

# The Great River Park

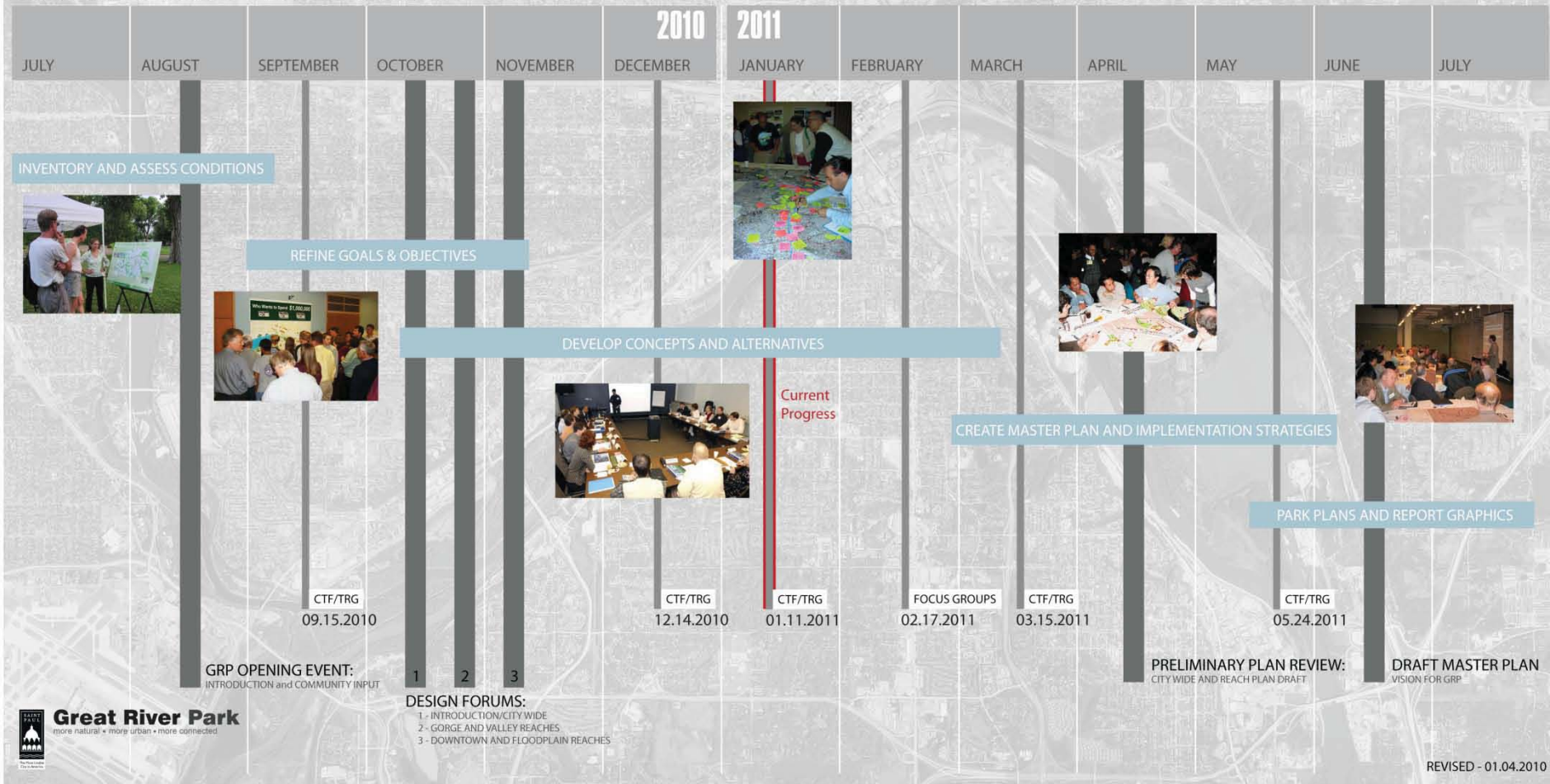


**Community Task Force Meeting : January 11, 2011**  
**Saint Paul Parks and Recreation**



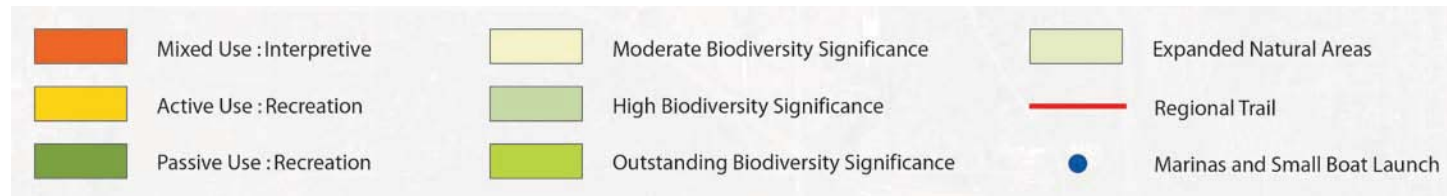
# Updated Project Schedule

## YOUR OPPORTUNITY TO PARTICIPATE





# Park Programming Conclusions



# Gorge Reach

Is there value in creating a Rivers edge trail from Meeker Dam to Shadow Falls?

