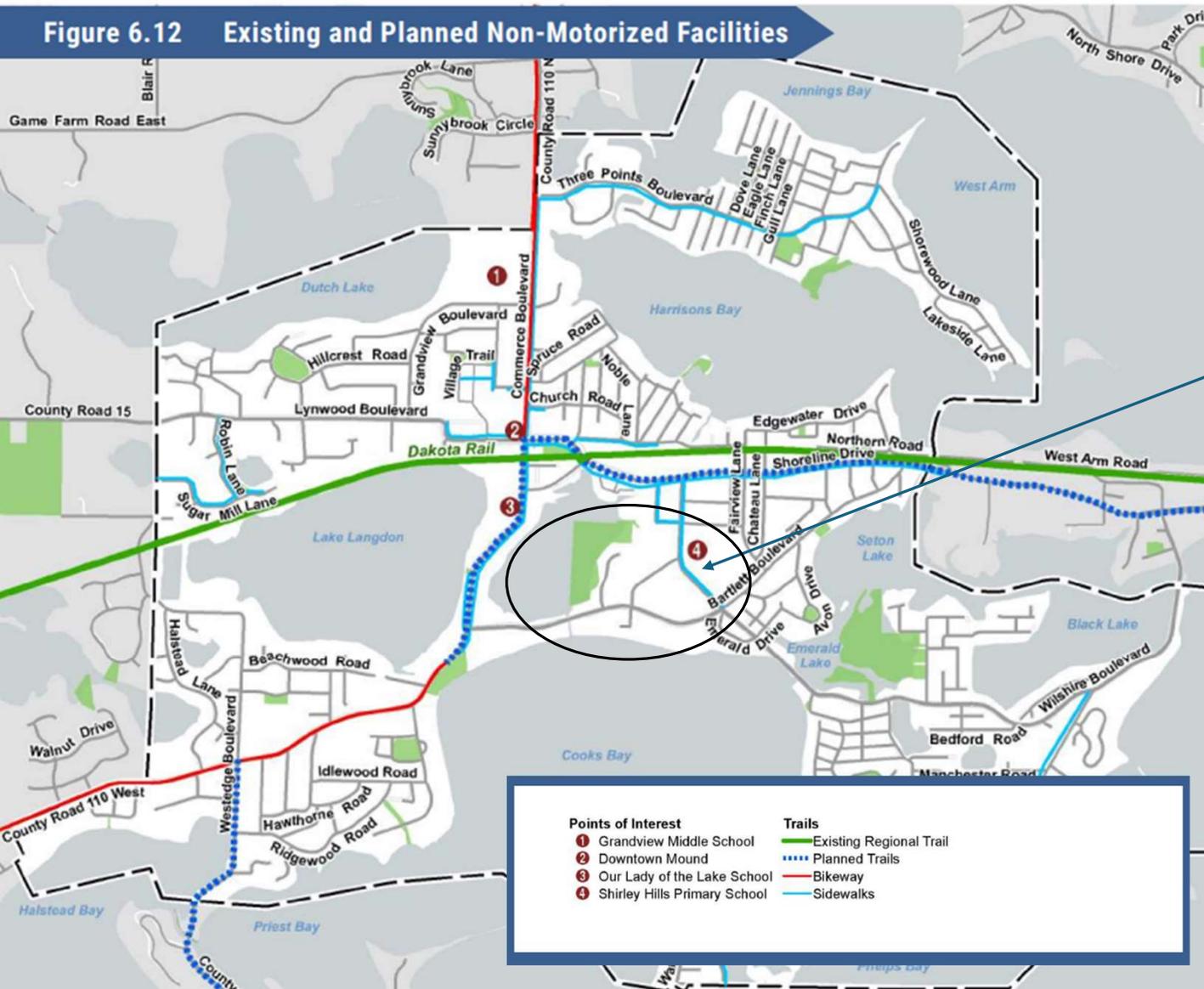


Project Recommendation

An on-street bikeway on Commerce Boulevard/CSAH 110 from Bartlett Boulevard/CR 125 to Shoreline Drive/CSAH 15, filling a gap in the existing network.

