

SAMUEL H. MORGAN REGIONAL TRAIL CORRIDOR:



LOWER LANDING PARK RENOVATION PLAN

MASTER PLAN AMENDMENT TO
EAST BANK MISSISSIPPI RIVER REGIONAL TRAIL CORRIDOR MASTER PLAN

ADOPTED ____ 2020

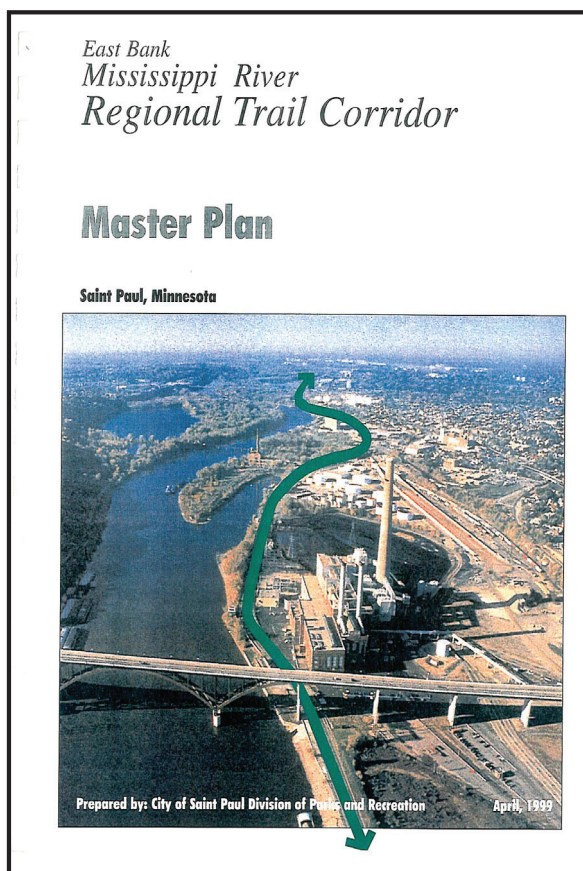




Samuel H. Morgan Regional Trail Plaque. Upper Landing by District Energy

Amendment Notes

In 2001, The Saint Paul City Council changed the name of the trail from the East Bank Mississippi River to the **Samuel H. Morgan Regional Trail** through a council resolution. (Appendix A) This was a request from the Friends of Parks and Trails of St. Paul and Ramsey County to honor of Mr. Morgan's numerous contributions to the system of parks and trails in Saint Paul, the Metropolitan Area, and the State of Minnesota. He was well known for his leadership in protecting and promoting parks and trails and was instrumental in the creation of the Metropolitan Area's Regional Parks and Open Space system.



Cover of East Bank Mississippi River Regional Trail Corridor Master Plan 1992

Acknowledgments

The contributions and support of the following individuals and organizations were instrumental in the creation of this plan, and are gratefully acknowledged:

Lower Landing Park Renovation Plan Design Task Force:

Jeremy Edwards -National Park Service
Jordan Hedlund - Resident
Tabitha Benci DeRango - Capitol River Council
Barbara Lehn -RPL Resident
Jeanne Hall- RPL Resident
Tracy Sides
Tom Erickson- Downtown Resident
Tom Dimond
Tony Uzida
Amina Hassan
Capitol River Council District 17
Dayton's Bluff District 4

Additional Residents and Organizations:

Shansa Omar
Muhubo Malin
Zahmur Hassan
Saïdo Ahmend
Joan Mielzarpk
Black Dog Cafe
Midwest Skateboarding Alliance
Capitol River Council
Mississippi Parks Connection
Lower Phalen Creek Project

City of Saint Paul Parks and Recreation Staff:

Design and Construction:

Alice Messer
Bianca Paz
Brett Hussong
Don Varney (retired)

Operations and Maintenance:

Tom Hagel
Karin Misiewicz
Adam Robins
Joe Buzicky
Wes Saunders-Pearce

Prepared by:

St. Paul Department of Parks and Recreation
Design & Construction Division
Adopted by Metropolitan Council
2020