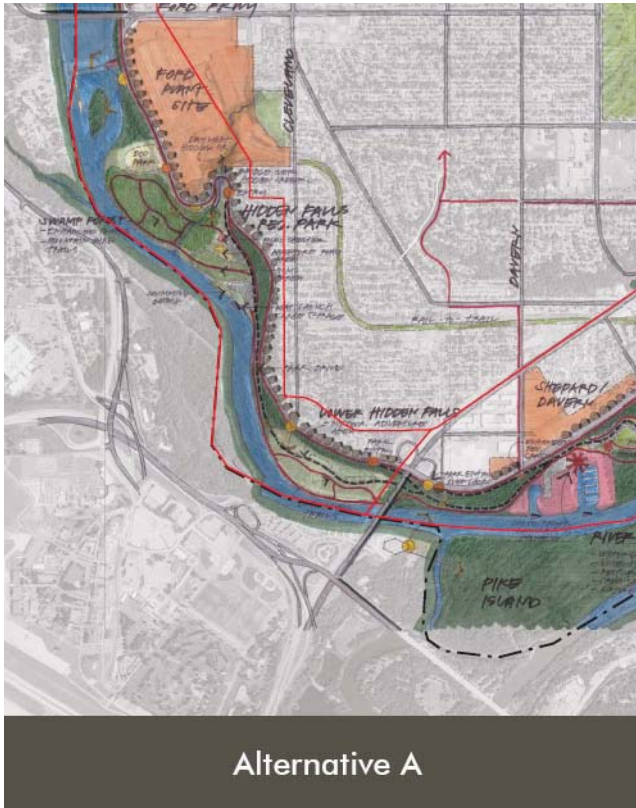


1. A rustic trail connecting the existing Minneapolis trail at the rivers edge above Meeker Dam, extending to Shadow Falls would be acceptable if the visual integrity (no impact on the bluff outcrops) and ecological integrity can be maintained.



# Upper and Lower Hidden Falls

Would expanded use within, and connection between Upper and Lower Hidden Falls benefit the community?



1. A vehicular connection between Upper and Lower Hidden Falls should not be made.
2. Consider minimally intrusive ways to increase the number of people moving through and activating the parks to have “eyes on the park” and higher levels of safety.
3. Include a broader range of recreation uses.
4. This is the place for nature based recreation uses within the Great River Park, assuming minimal impacts on existing natural resources.
5. Include methods for separating recreation users and uses to maintain a high quality recreation experience for all; i.e., limit/prohibit bikes on certain trails, limit weekend uses on certain high use biking/hiking trails, etc.

# Watergate Marina

Should the level of uses and activities at the marina be increased to create a hub for environmental education, paddlers, marina users, and restaurant/bar?

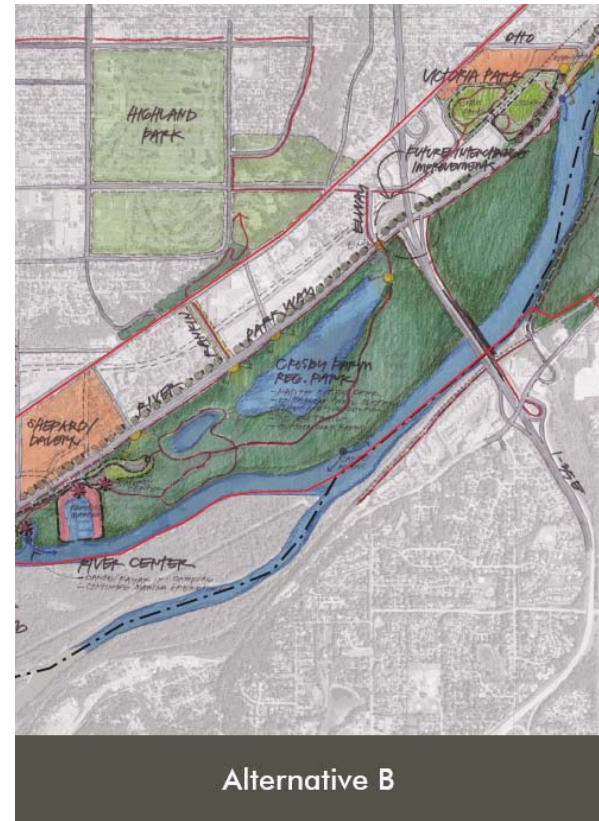


1. Explore options for a combined marina and destination restaurant/café/outdoor patio.
2. This is an appropriate location for the primary environmental learning center in the corridor.  
The facility should include equipment rental, sales and repair for cyclists, paddlers and skiers.
3. Explore options for non-motorized boating access to the “lagoon” upstream of the existing marina.



# Upper & Lower Crosby Farm

Should the Plan recommend better linkages between the two parks, increase level of activity within the parks?



1. Maintain the existing natural qualities and passive uses of the park.
2. Further explore pedestrian and vehicular access options at the Lower Crosby entry.
3. Provide for through trail access between Upper Crosby and Victoria Park; provide links to Shepard Road when possible.
4. Develop limited picnicking at the existing upper Crosby trailhead; evaluate the role of the existing shelter in the context of expanding use/ environmental education at the marina.
5. Create varied trail experiences through management practices/ refined trail network.
6. Keep this park as a natural area- explore walk-in/ boat-in camping in association with the environmental education center.
7. Explore better pedestrian access at the bluff /from Shepard Road.

# Island Station

Is there a level of development appropriate for Island Station?  
What kind of recreation would be complementary?



1. Peninsula should be public use supporting public and private activities in the renovated building.
2. NPS visitors center would be located in the building as well as several complimentary uses i.e. indoor climbing wall, food service, marina, Wilderness Inquiry, boat building facility, urban camping and hotel.
3. Development should extend down Randolph towards Island Station, but not beyond the existing structure.



# Harriet Island

Should there be more destination day uses added to Harriet Island?



1. Add destination activities possibly including barge pool, skate park, adventure sports, fueling station on current public dock (marina amenities), small boat landing and outdoor climbing wall.

# Bruce Vento Park & Lower Landing

What are appropriate uses for Lower Landing? What are appropriate uses for the building at Bruce Vento? What are potential uses west of Hoffman Junction?



## Lower Landing

1. Use the park as the entryway to the City from east.
2. Enhance the experience of being near the river at both Lower Landing and through Lower Landing Park.
3. Opportunity to provide a “working river” interpretive and observation area/node. Create different views of the river and barges through landform if allowable to fill in that area.
4. Create natural gardens using native species.
5. Potential site for a dog park for Downtown and Lowertown neighborhoods.
6. Create pedestrian connection to Broadway from Lower Landing.