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Figure 6.12 Existing and Planned Non-Motorized Facilities



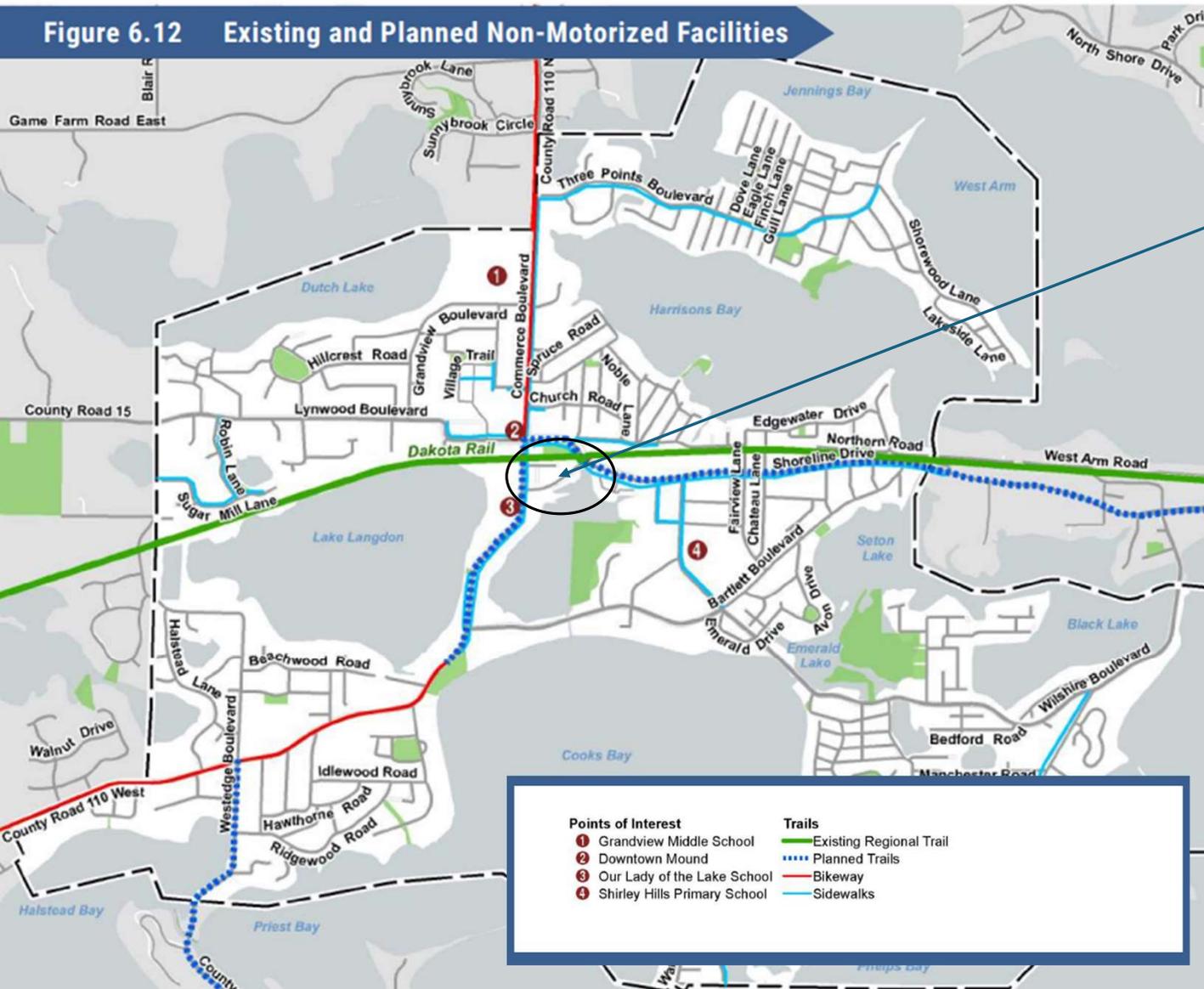
Project Recommendation

Sidewalks to be explored along Lynwood Blvd west of Downtown, Bartlett Boulevard*, and Wilshire Boulevard*.