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Two Rivers Overlook



Upper Landing

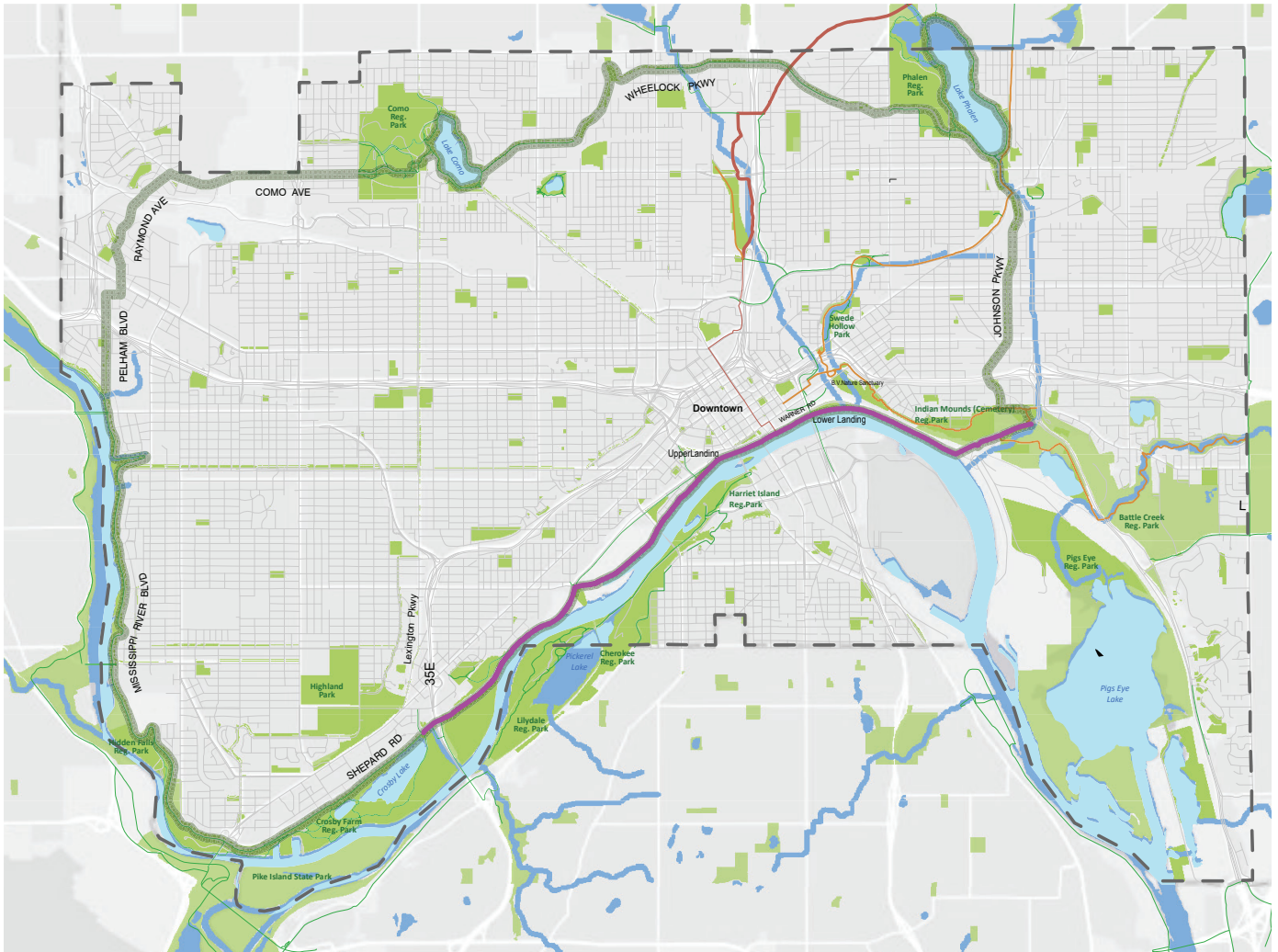


Informational Kiosk/SMRT-Crosby Farm



Lower Landing Overlook

Upper Landing



Samuel H. Morgan Regional Trail

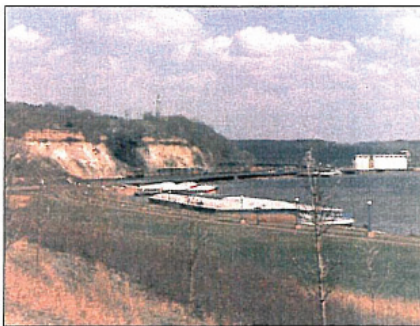
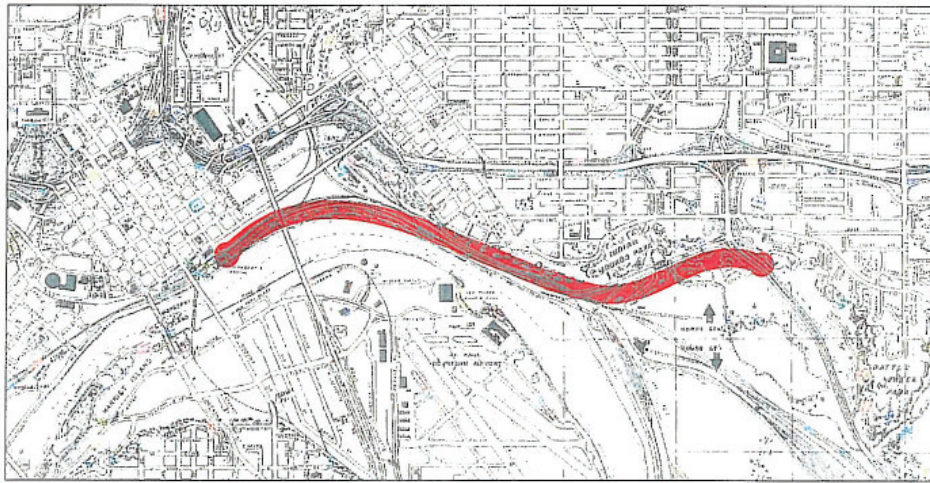
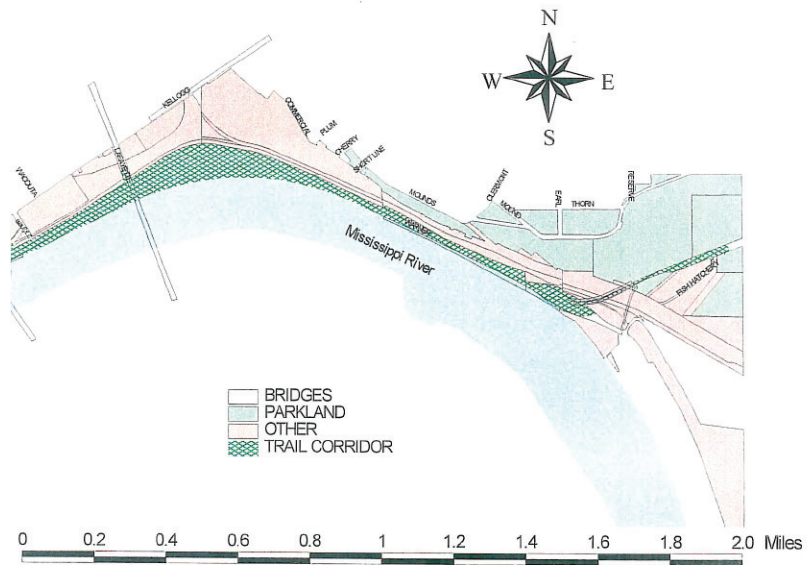
The Samuel H. Morgan Regional Trail (SMRT) was established in Saint Paul in 1995 by the Metropolitan Council and originally called East Bank Mississippi River Regional Trail. A Trail Corridor Master Plan was created and adopted in 1999 to guide the development for the missing segments of the trail.

Now completed, the 5.9-mile-long trail corridor provides a continuous connection between Hidden Falls-Crosby Farm Regional Park up to the end of Warner Road East, where the trail links to Indian Mounds Regional trail, the Saint Paul Grand Round, and Battle Creek Regional Park. The trail runs through a variety of amenities along the river including overlooks, plazas, and parks. It connects natural landscapes with urban settings offering a variety of user experiences. Its alignment runs through land along the Mississippi River that is significant to the history and spirituality of the Dakota people.

The current Master Plan Amendment addresses the portion of the trail corridor identified as segment 4 in the approved 1999 Master Plan. This amendment is the result of a planning process performed in 2018 to renovate a portion of the corridor known as Lower Landing Park. This document has been updated with the 2040 Regional Parks Policy Plan.

East Bank
Mississippi River

Regional Trail Corridor - Segment 4



18
Figure 1.1 1999 East Bank Mississippi River Regional Trail Corridor Master Plan. Segment 4.

1 Introduction

This document revisits a portion of the trail corridor identified as segment 4 in the original Master Plan. (See Fig. 1.1) This segment portion features a large crescent-shaped green area named Lower Landing Park. The segment starts at the intersection of Sibley Street and Warner Road. Segment 4 ends near Hwy 61 and Warner Road pedestrian bridge.

Lower Landing Park is located southeast of Lowertown and sits where the Mississippi River bends, an important location to the history of what is now Saint Paul. The park, which is in Ward 2, shares two District Councils:

1. Lafayette Bridge to Downtown - Capitol River Council (District 17)
2. Lafayette Bridge to the east end of Lower Landing Park - Dayton's Bluff Council (District 4)

Available funds originating from the Lafayette Bridge construction project were assigned for park improvements. The City of Saint Paul Parks and Recreation recognized this as an opportunity to take a fresh look at the area and to develop a comprehensive renovation plan to enhance the trail corridor experience and improve access and awareness of the trail to adjacent communities.

The following document is a description of the planning process and recommendations for a renovation plan for Lower Landing Park. Since this plan proposes new uses for the enhancements of the regional trail corridor, the renovation plan includes an amended segment 4 of the previous Regional Corridor Master Plan, following the strategies and guidelines of Chapter 7 of the 2040 Regional Parks Policy Plan including secondary recreational uses or support activities that complements the primary trail use. Finally, the secondary recreational opportunities are intended to strengthen equitable use of the park and trail by local and regional residents.