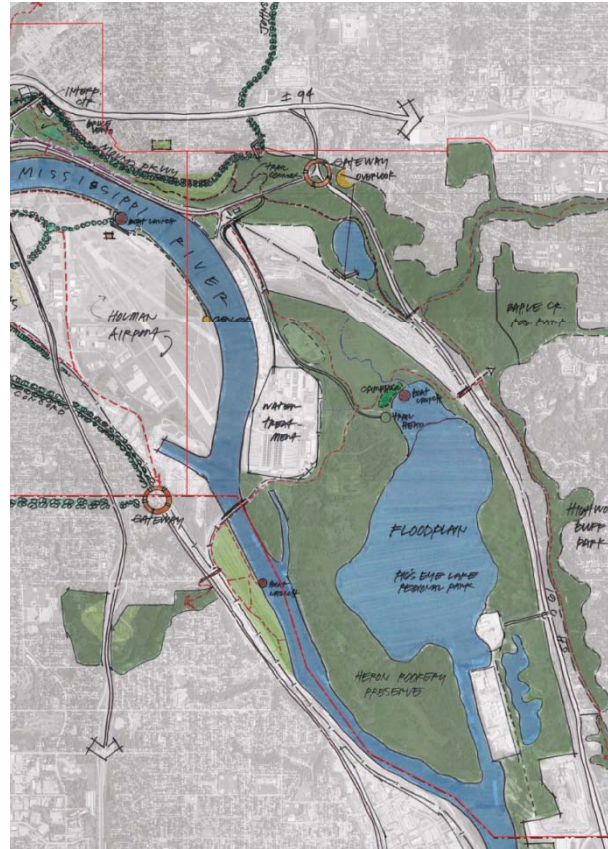
## Bruce Vento

1. A good location for American Indian cultural interpretation and ecological (restoration) education area for Great River Park.
2. Connect to Sam Morgan Trail via bridge/tunnel.
3. Create stronger ped/bike and vehicular connection to Indian Mounds Regional Park as well as to Lowertown.



# Battle Creek & Highwood Bluff

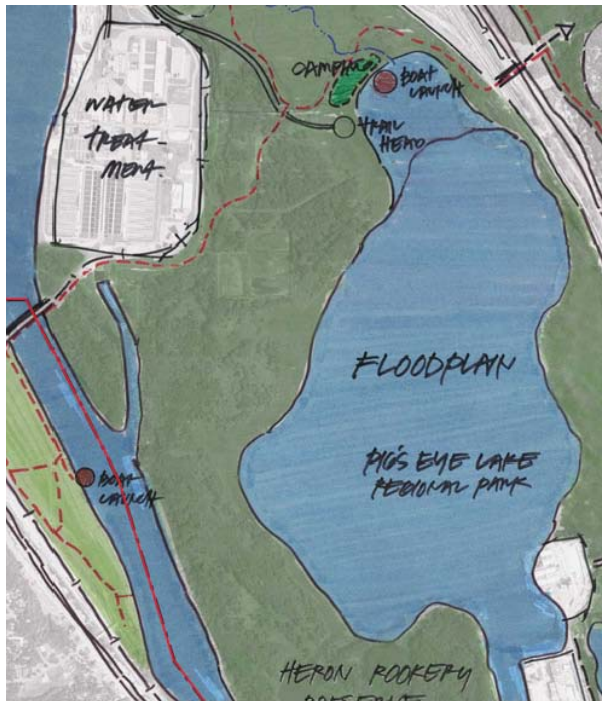
Is there a benefit to developing the area from Highwood Bluff Park to Henry Park as a regional Park?



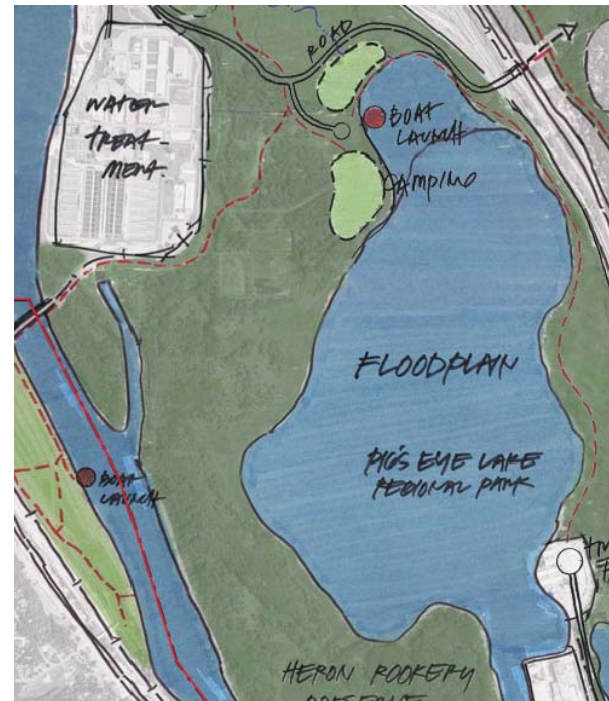
1. Create a regional park extension.
2. Acquire and preserve remaining privately owned bluff lands along highway 61 integrate public lands along the bluff with a trail linking Battle Creek Park to Henry Park.
3. Restore Battle Creek to the degree possible i.e. diverting a portion of it as it passes under 61 alongside the trail connection.

# Pig's Eye

## What is the appropriate type and level of use in Pigs Eye?



## Alternative A



## Alternative B

1. Athletic fields are not an appropriate use.
2. Rustic trail head and place to put in canoes or kayaks.
3. Provide access and limited parking for trail head.
4. Provide way-finding and interpretive signage.
5. Keep improvements simple - preserve and enhance the areas natural qualities.
6. Protect and expand the rookery, provide interpretation and off-site viewing platforms.
7. Connection across 61 to Red Rock facility.
8. Trail link to Red Rock Road and trail head facility if industrial use/sites relocate or are vacated.
9. Long term, provide access across rail lines and Highway 61 from Henry Park to Pigs Eye including the Great River Road Bike Trail and Carver Lake Trail.