- pg. 107 Mound 2040 Comprehensive Plan

- * County Road

Figure 6.12 Existing and Planned Non-Motorized Facilities



Local Trails

The existence of the Dakota Rail Regional Trail is augmented by a few local, offstreet trails in Mound. The Andrew Sister's Trail (formerly known as the Lost Lake Trail) is a very popular local trail which connects the Lost Lake Harbor to Wolner Fields.

- pg. 107 Mound 2040 Comprehensive Plan
- * County Road

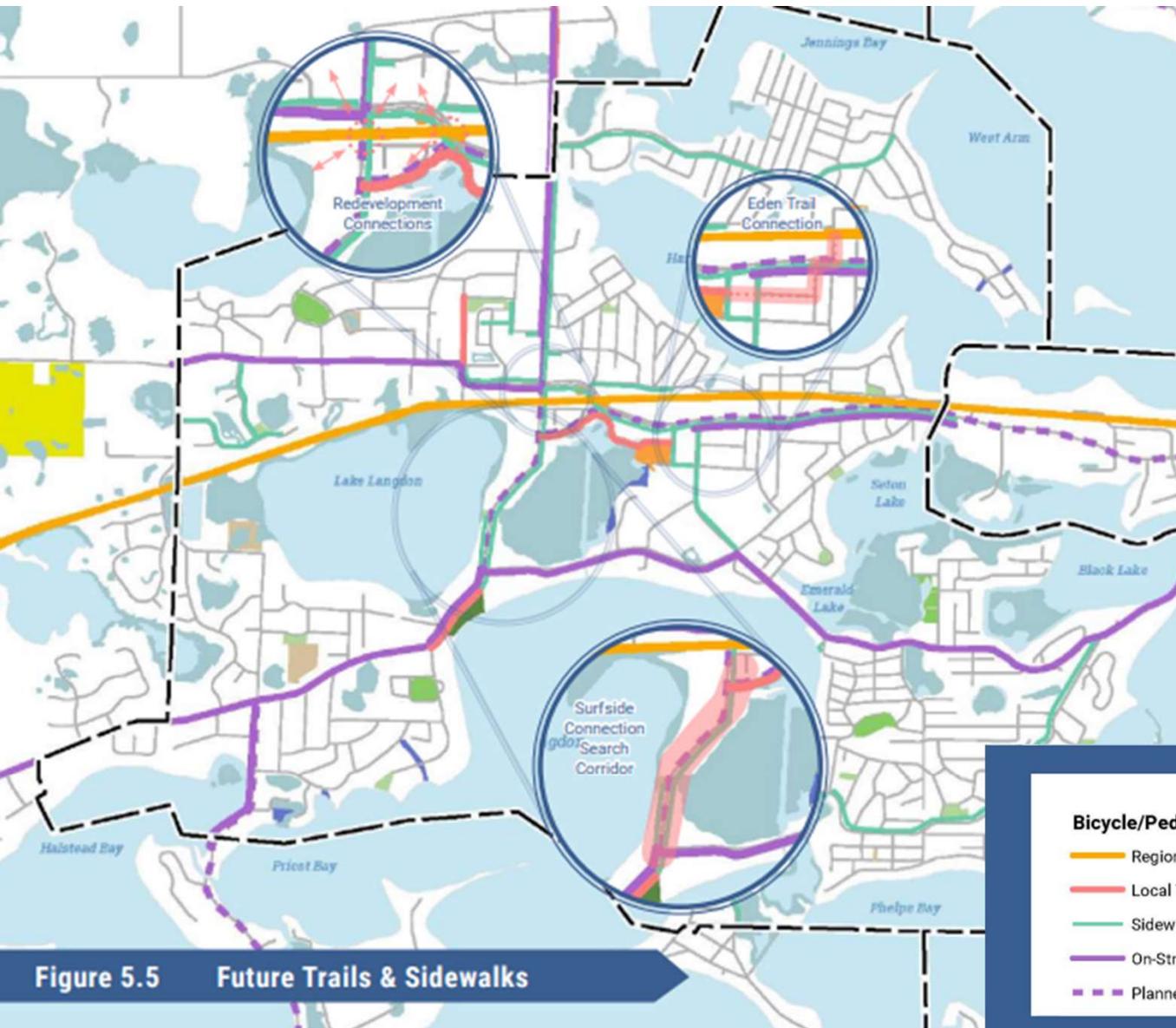


Figure 5.5 Future Trails & Sidewalks

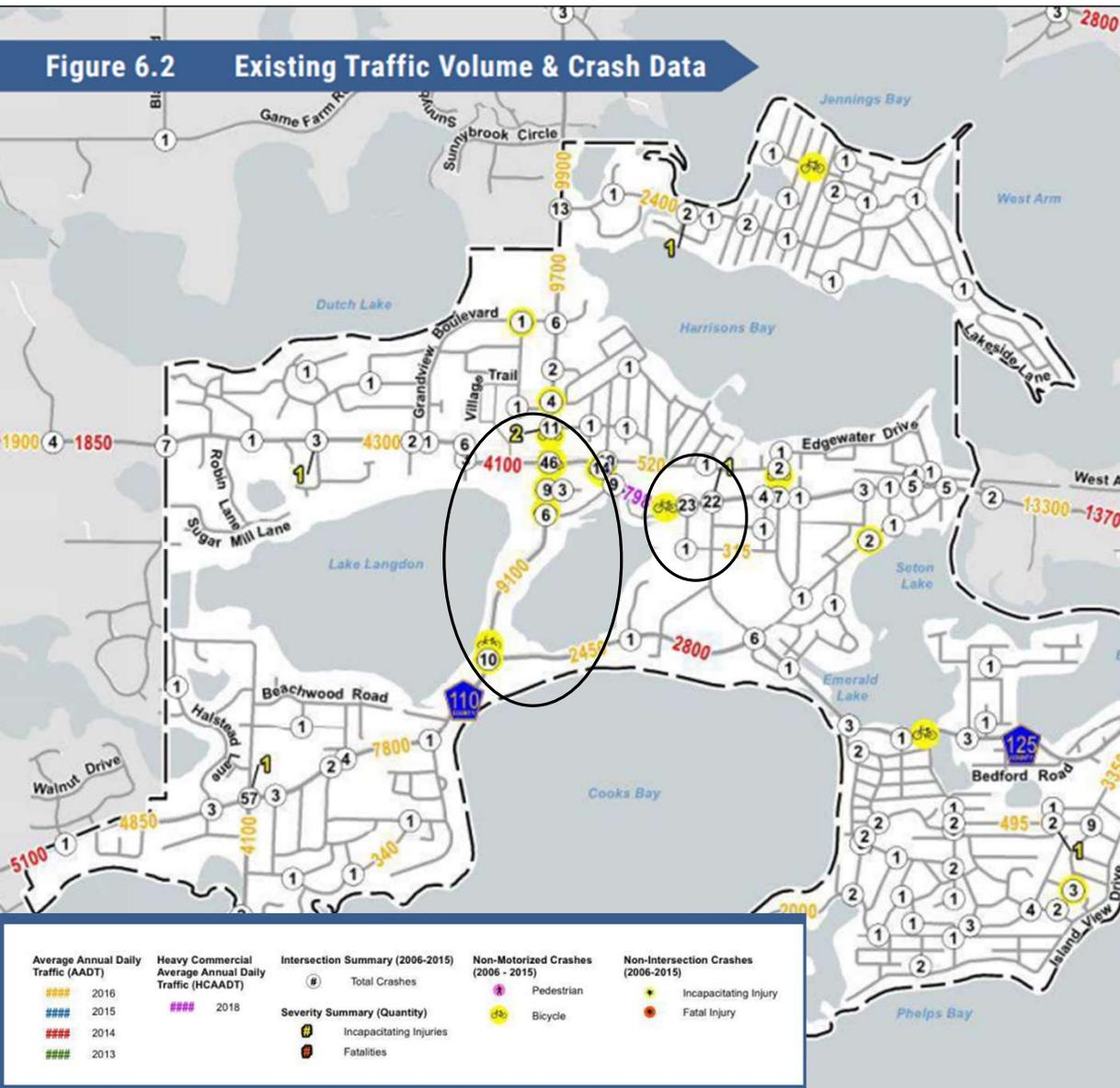
Future Trails

The City anticipates there may be opportunities for trail and sidewalk expansion as part of future redevelopment of the proposed Mixed Use Areas around Shoreline Drive and Commerce Boulevard.

The City will also continue to encourage Hennepin County to improve streetscape along County Roads and increase safety improvements for the on-street shoulders found along County Roads.

- pg. 74 -75 Mound 2040 Comprehensive Plan

Figure 6.2 Existing Traffic Volume & Crash Data



Safety Concerns

Crash statistics are used to determine which locations on the roadway network have safety concerns, which may need improvements to address. It can be seen that the highest volumes of crashes are at:

- CSAH 110/Bartlett Boulevard and Westedge Boulevard (including one with incapacitating injuries)
- CSAH 15/Lynwood Boulevard/Shoreline Drive and CSAH 110/Commerce Boulevard
- CSAH 15/Shoreline Drive and Wilshire Boulevard/Cypress Lane (including one with incapacitating injuries)
- CSAH 15/Lynwood Boulevard/Shoreline Drive and Belmont Lane
- CSAH 110/Commerce Boulevard and Church Lane (including two with incapacitating injuries)
- CSAH 110/Commerce Boulevard and CR 125/Bartlett Boulevard