Figure 1.2 Sam. Morgan Regional Trail at Lower Landing Park. View of Downtown Skyline

2 Background

2.1 MISSISSIPPI RIVERFRONT AND URBAN CONTEXT

In 1992, a long-standing goal of recapturing the Mississippi riverfront in Saint Paul was achieved when Warner Road was realigned away from the riverbank. The Samuel Morgan Regional Trail was built leaving a large swath of open public riverfront and a framework for future development of the park. In the intervening years, important growth in the areas surrounding the park continued with these developments:

- Restoration of Union Depot, an important urban transportation hub.
- Completion of the Green Line light rail system.
- Construction of CHS field, home of the Saint Paul Saints Baseball team.
- Construction of the Lower Phalen Creek Trail, connecting Lowertown to the Bruce Vento Regional Trail and the Bruce Vento Nature Sanctuary.
- Reconstruction of the Lafayette Bridge.
- Opening of several Lowertown residential developments.
- Creation of the Great River Passage (GRP), the City's master planning effort to improve the urban riverfront parks and public spaces.

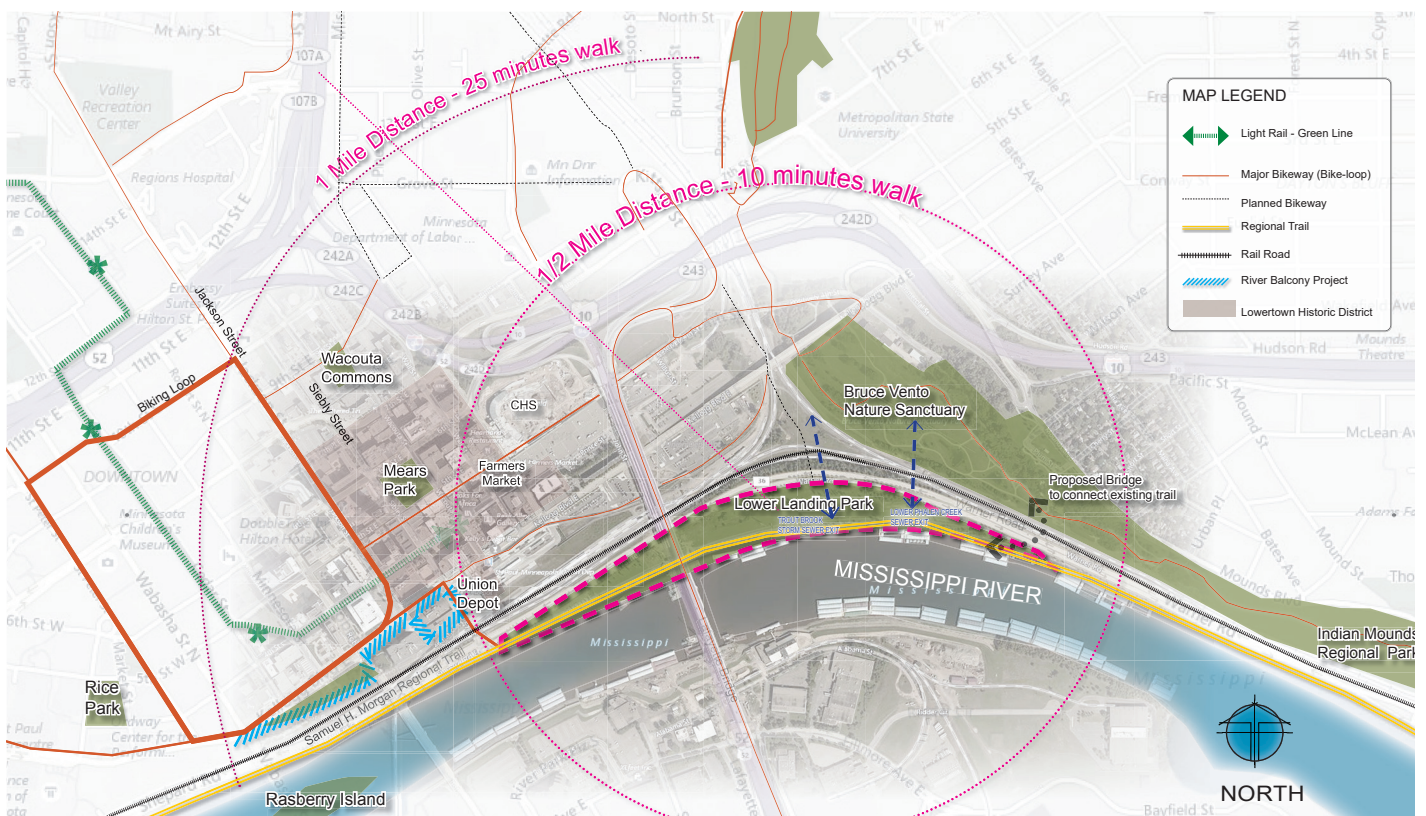


Figure 2.1 Context Map of Lower Landing Park.



Sibley Street by LRT



Sibley Street by Union Depot



Downtown Bike Loop on Jackson Street



CHS FIELD



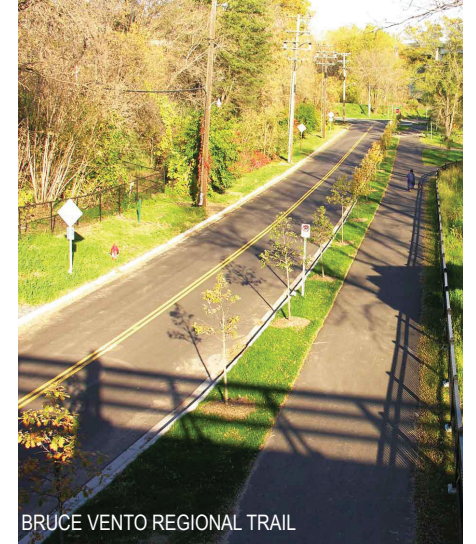
MEARS PARK



ST. PAUL FARMERS MARKET



SMRT BY UPPER LANDING



BRUCE VENTO REGIONAL TRAIL



SMRT AT LOWER LANDING PARK



2.2 UPDATES FROM PREVIOUS MASTER PLAN

The renovation strategy for Lower Landing Park addresses conflicts and opportunities described in the previous Master Plan and other plans focused on the area.

The original Master Plan identified 5 opportunities and conflicts in this area. The following is a revision and an update of the conflicts that have been resolved or how they are being addressed in the current Master Plan Amendment. Text in blue and italics are from the East Bank Mississippi River Regional Trail Master Plan from 1999. These updates were revised by the stakeholders, a project advisory committee, and community participants during the development of the Lower Landing Plan Renovation Plan.

2.2.1 The Connections to Sibley Street, Lowertown, and Phalen Creek Trail. Sibley and Jackson Street will provide trail users with access into and out of Downtown and Lowertown via railroad underpasses. Improvements to infrastructure would enhance the appearance of this gateway. Since the trail will significantly increase the opportunity for individuals to commute to work, especially by bicycle, additional locations for commuter bike storage should be provided near the entryways into Downtown or in convenient locations Downtown.

Updates:

Connections to Downtown and LRT. Sibley and Jackson Street are still the main access points from Downtown and the LRT to the trail. The railroad underpass is still an eyesore. It is generally viewed as an abandoned and unsafe space. There have been different public efforts to improve the area with public art. More needs to be done to enhance the appearance and functionality of the gateway. Some ideas, like bike lockers, could be creatively designed to store bikes for commuters using public transit. This area is not under City's jurisdiction. Conversation and partnership with the Union Depot and transit organizations could help advance this effort.