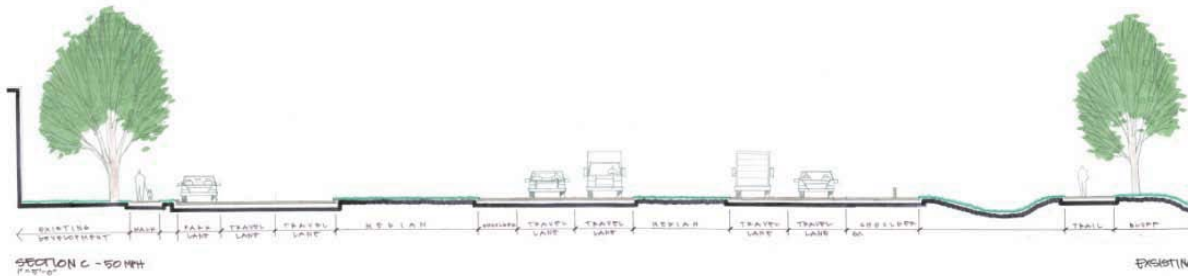


# Shepard Road – Fort Road to S Homer Street

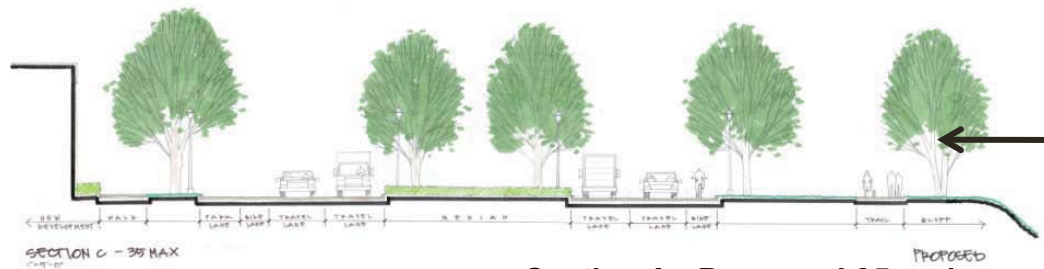
## What are the Criteria for Parkway Treatment?

### Parkway Treatment

- Remove Frontage Road ———
- Add Bike Lanes ———
- Enhanced Landscape and Traffic Calming Zones ———



Section A - Existing 50 mph



Section A - Proposed 35 mph max

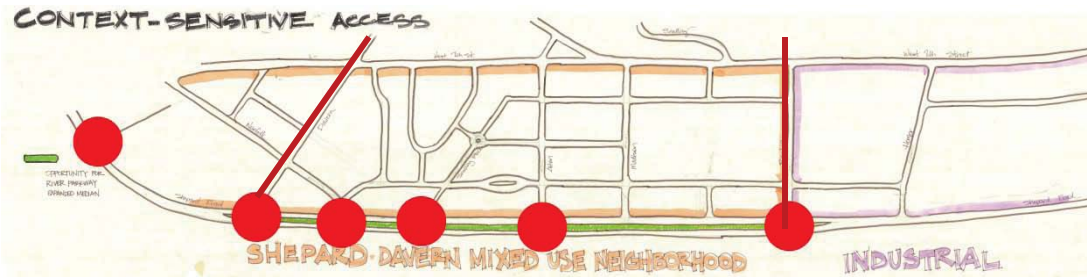
- Remove frontage road
- Increase development
- Add on-street parking and bike lanes
- Increase median width
- enhance landscape
- remove guardrail

# Shepard Road – Fort Road to Elway

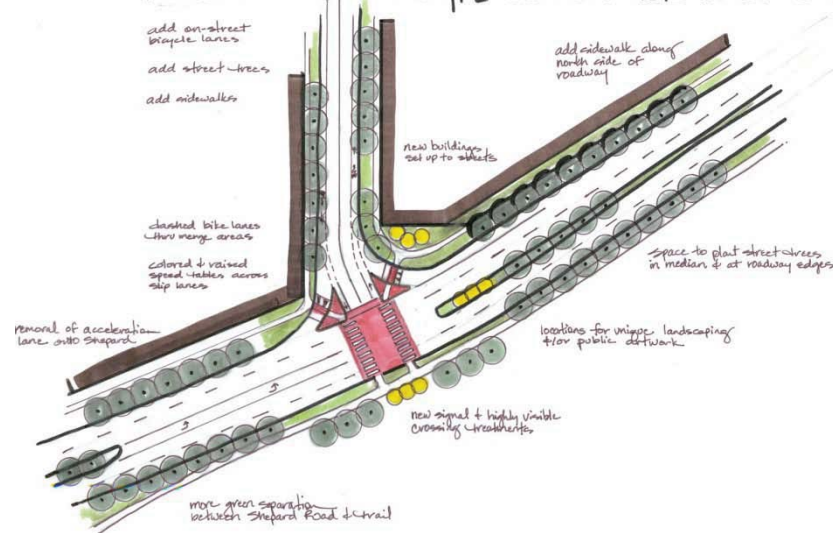
## Confirm Neighborhood Access?

