



CITY OF SAINT PAUL
Mayor Christopher B. Coleman

400 City Hall Annex
25 West 4th Street
Saint Paul, Minnesota 55102
www.stpaul.gov/parks

Telephone: 651-266-6400
Facsimile: 651-292-7405

The Most Livable
City in America

January 20, 2011

**Lilydale Regional Park Design Advisory Committee
Meeting Notes – January 18, 2011
Wellstone Center Room 212**

Meeting Attendees:

Bob Spaulding, Grit Youngquist, Tess Rizzardi, Eriks Ludins, Jan Carr, Gjerry Berquist, Karin Misiewicz, Richard Arey, Kathy Farnell, Jody Martinez, Jon Kerr, Craig David, Kathy Stack, Dawn Clawson, Peggy Lynch, Jack Becker, Don Ganje and Ellen Stewart, Bruce Cornwall, Michael Schroeder

- A. Grit Youngquist called meeting to order and revisited Group Agreements and went over the agenda for the evening.**
- B. Ellen Stewart introduced self as new Project Manager for the City. Alice Messer is on maternity leave.**
 - a. Environmental clean up efforts are underway and the marina site is nearly done. Ellen will be meeting with contractor late this week or early next week to discuss proceeding with phase 2 which is the asbestos removal site.
 - b. Due to budget it is not possible to develop engineering plans for the shoreline at the marina site at this time. This will likely be a costly endeavor and removal of the concrete rubble currently holding the bank in place at this time cannot happen until we have engineered a solution and have the funds in place to construct it.
 - c. Eriks Ludins provided update on road turn back – currently there is a delay on the side of Ramsey County making a decision until March. This does not effect our planning process and should not change the fact that Ramsey County will turn the road over to the City.
- C. Michael Schroeder presented Roadway Alignment Concepts**
 - a. Parallel alignment concept shown as well as the decision process that drove the design team to that proposed solution
 - b. Roadway sections were presented illustrating generalized conditions
 - c. Parking projections for the entire park were presented but will continue to be looked at to arrive at an appropriate number of spaces given the programming of the park.



CAPRA Accreditation

An Affirmative Action Equal Opportunity Employer



National Gold Medal Award

- d. Parking locations including lots near the shelter, some on road parking near trail crossings and parking at the fossil ground trail head area and the DNR boat launch were shown.

D. Bruce Cornwall from LHB presented Shelter concepts and site plan for that area

- a. Designs of the shelter inspired by natural patterns and structures of pine cones, fish scales, wing feathers and the setting for them is influenced by the forms that animals make when nesting or bedding.
- b. Larger shelter designed for 50 people based on programming needs for the City's environmental education program measuring approximately 24'x48'.
- c. Smaller shelters would accommodate 5-18 people and were shown to be approximately 24'x24'.

E. Comments and discussion occurred during the presentations and during the formal "group discussion" after presentations were made.

- a. Kelly Dinsmore, the City's Interpretive and Environmental Education Coordinator presented potential plans for programming at Lilydale which influence the size of the larger shelter.
 - i. Kelly's position is funded through Legacy Funding. She is responsible for developing programming that will get more people into our Regional Parks so that they will learn about the environment and in turn appreciate and become stewards of the special places we have.
 - ii. The larger shelter would be used as main staging area for groups of up to two classes before breaking into smaller groups and heading toward various park amenities.
- b. Support was expressed for the programming, but there was concern about the size of the structures including the height as well as the square footage.
- c. Comment that the architecture did not relate to the park itself in terms of materials and forms in the way some individuals thought it would.
- d. The aspect of lighting and night programming was something new that the task force had not considered.
- e. General feeling that the concepts were "overdeveloped"
- f. Individual comment about the "formal" layout of the picnic hill.
- g. Liked the idea of the meadow not being turf or mown.
- h. Concern about the parking numbers and how they were calculated – they originated from the master plan and will continue to be scrutinized. Parking once designed can be phased and may be constructed as use of park demands over the build out of the master plan.

F. Next Steps:

- a. LHB to refine conceptual design plans for roadway and picnic shelter, present to City staff for comments and changes prior to the Public Open House.
- b. After Open House, project manager and consultants will incorporate comments into a refined design for presentation at the final task force meeting.
- c. Schedule Public Open House
- d. Schedule future task force meeting



CITY OF SAINT PAUL
Mayor Christopher B. Coleman

400 City Hall Annex
25 West 4th Street
Saint Paul, Minnesota 55102
www.stpaul.gov/parks

Telephone: 651-266-6400
Facsimile: 651-292-7405

The Most Livable
City in America

January 18, 2011

Submitted written comments from task force:

Shelter/Programming

1. Really like the large shelter and smaller shelter ideas – 50 people appropriate for 2 school groups
2. Please consider a heat source in the large shelter – a small fireplace for evening and early spring/ late fall education programming. This will be a huge benefit especially keeping inappropriately dressed youth warm.
3. I have no problem with 3 shelters as proposed, however height is unacceptable. Design needs to be more organic and less obtrusive.
4. You could utilize the “curve” of the line (roof) of a tent in your design! A more organic roof would be nice. Less symmetry and more curved lines.
5. The education program is an important function that Lilydale should accommodate.
6. Picnic table locations: Can we locate tables along the river northeast of the RR bridge with additional parking along the roadway? The views there are fantastic and it is not such a natural area.
7. Can Picnic hill have a more natural form? Not perfectly rounded and with more outour changing grade for the walkway - less circular and a bit of grade change.
8. What happened to the more organic styles of buildings that were shown us at last meeting? I recall several based around integration of plant life that were well received by most people.
9. I like the photos of your lantern shelters better than what you’ve planned for us. I like a more organic structure – more pod like or whatever.
10. I am interested in the night lighting concept - while being thoughtful as people have indicated about the history or undesirable park users/activities. Can we increase the positive use at night and decrease the negative?
11. From a Friends of Lilydale Park perspective, the scale of development for parking and shelters – what we have seen tonight is way overdeveloped: too much.
12. Shelters first appeared too tall and massive. Too angular. Perhaps more modest scale, more organic looking with softer edges.
13. Like slats of light and potential for glow factor at night.
14. Arrangement in circle with open field is nice sense of community.
15. I like the idea of having educational programs! This is a great area for students!
16. I like the shelters but they may be a little too high on the height.



CAPRA Accreditation

An Affirmative Action Equal Opportunity Employer



National Gold Medal Award

17. Picnic pavilion area is over developed. One shelter and half of the parking would be plenty. Trails and stairs do not seem intuitive as far as wayfinding goes. The large circular path around the meadow seems far too formal.
 - a. Example: the canoe drop off is a typical example of this overdevelopment
18. One large picnic shelter but not such a high roof.
19. Large shelter is set nicely into natural area. Perhaps have a section of solid wall at one side
20. Phase in the buildings and parking lot – grow as the demand grows
21. Picnic area and tables just upstream from the bridge – like that idea very much.
22. The size of the shelter will disappear under 50’ cottonwoods.
23. Less space devoted to shelters and parking. Use Jody’s incremental approach. Build small .. Like to reduce the size of the dog park to 4 acres as a start.

Parking

1. number of parking spaces is about right.
2. You should not diminish the size of the boat launch parking lot
 - a. Why tear up what already exists?
 - b. Dog park will attract many users 365 days/year
3. When did we even start considering night time programming that would require lighting of our shelters?
4. How did we end up with nearly 200 parking spaces or nearly double the existing amount?
5. Too much parking/too much development
6. I’m aghast at the number of people that are being planned for. If school kids come on busses, it doesn’t seem like we need half that number of parking spaces.
7. I like parking spaces along the road. They are unobtrusive and allow a person to “pull over” if they see something interesting.

Roadway/Trails

1. How will the gateway be designed? Who will do the design, When do we see it? How does it relate to the road discussion and the design proposed?
2. Can we have speed bumps?
3. Lilydale as a park first and a road 2nd.
4. Consider how to maximize views on the trail of both the Mississippi River and Pickerel Lake.
5. The “railroad bridge” is called the Omaha Bridge.
6. Roadways with bike lanes – keep it obvious for motorists
7. Bike paths need occasional pull-offs with benches or picnic tables by the river
8. Keep the bike trail as close to the river for as long as you can.
9. Traffic calming could be even more aggressive. ORad widths should be as narrow as possible. With 9-10’ per lane maximum. Lane width now is 20 for two lanes. Consider a right angle turn (with stop sign) near interpretive center.
10. Trails should be separated so there are bike/blade paths distinct from walking paths
11. Trails should not be as winding as shown (especially if they are shared use) as that will decrease visibility and safety.
12. Trails should maximize views of river and lake.
13. How much space is available for the roadway under the bridge? Right now it drops to one lane. Will it still be that way? Make it safer!
14. Keep the road open at all times.
15. There must be a trail between the dog park and the river. People want to see the river.
16. City of St. Paul will be responsible for safety of occupants of Lilydale park and be responsible for the park.

- a. The peeding cars that use this route for commuting will continue to be a safety hazard for pedestrians and bicycles.
- b. The roadway will provide opportunities for people to dump rubbish and garbage.
- c. Cy Kosel indicated that it would be a great idea to prevent traffic and garbage issues by closing the roadway at the pool and yacht club.
- d. The road would be open for emergencies and pedestrians and bicycles but would be closed for those that want to cut off a few minutes in their commute
- e. Parks could easily monitor cars entering and exiting the park if there is just one way to enter and exit. This would prevent much of the problems that now exist in this area.
- f. Do you plan to place guard rails at all places where cars can leave the road? How natural is that?

Other

1. Thank you for all of the hard work you put into this!