Warner Road Crossing. There is concern in the Downtown community about safely crossing Warner Road, despite the presence of stop lights and pedestrian crossing signals. Grade separated improvements over Warner Road would reduce pedestrian/vehicle conflicts and increase the overall safety of the intersection. The River Balcony Master Plan suggests a path over the rail and Warner Road: As the eastern-most connection from the River Balcony to the river, the curving, 14-foot wide elevated boardwalk will slope at 5% to provide access to the river, Lower Landing Park and the Sam Morgan Regional Trail. (River Balcony Master Plan) (Fig 2.4)

2.2.2 Childs Road. While there is limited space in which to widen the trail as it approaches Childs Road, Saint Paul Public Works has the funding to do so and is currently working on a design. Much of the vehicular traffic at this location are semi-trucks accessing the industrial area on Childs Road. Even with a wider trail, adequate signage and warning will need to be in place to alert trail users and drivers about the crossing to ensure that it is safe.

Updates:

Trail Bridge. A new trail bridge was built to eliminate the existing at-grade pedestrian crossings at the on and off ramps for Childs Road. (Fig. 2.2)



Figure 2.2 SMRT Warner Road Bridge. (Photo: TKDA)

2.2.3 Railroad Crossing The main conflict in making a trail connection with the Phalen Creek Trail is the need to cross railroad tracks to get to the existing trail along Warner Road. The cost of a bridge is prohibitive so an at-grade crossing, if any, is the likely solution. However, such improvement would not be made for several years. In the meantime, an on-street trail connection between the Phalen Creek Trail and the Mississippi River Trail will be available via a striped route following Fourth Street to Jackson Street to Shepard Road.

Updates:

Railroad Crossing. Despite efforts to connect the Samuel Morgan Regional Trail with the Phalen Creek segment of the BN Regional Trail that brought the design of a pedestrian/bike trail over the railroad, the City of Saint Paul was not able to secure the necessary non-federal funds to execute this project in its selected program year. A project of this scale is complicated and requires multiple funding sources to come together to complete its budget. Costs escalated due to the multiple design challenges: spanning multiple rail lines, providing clearance for a potential future elevated high-speed rail line, and designing low enough to be in compliance with Metropolitan Airports Commission aviation guidelines. While a design solution was achieved, construction was financially unachievable. (Fig. 2.3)



Figure 2.3 Rendered image of the proposed Bruce Vento Bridge over the railroad and Warner Road

2.2.4 Lower Landing. The Lowertown Redevelopment Corporation is exploring the possibility of establishing a river garden at Lower

Landing. The placement of this facility would likely impact the existing trail system along Warner Road. The report, commissioned by the Lowertown Redevelopment Corporation, identifies five alternative concepts for the river garden, each of varying size and number of amenities.. In addition, the Lowertown Redevelopment Corporation is exploring the possibility of creating a marina at Lower Landing. Depending upon the size of the marina and the number of slips, it could impact the alignment and width of the existing trail system.

Updates:

Lower Landing. The former Lowertown Redevelopment Corporation worked with the City of Saint Paul and developed the Greater Lowertown Master Plan. In that document they proposed a different vision for the Lower Landing Park and an active riverfront park that follows the programming of the Great River Passage Plan. Their vision does not include the previous proposed Marina, and the river gardens were conceptualized as native gardens. The current Trail Corridor Master Plan amendment aligns with this small area plan vision as well as the Great River Passage vision.

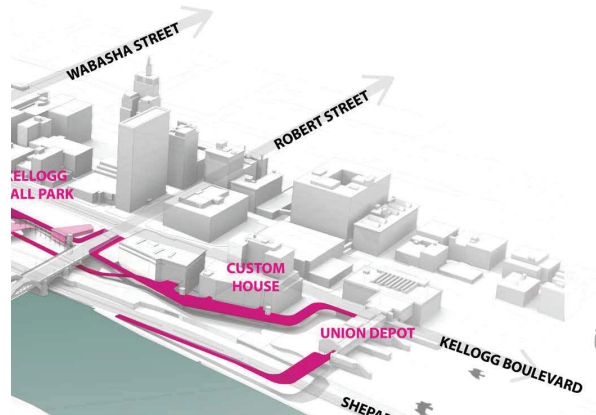
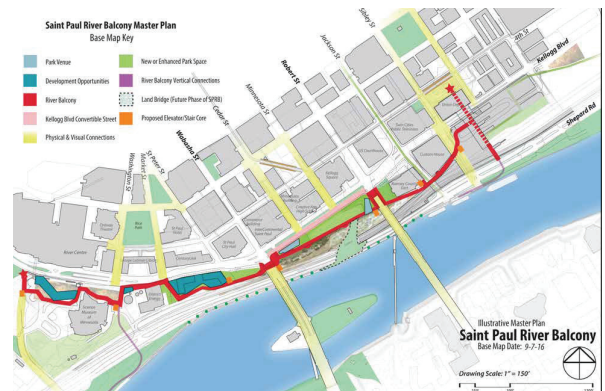


Figure 2.4 River Balcony Master Plan. Proposed connection from Union to Lower Landing.

2.3 GREAT RIVER PASSAGE RECOMMENDATIONS

The Trail Corridor Master Plan Amendment used the Great River Passage Master Plan and other previous plan recommendations as a starting point. Using previous plans advances the 2040 Thrive MSP Principle of Collaboration, by identifying shared planning efforts to advance our region toward shared outcomes.

GRP recommendations for Lower Landing:

- Developed a master plan for Lower Landing Park that is consistent with the GRP Plan
- Program the Park to support the changing needs of Lowertown
- Develop interpretive programs that focus on the “working river”
- Implement a pedestrian/bicycle trail connection from Lafayette Bridge to the river front trail
- Provide a new parking area that supports Lower Landing with access from Warner Road
- Improve the Samuel Morgan Regional Trail by separating bicycle and pedestrian paths where possible
- Add Park trail loops to support park design and activities
- Provide a Park trail connection from Union Depot to Trout Brook along the north side of the Railroad line
- Extend Regional trail connection over signature bridge from Lower Landing Park to Bruce Vento Nature Sanctuary.
- Implement signage and wayfinding systems
- Provide a new restroom building to support picnic and playground areas
- Provide a scenic overlook to the river from landforms in the park
- Add a dog park and playground that support Downtown and Lowertown neighborhoods
- Create sculpted landforms with vibrant and colorful natural gardens with native plants
- Redesign river shoreline where possible to allow re-vegetation and provide “touch the water” access
- Provide and enhance storm-water treatment areas in the park landscape (1)