- Access to Sam Morgan Trail at:  
Gannon Road  
Davern Street  
Norfolk  
Snelling Place  
Alton Street  
South Rankin Street

— Regional bike route



### - DAVERN ST. - PROTOTYPE CONCEPT FOR INTERSECTIONS



### PROTOTYPE CONCEPTS FOR INTERSECTIONS SHEPARD DAVERN GATEWAY NEIGHBORHOOD -

#### ROADWAY DESIGN CONCEPTS:

- 2 lanes of traffic each direction + on-street bicycle lanes
- sidewalk north side, separated from street by boulevard planting
- opportunities to provide on-street parking on north side - separated from vehicle traffic by bike lane with curb walls at intersections
- wide median accommodates turn lanes where needed
- wide boulevard on south side provides more park space by curb
- preserve road corridor

#### INTERSECTING STREETS:

- sidewalks
- streetcaching

- #### MID-BLOCK ENHANCED CROSSINGS:
- high-visibility crosswalks, signage if/when needed, per demand
  - pedestrian refuge in median (angled to visual on-coming traffic)
  - reduces roadway pavement width to be crossed to 80' distance

#### FULL MOVEMENT VEHICULAR INTERSECTIONS:

- access across wide median
- may or may not be signalized, per demand
- provides turning lanes where needed, but no acceleration lanes
- includes high-visibility non-motorized crosswalks



# Shepard Road – Homer Street to Randolph

## Can We Overcome Bluff Barrier Challenges?

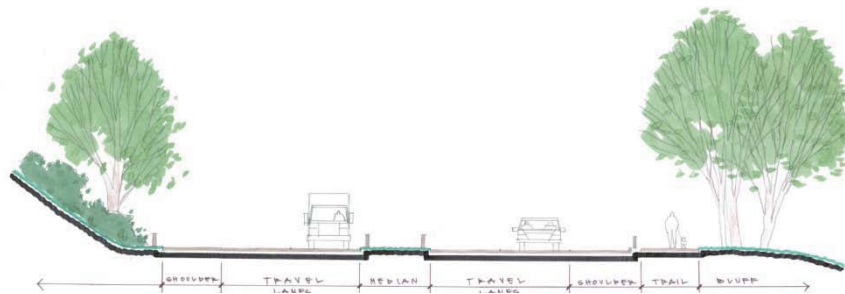
- Access to Sam Morgan Trail at:  
Elway Street  
Otto Avenue  
Randolph

- Suggested connections at:  
Under I-35  
Hathaway  
Sumac/Drake

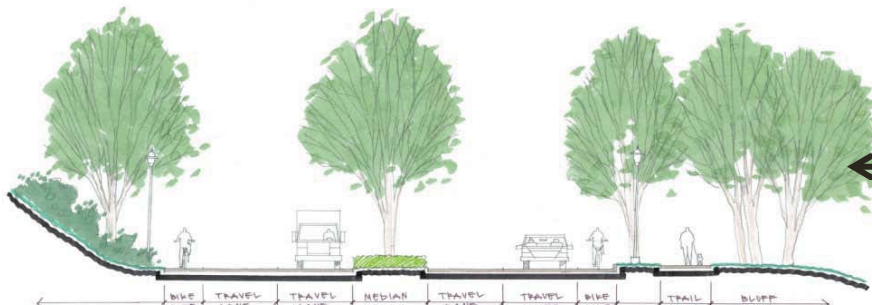


### Parkway Treatment

- Add Bike Lanes ———
- Enhance Landscape ———



Section B – Existing 50 mph



Section B – Proposed 35 mph max

- narrow shoulders
- add bike lanes
- enhance landscape
- remove guardrail
- add landscape area between Shepard Rd and Sam Morgan Trail