Hennepin County

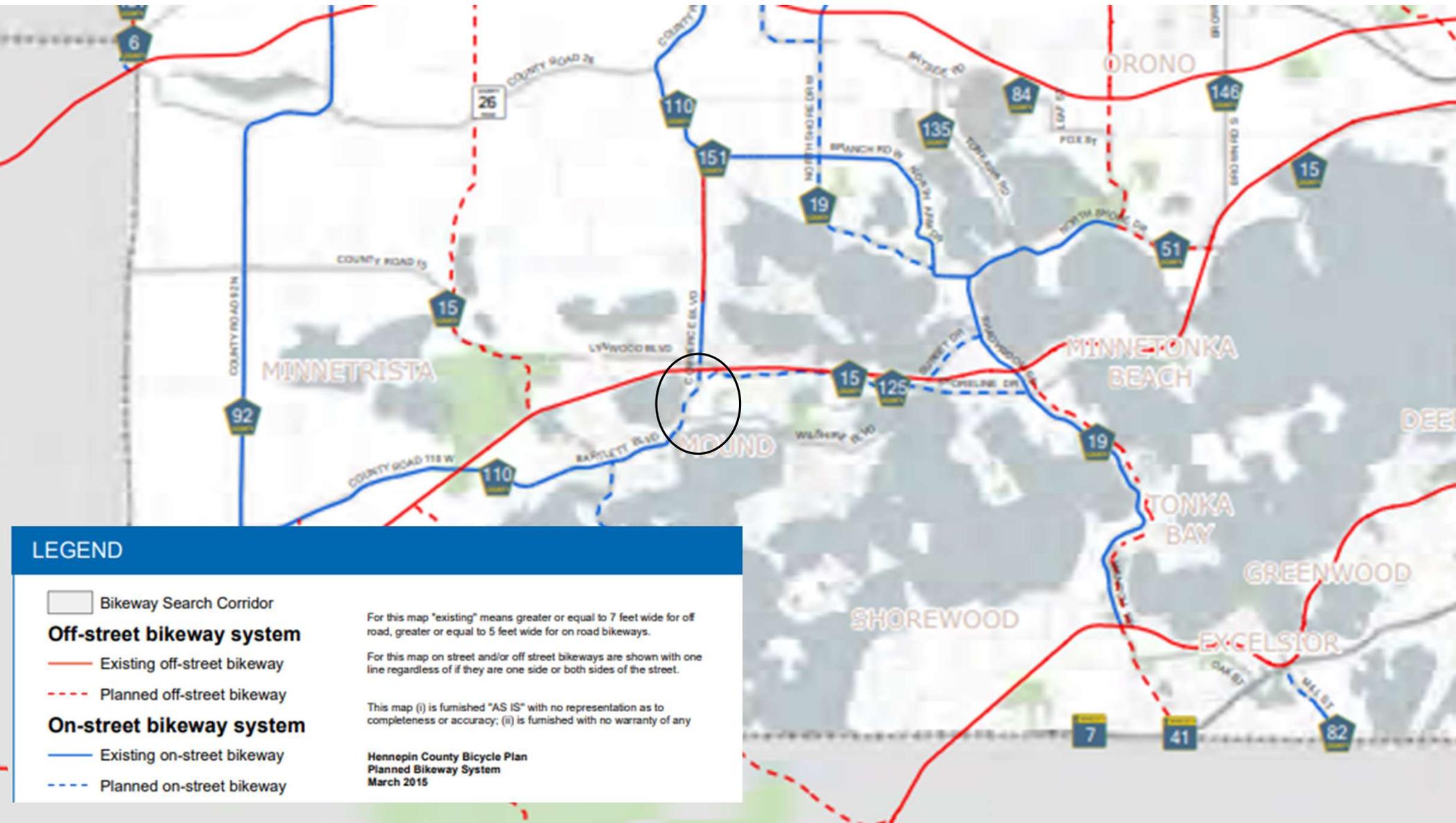
2040

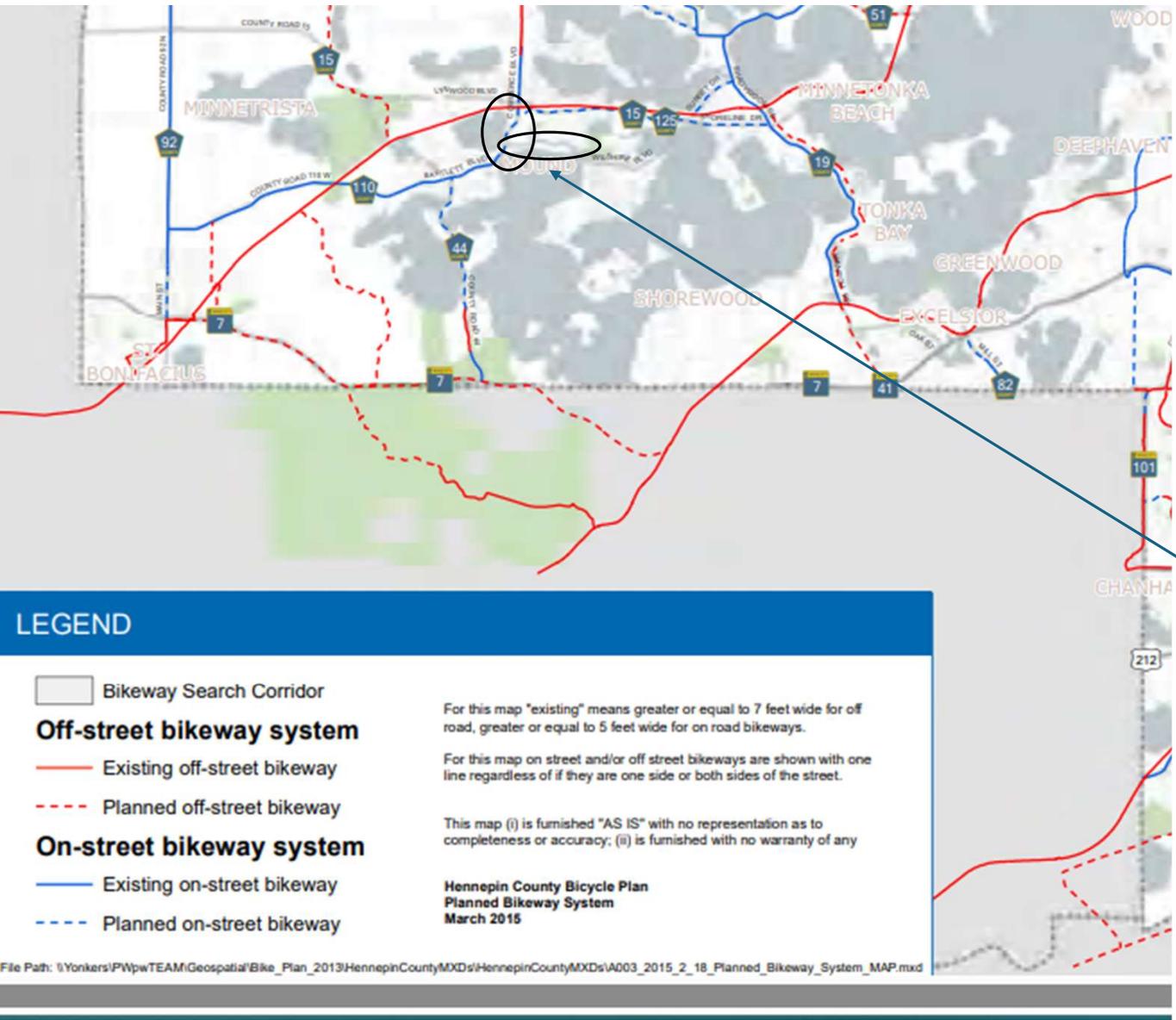
Bicycle Transportation Plan:

Making bicycling safe and comfortable

April 14, 2015







Strategy 2.6 Work with major transit providers and local communities to provide direct bicycle connections to transit stops and stations, and increase secure bicycle parking and storage to meet demand.