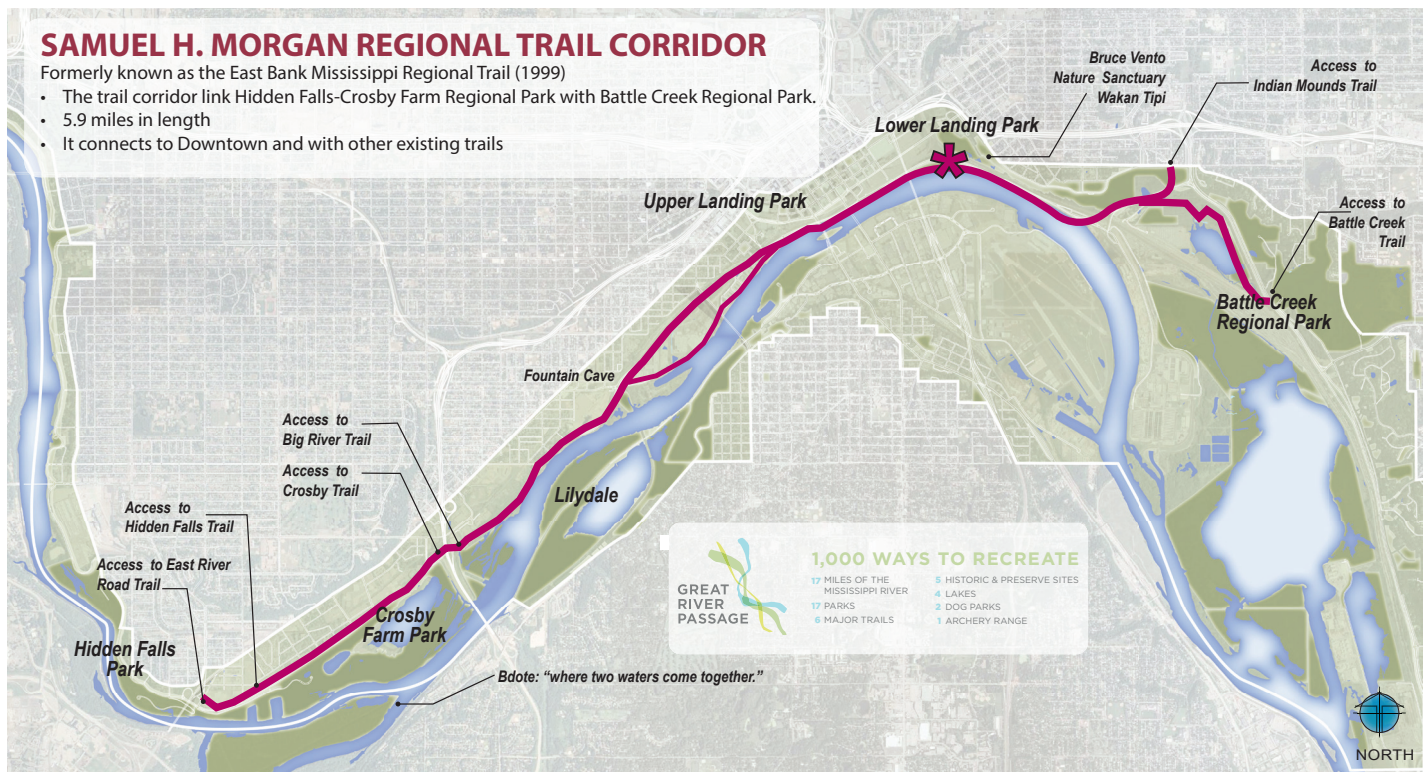


Figure 2.5 Great River Passage Map and SMRT Corridor

2.4 PREVIOUS PLANS RECOMMENDATIONS

CITY COMPREHENSIVE PLAN - PARKS & REC CHAPTER (2010)



- Promote Active Lifestyles
- Ensure convenient and equitable access to parks and recreation facilities
- Complete the trail and bikeway system
- Provide functional, accessible and secure bike racks at all parks and recreation centers
- Provide programming and education on biking and walking
- Provide better public information on getting to parks and recreation facilities on foot and bike
- Safe and secure access to and use of parks and trails
- Improve public safety in parks
- Apply Crime Prevention through Environmental Design (CPTED) principles and design review for Parks and Recreation projects.
- Improve communications on public safety issues
- Explore increasing the use of proven technologies in Parks and Recreation facilities to improve public safety and prevent crime.

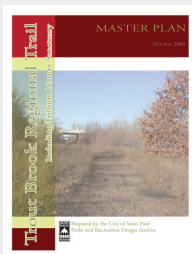
SYSTEM PLAN RECOMMENDATIONS (2010)



- Trails: Trout Brook Regional Trail from Lower Landing Park to Lake McCarrons County Park in Roseville
- Downtown Parks: The largest Park in downtown at 21 acres is the Lower Landing Park created by the relocation of Warner Road just east of Jackson Street. The park currently has a multi-use paved trail, river overlook, and numerous picnic tables and benches.
- Create an inviting trail connection from downtown to Bruce Vento Regional Park and Swede Hollow Park
- Add off leash dog park areas and children's play areas and public art for increased livability and to attract future residents to the downtown area.
- Add amenities such as outdoor exercise stations, shaded seating areas, and other elements that appeal to a burgeoning senior population

TROUT BROOK REGIONAL TRAIL (2009) COMMUNITY VISION FOR LOWER PHALEN CREEK

(St. Paul Department of PED and the office of the Dayton's Bluff District 4 Community Council)



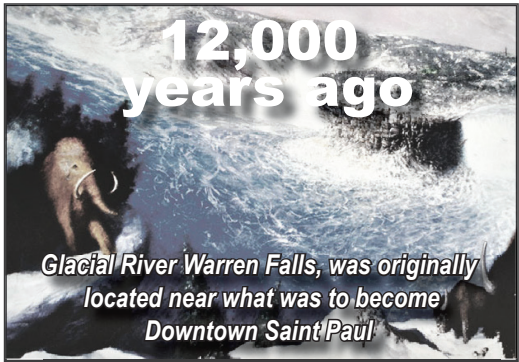
- Reclaim former rail-yards in the Trout Brook Corridor and the Lower Phalen Creek area and restore habitat and ecological health of the corridor and floodplain.
- Restore a portion of Trout Brook and wetland in the greenway corridor and the Lower Phalen Creek site. Create trail and natural community connections from McCarrons Lake to the Mississippi River.
- Provide a natural amenity to adjacent neighborhoods and Lowertown.
- Connect to the Mississippi River with trail under Kellogg Bridge and along an existing gravel road toward Warner Road.
- Cross Warner Road and railroad tracks with a pedestrian bridge.
- Create a link between University Avenue and Warner Road that will provide the critical trail link to the Mississippi River and Sam Morgan Regional Trail.

GREATER LOWERTOWN MASTER PLAN (2012)

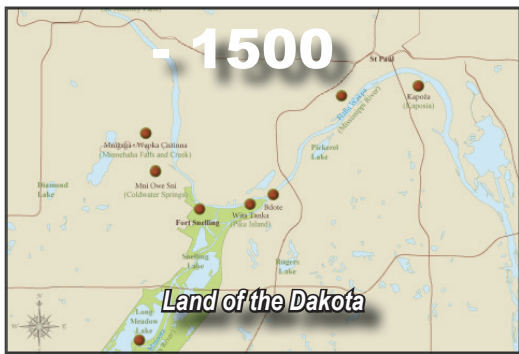


- Growth in the neighborhood will require better connections to existing parks and open spaces.
- Recreational connections are incomplete; they can be completed east of the Lafayette Bridge.
- Connect Lowertown to Bruce Vento Nature Sanctuary that offers unique access to nearby wilderness
- The Lowertown population will grow in numbers and diversity; the neighborhood's open spaces should adapt to these changes.
- There is a lack of recreational opportunities. Strategies Proposed:
- Locate additional recreation space east of the Lafayette Bridge.
- Activate the Riverfront with a promenade, Lower Landing Park and programming per the Great River Passage Plan Incrementally improve sidewalks to become part of the neighborhood's valued open space system.
- Create roof top gardens as part of the open space system.
- Connect the Bruce Vento Nature Sanctuary, Swede Hollow Park, and other East Side recreational destinations.