# Confirm Downtown Connections

### ● Existing/Approved Connections:

## Eagle/Chestnut

# Jackson Street

# Sibley Street

● **Suggested:**

## Walnut Street ped connection

## Vertical connections at all downtown bridges

## Water Taxi

## Broadway Connection

## ▲ Redevelopment Driven:

# Union Depot

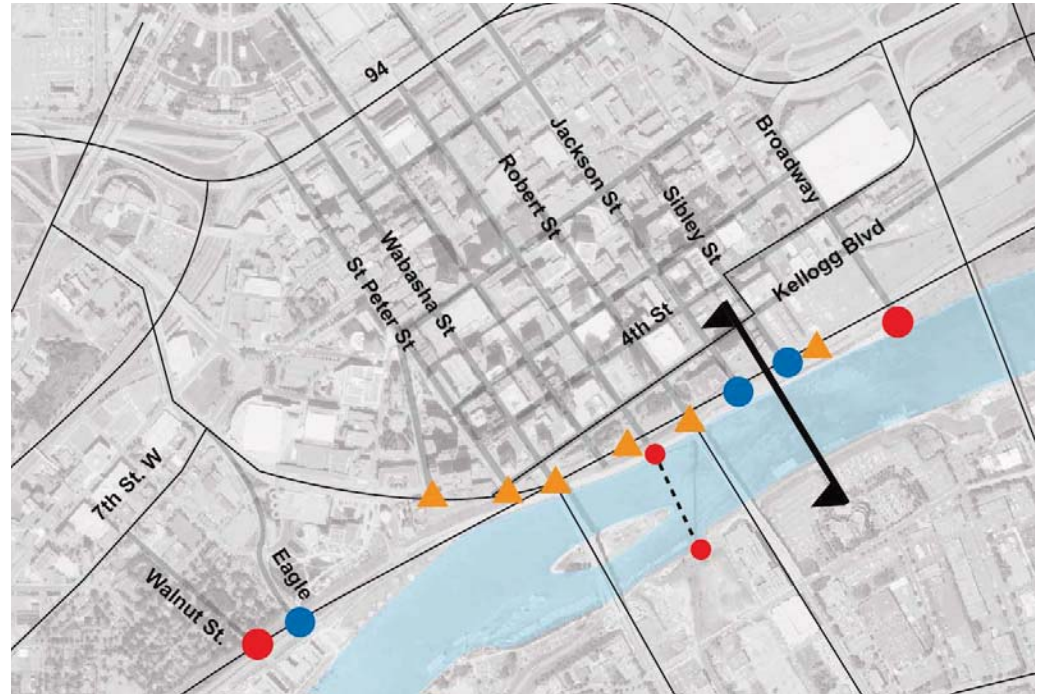
- Under RR Tracks

## County Offices and Jail

- Market St
- St Peter St

## County Parking Lot

- Kellogg Bluff
- Wabasha
- Robert Street



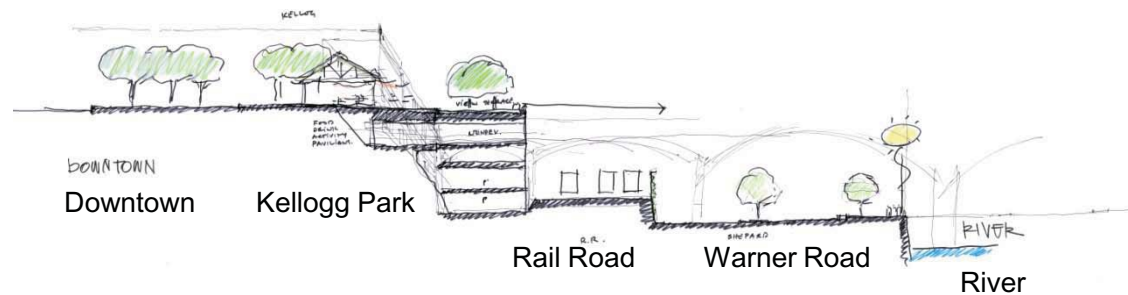


# Kellogg Improvements/Connections

Is there value in creating a Downtown “Mounds to Eagle/Chestnut” boulevard connection?

Local connections at:

- Extension to Grand Rounds
- 4<sup>th</sup> Street enhancements
- Kellogg plaza
- Warner Road/enhanced landscape



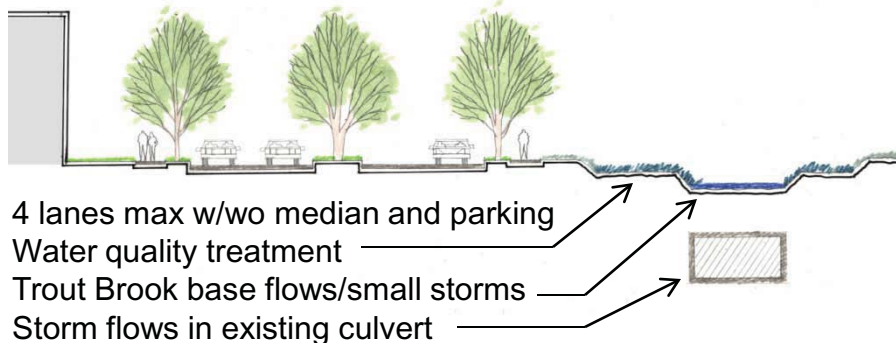
# Trout Brook – Daylight Creek/Parkway or Blvd

What is an acceptable character and function for the Trout Brook corridor?

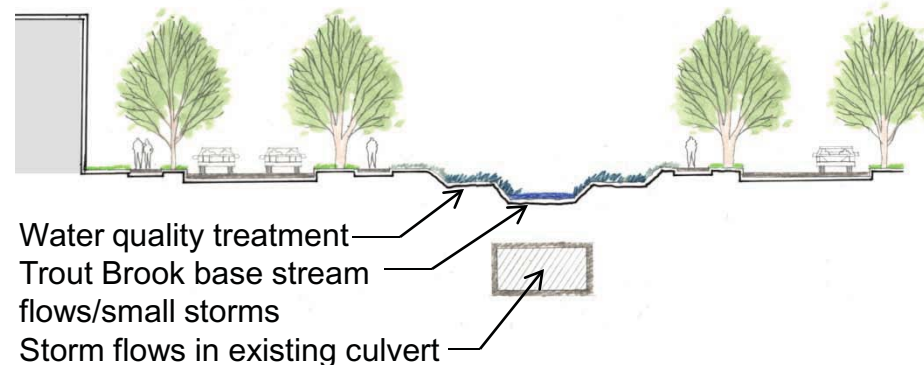
Is the connection a “Complete Street?”



Boulevard/Daylighted Stream



Parkway/Daylighted Stream



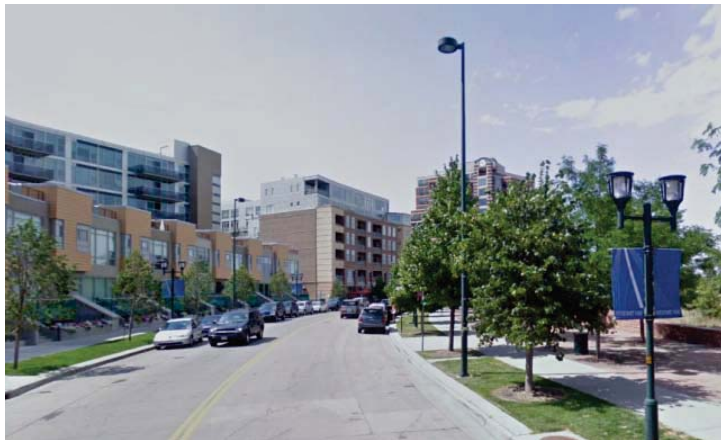
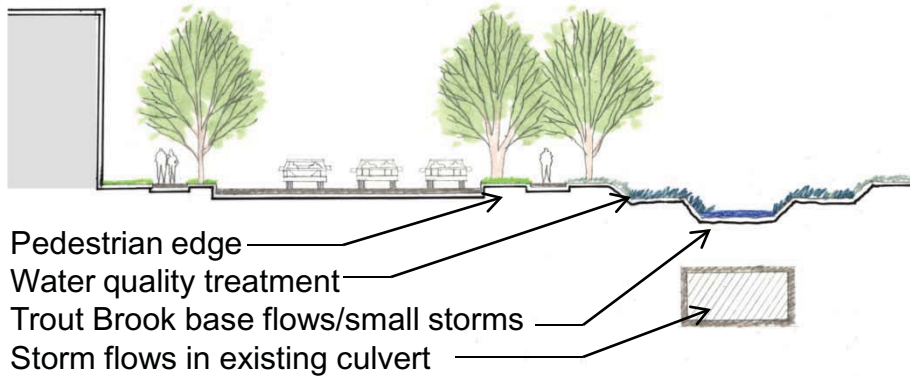