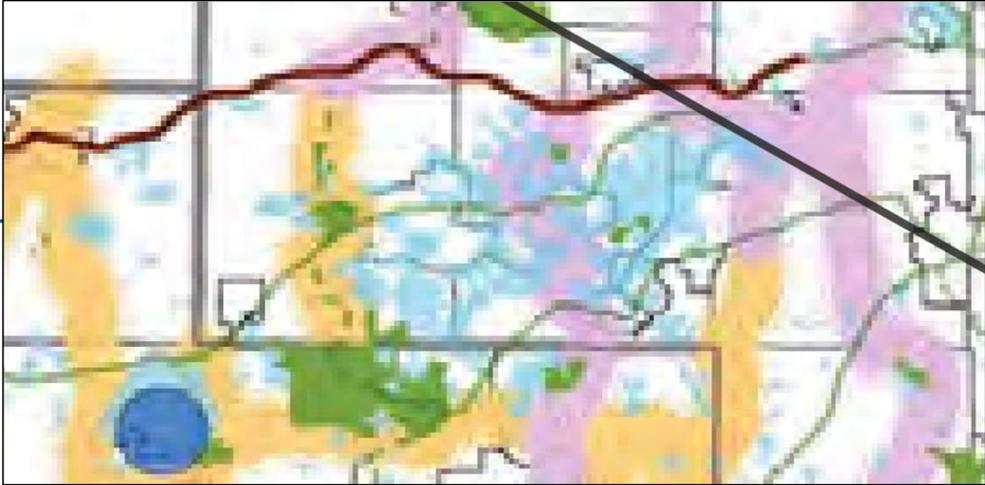
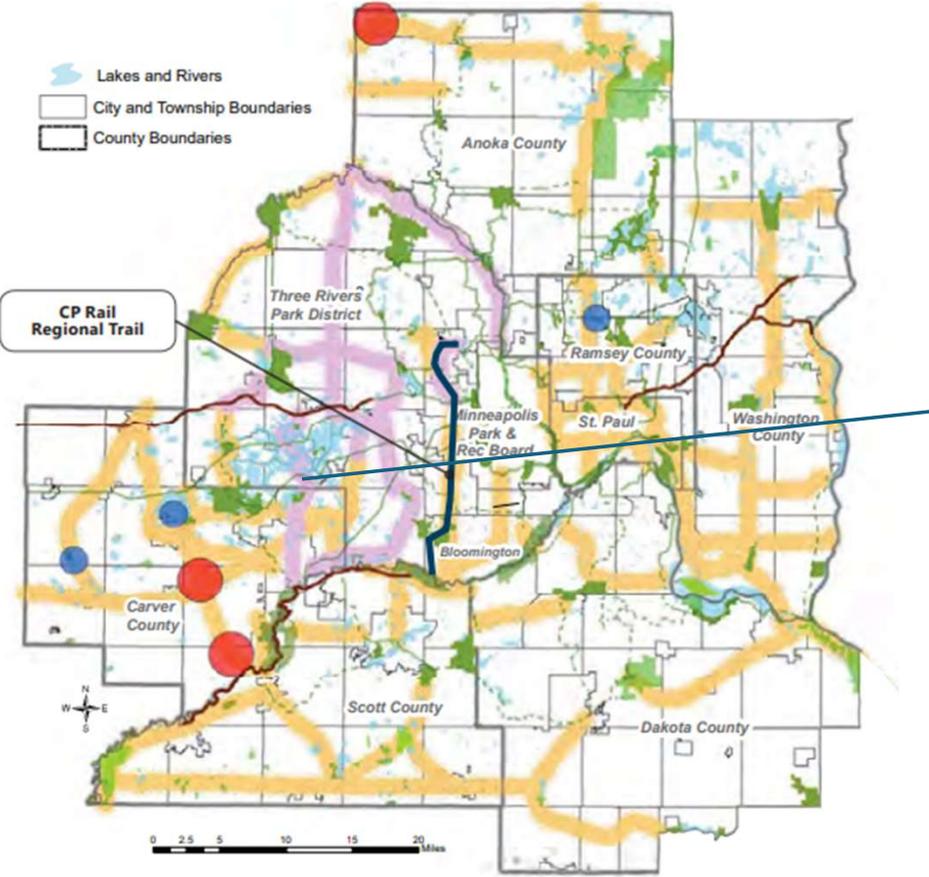
- pg. 44 The 2040 Bikeway System / Hennepin County 2040 Bicycle Transportation Plan

City bikeway systems

The local bikeway systems provide more complete coverage at the local level, serving trips within and between neighborhoods and small business districts. Key local routes are also a part of the regional system. The county bikeway system is intended to connect with local routes to provide access for longer bicycle trips to more regionally significant destinations.

•pg. 45 The 2040 Bikeway System / Hennepin County 2040 Bicycle Transportation Plan

Map 4: Metropolitan Council's 2040 Regional Parks System Plan



- | | | |
|--|--|---|
| <p>Regional Parks, Park Reserves, Special Recreation Features</p> <ul style="list-style-type: none"> Existing Planned Boundary Adjustment Search Area | <p>Regional Trails</p> <ul style="list-style-type: none"> Existing Regional Trails Planned Regional Trails Regional Trail Search Corridors 2040 Regional Trail Search Corridor Additions CP Rail Regional Trail | <p>State and Federal</p> <ul style="list-style-type: none"> State Lands State Trails Federal Lands |
|--|--|---|