2.5 SITE HISTORICAL TRANSFORMATION



Geological History Glacial River Warren Falls was originally located near what was to become downtown Saint Paul. The huge rush of water coming down the channel eroded out the glacial debris that filled the valley and began undermining the limestone cap rock of the riverbed. Huge boulders of limestone caprock, no longer supported by the soft, easily eroded St. Peter's sandstone that supported it, broke off, moving the lip of the waterfall upstream. The waterfall moved incrementally upstream, sometimes by several feet each year. (2)



Land of the Dakota. Minnesota is the homeland of the Dakota. Bdote, the area surrounding the confluence of the Mississippi and Minnesota Rivers, is significant to the Dakota people as a place of origination. (3)

With the 1837 US-Dakota Treaty, Americans pushed Dakota peoples away from this part of their traditional homeland. The United States took possession of the lands to the east of the river, but the Dakota continued to return to the camp on the west bank until the signing of the 1851 US-Dakota Treaty, which transferred millions of acres of land from the Dakota to the United States. In the decade after the signing of the treaty, over 100,000 European immigrants moved to Minnesota to live on the land that the Dakota had been coerced to cede. Through colonization and genocide the land was transformed. Railroads, breweries, and businesses were introduced to the landscape. The area east of the bluffs (White Cliffs) came to be known as Dayton's Bluff, and today it is home to many new immigrant families and thrives as a culturally diverse neighborhood. (3)



Imnīzaska, the “White Cliffs” is a place of connection between earth, sky, and water. The Mississippi River makes a sharp bend in this location, while the White Cliffs rise dramatically above the river. This is the highest point along the river corridor. For centuries, the cliffs served as a landmark for the First Nations. Dakota members camped along the river, in the floodplain below the mounds, and from the high point they mapped out the stars. Scholars indicate this calculated knowledge informed deliberate placement of the mounds on the landscape. At the base of the cliffs, in the floodplain, is Táku Wakhánj Thípi, a cave and significant Dakota site that is a source of fresh water that flows to the river. (note)



1680 The encounter between the Dakota and the French marked a new epoch in the history of the Upper Mississippi and in the history of what is now the Twin Cities metropolitan area. For 10,000 years Native Americans had the river to themselves. From March 1680 forward, Europeans and then Americans would increasingly define human interaction and the river's physical and ecological character. The Dakota and their predecessors left many historically important places. Europeans and Americans would begin adding their own places.

Transformed though it is, the area below Dayton's Bluff where Hennepin, Accault and Auguelle landed is the first of these places and deeply historic. (4)

1800 Saint Paul was the head of navigation on the Mississippi River. Lower Landing provided entry for most of the people and goods coming north. Like many early groups to the region, African Americans settled near the riverbanks to ensure steady work and food. The river was also a route along the Underground Railroad, providing passage to slaves escaping to Canada. (5)

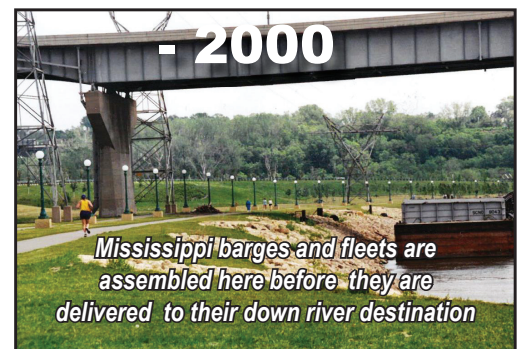
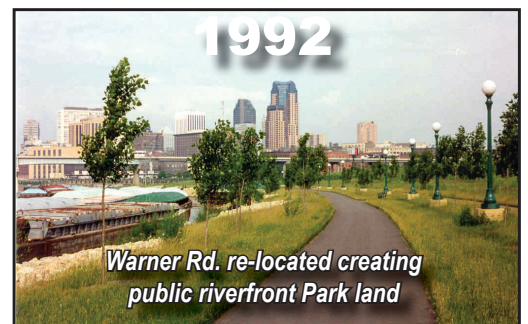
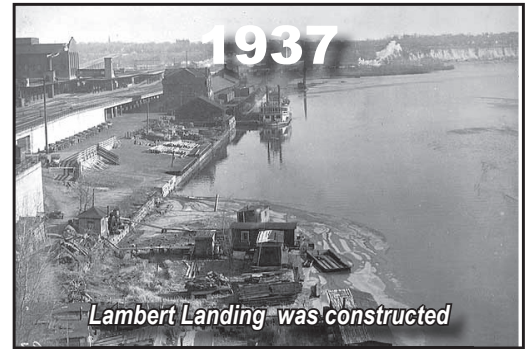
1880 The site was the arrival point for first immigrants entering Minnesota. The landing was located at a natural break in the Mississippi River's 80-foot-high bluffs. The Landings near the cliffs joined with the rapids and falls farther upstream and made St. Paul the end of the line for Mississippi River steamboat traffic.(6)

1937 Lambert's Landing was constructed by the Works Progress Administration (WPA) as part of the revival of St. Paul's riverfront. It was named after Colonel George Lambert, who "modernized" Upper Mississippi river navigation. (6)

1950 The Landing was removed for the construction of Warner Road.

1992 Warner Road was re-located, creating public riverfront Park land as part of the regional trail corridor. Section 4 of the Mississippi Riverbank (aka Samuel Morgan Regional Trail) is completed. This newly opened green space included a scenic overlook, picnic tables, a riverboat landing and stormwater wetlands. Artists moved to Lowertown, attracted by low rents and malleable spaces. Lowertown was designated a Historic District. The Saint Paul Farmers Market moved to Saint Paul.

Present. Lambert's Landing is marked by a plaque located in the section of St. Paul commonly known as Lowertown. Mississippi barges and fleets are assembled here before they are delivered to their down river destination.



-
- (1) Great River Passage Master Plan.
 - (2) NPS.gov Rver Warren Falls. Places To Go
 - (3) IMRP Cultural Landscape Study and Messaging Plan Report.
 - (4) NPS.gov/miss/learn/historyculture/preface-river-of-history
 - (5) Saintpaulhistorical.org
 - (6) NPS. gov. Lambert's Landing

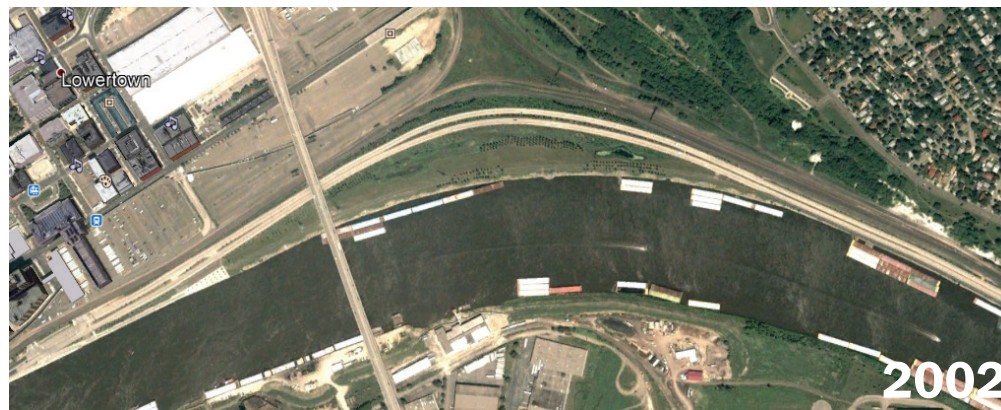


Figure 2.6 Historical Aerial Images of the Lower Landing Site



Railroad yard, 1945. (MHS)



Lower Landing. Rip rap edge construction, 1991.