# Trout Brook Daylight Creek/Local Street

## What is an acceptable character and function for the Trout Brook corridor?

## Is the connection a “Local Street?”

## Local Street Edge



# Warner Road – Battle Creek

## What is the Level of Access at Childs Road?

### Possible Improved Connections:

- Pig's Eye Open Space Access
- Trails
- Commercial Access
- Water Treatment Plant



At Grade Connection



Grade Separated Connection



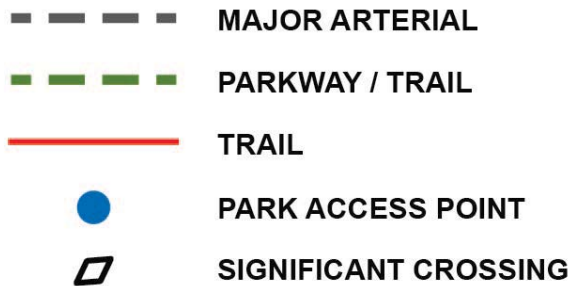


# Lower Pig's Eye Lake Connections

Where are trail connections the most appropriate?

Possible Connections:

- From Childs
- Lower Afton Road
- Utility Easement
- Red Rock Road



# Urban Development and Redevelopment

Confirm that the GRP Master Plan will develop general **development principles** and **performance guidelines** related to the interface between riverfront parks and adjacent development.