2.6 SITE INVESTIGATIONS

The area where Lower Landing Park sits has been historically disturbed and filled with material dredged from the river. The previous land use was railroad yard. In 1992 Warner Road, which used to border the river, was realigned to its current location and the continuation of the Samuel Morgan Regional Trail replaced the road alignment. The green area resulted from the swap between Warner Road and the new trail, it is today Lower Landing Park.

There were 2 different archeological investigations conducted that are relevant to this area:

In 2004, an archeological survey and evaluation were completed for the Bruce Vento Nature Sanctuary construction project, adjacent to Lower Landing Park. The investigation revealed that nearly a century of industrial use of the area created surface geology of approximately 20 ft., of urban

fill. This fill is deeper near the river and becomes shallower near the base of the bluff. Underlying these deposits are approximately 100 ft. of alluvial sediments deposited by the Mississippi River. (Report) The results suggested a high potential of archeological resources near the bluff and northeastern side of Bruce Vento Sanctuary, the areas that avoided the heaviest railway activity but not in the former railroad yard location by Lower Landing Park

In 2008, geomorphological and archeological testing was completed for the Lafayette Bridge Replacement Project. Based on this study and the previous impacts on the area, it was determined that this area does not contain intact, significant archeological deposits. Mn/DOT CRU and SHPO concurred that no further archaeological investigation in the area was needed for that project.



Lower Landing. View from the bluffs. (MNHS)



Figure 2.7. Lower Landing Park. View of the bluff and Indian Mounds Regional Park (Indigenous Burial Site)

3 Boundaries and Acquisition

After the realignment of Warner/Shepard Road, the trail was redeveloped. The total park size is 21.4 acres.

Since all the land within the trail corridor is already in public ownership, no acquisition costs are anticipated, and no land acquisition is necessary. The City of Saint Paul is responsible for maintaining the trail corridor. The natural resources along the trail that are part of the floodplain area are regulated and managed by the Minnesota Department of Natural Resources.

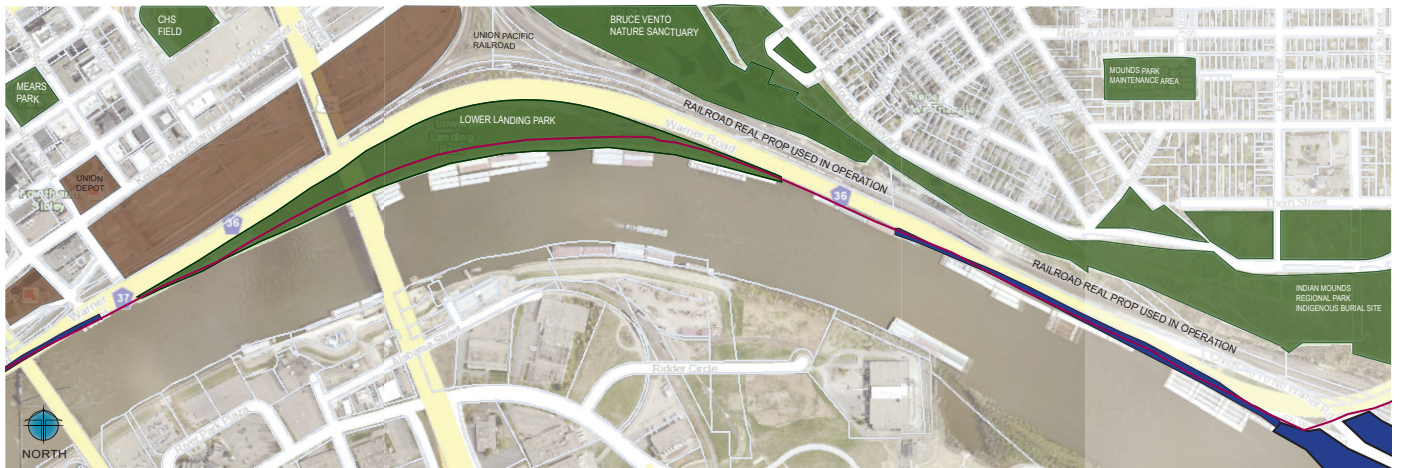


Figure 3.1 Parks Parcel

LEGEND

- SAM MORGAN REGIONAL TRAIL
- PARKS PROPERTY
- RAMSEY COUNTY
- PORT AUTHORITY
- PARCEL



Figure 3.2 Lower Landing Park Overlook. View to the bluffs. 2018



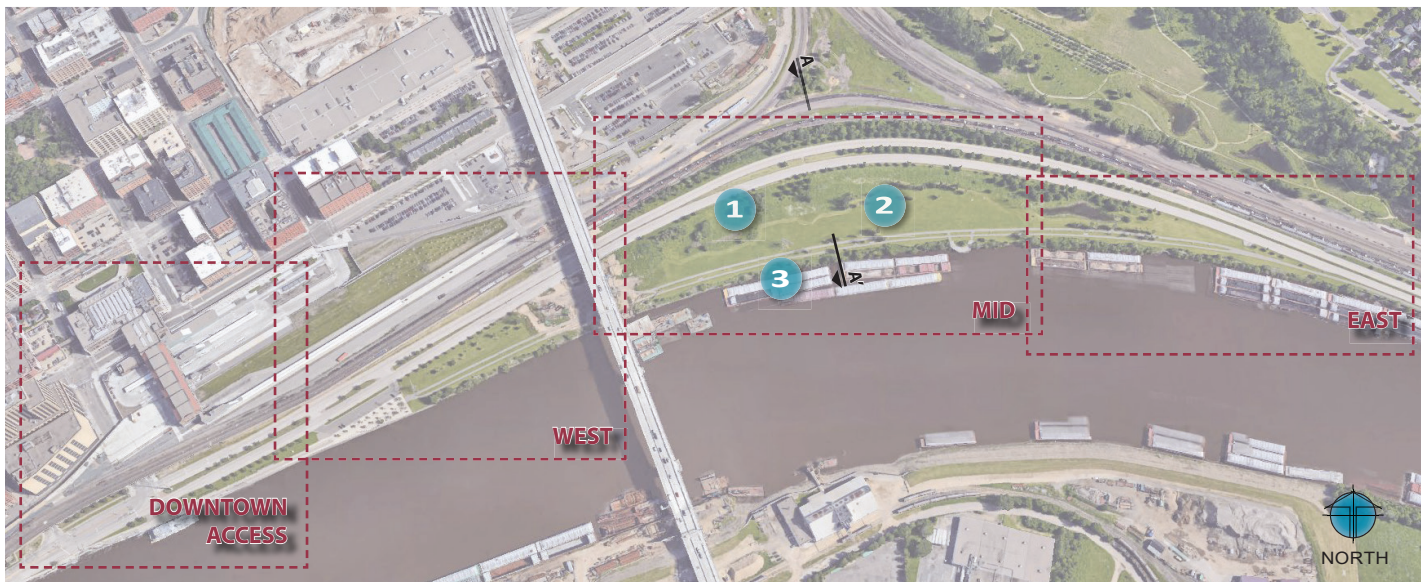
Figure 3.3 SMRT at Lower Landing Park. 2018