## Mixed Use Areas and Corridors

- within River Corridor
- outside River Corridor
- Downtown

## Industrial Areas

- within River Corridor
- outside River Corridor
- Residential Corridors



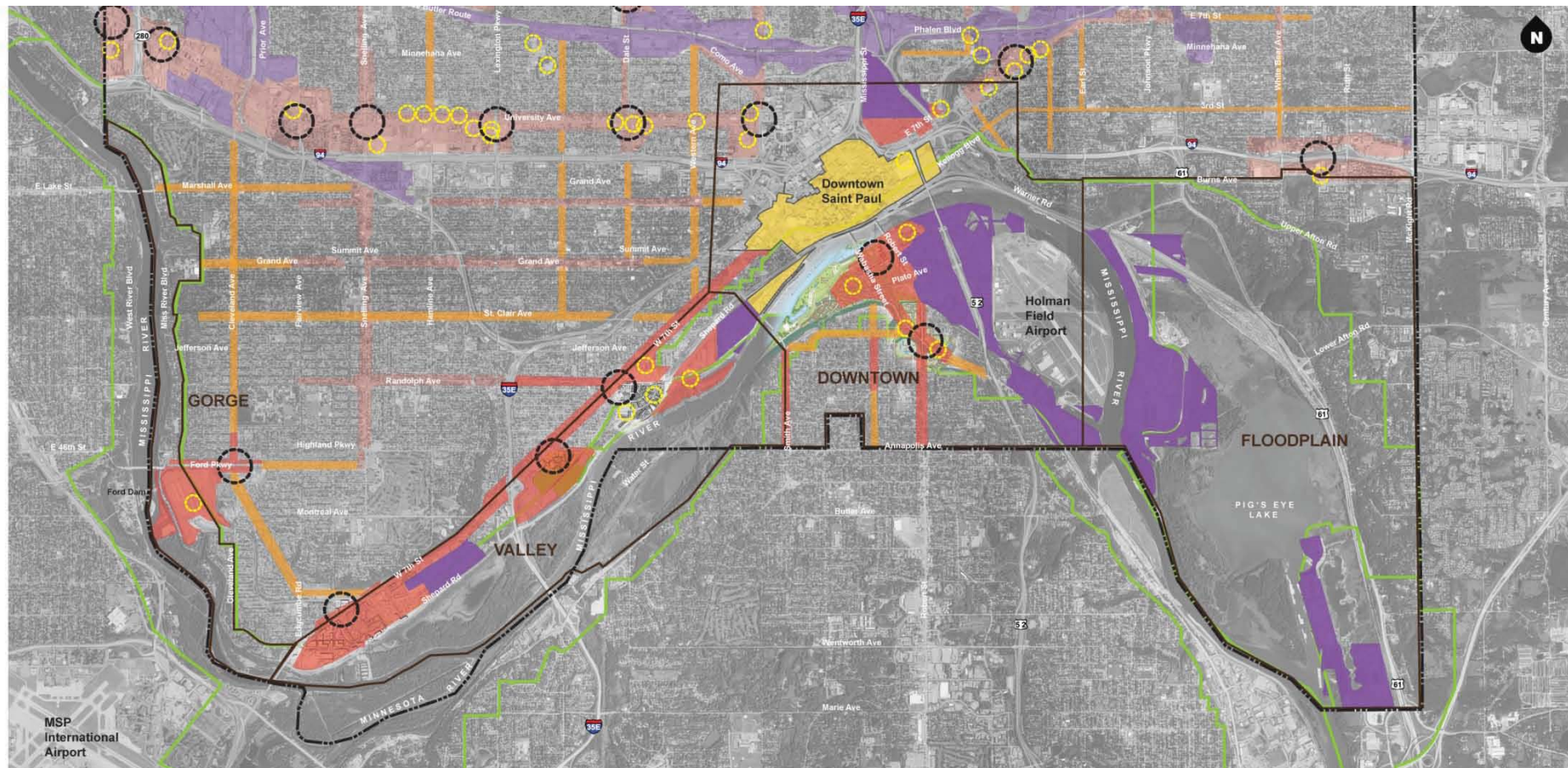
Neighborhood Center



Opportunity Sites - mixed use or employment centers

## Other Information

- City Boundary
- Critical Area Boundary
- GRP Reach Boundaries

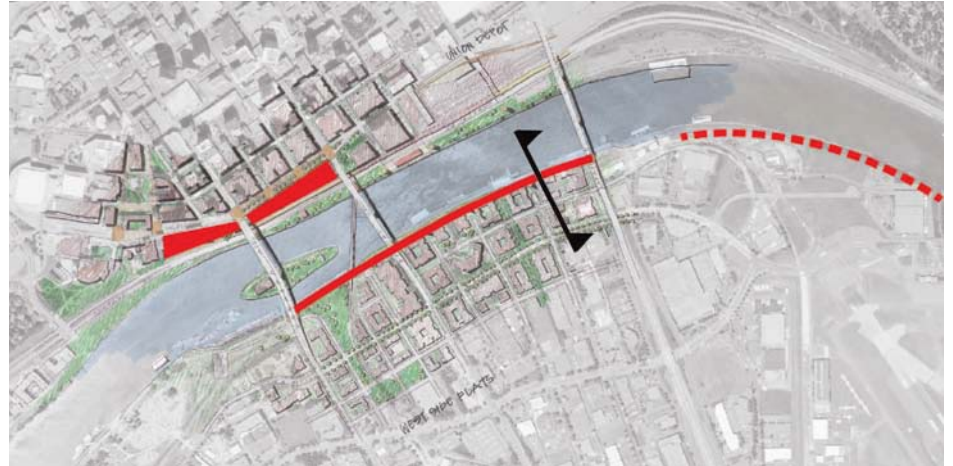




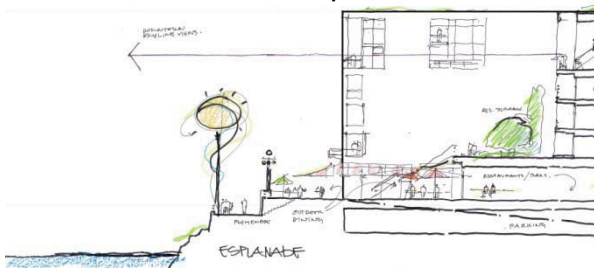
# Urban Development and Redevelopment

To what degree can redevelopment connect to the river?

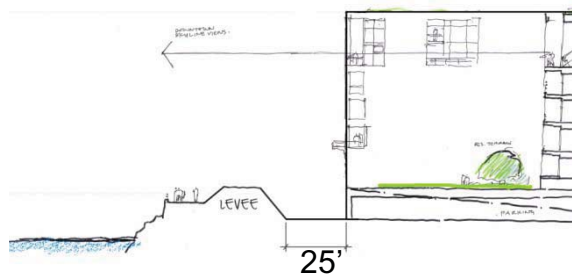
- Downtown infill with elevators/ stairs
- West Side Flats levee access



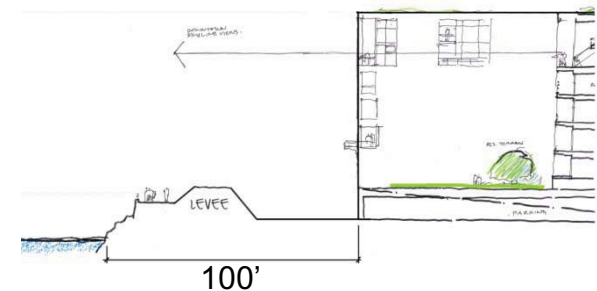
Proposed Condition



Current Condition



Critical Area Constraint



# Urban Development and Redevelopment

How can adjacent development benefit the Park?

- To what degree should stormwater treatment/stream connections integrate into development?

## Ford Site:

Total site area : **125 acres**

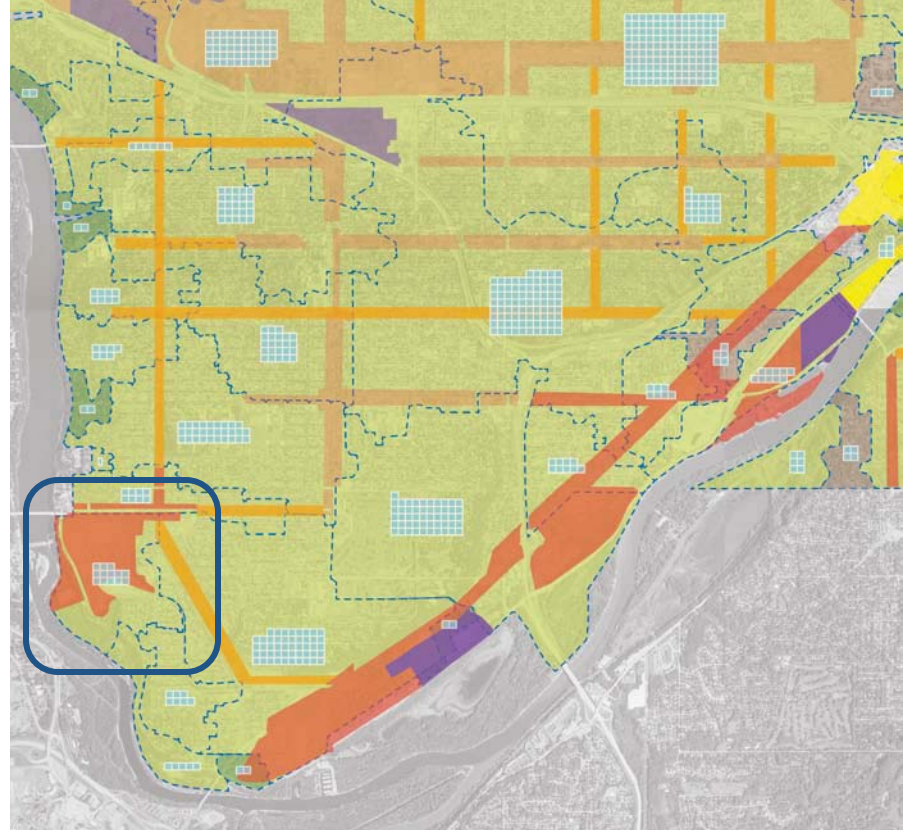
Proposed open space (15% - 48%) :  
**19 - 60 acres**

## Ford Site's Watershed:

Total area: **269 acres**

Area needed to treat runoff (5%): **13.5 acres**

Other potential benefits/partnerships?





## Project Contacts:

Website

[www.greatriverpark.org](http://www.greatriverpark.org)

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