4 Existing Conditions

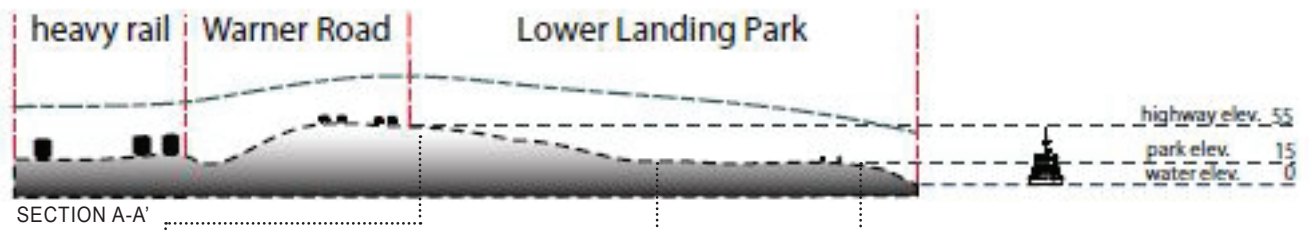
The Lower Landing Park site is 21.4-acres, mostly open green space. The Samuel H. Morgan Regional Trail runs through the park along the edge of the river, which is a heavily used barge fleeting area. Access for pedestrians and bicyclists is via the Sam Morgan Regional Trail at both ends of the park.

closest vehicular access is at the west parking lot. At the east end, there is a gated entrance for maintenance vehicles. Two built wetlands are within the park, which are part of the Warner Road construction's stormwater treatment plan.

From the parking lot to the vehicular entrance at the other end of the park is about 0.6 miles. The



--- structure height restriction (proximity to airport)



LOWER LANDING DOWNTOWN ACCESS



1 UNION DEPOT UNDERBELLY



2 SIBLEY STREET AND WARNER ROAD



3 SMRT ACCESS ON SIBLEY

LOWER LANDING PARK WEST



PRESERVE AND IMPROVE

- Plaza with tree grove. Improve tree planting
- Open views and access to the river.
- Improve railing and repair the sections that are broken
- Preserve picnic area but improve picnic tables

ADD

- More informational signs about the trail
- Study opportunities to expand existing parking lot
- Improve railing and repair the sections that are broken

REMOVE

- Overgrown vegetation from riverfront
- Study opportunities to expand existing parking lot
- Improve railing and repair the sections that are broken

KEEP IN MIND

- There is no physical barrier between the road and the green lawn
- It is pretty noisy under Lafayette Bridge

LOWER LANDING PARK MIDDLE



1
Overgrown native landscape/
landforms/wildflower garden



2
More rest areas along the trail
More benches, drinking water and
open views of the river



3
Opportunity to use the open
space in variety ways: Active
recreation/group activities.



4
Deck renovation and seating
improvements

LEGEND

- SAM MORGAN REGIONAL TRAIL
- PARK LIMITS
- ~ RIVER EDGE
- UNACCESSIBLE AREA



PRESERVE AND IMPROVE

- Look into a designed landscape/landforms/
wildflower garden
- Existing Overlook
- Lighting
- Open areas
- Restore ponds vegetation
- Open views of the river and bluffs

ADD

- More informational signs about the trail
- More resting areas along the trail
- Resting points where there are views
- Stormwater collection feature

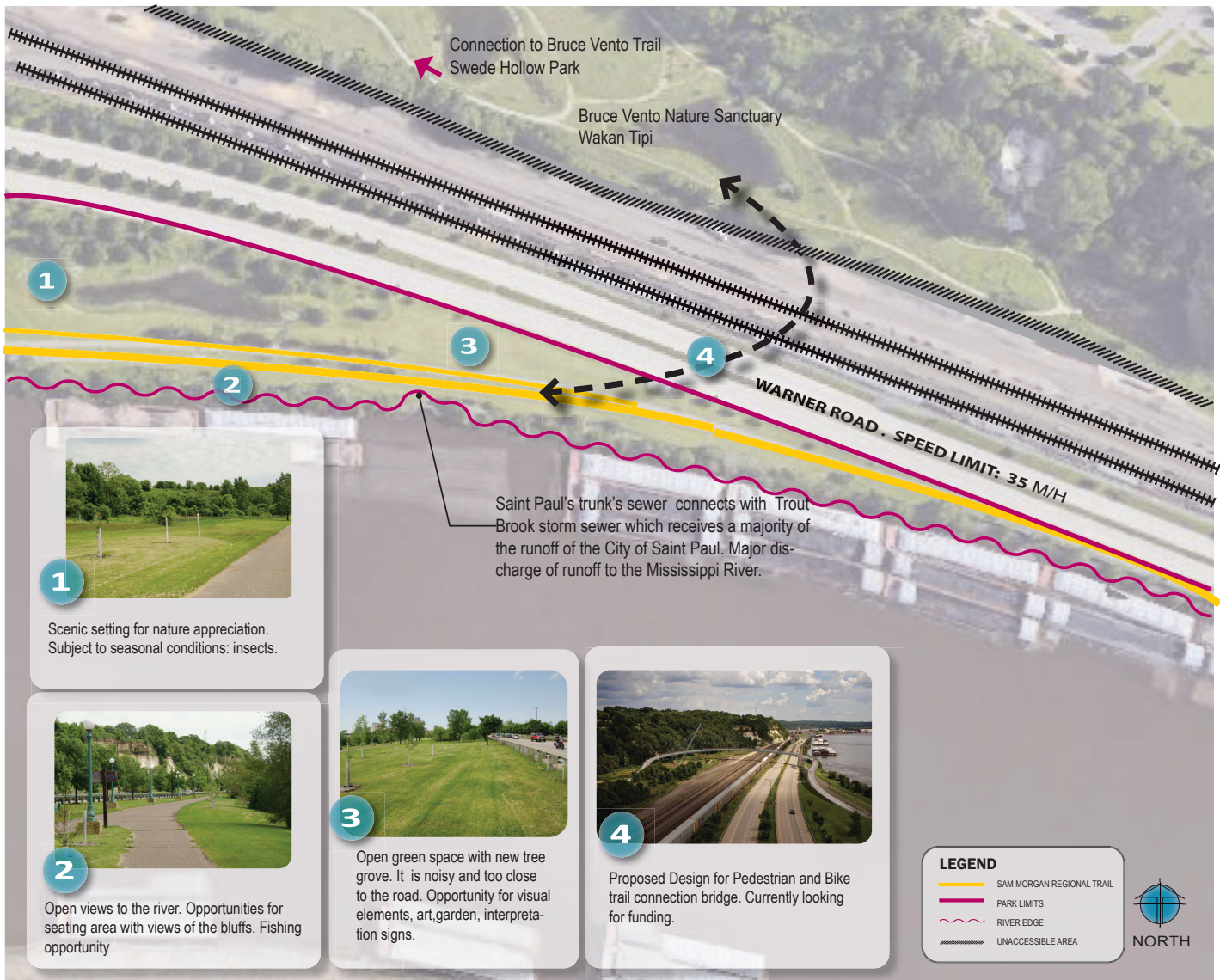
REMOVE

- Overgrown vegetation from riverfront
- Overgrown vegetation from overlook

KEEP IN MIND

- Power lines structures
- Unsheltered camps
- Views
- Keeping some trees from the Friendship
Forest art project

LOWER LANDING PARK EAST



PRESERVE AND IMPROVE

- Restore existing pond and native vegetation
- View of the Bluff from the trail.
- Trees from “Friendship Forest” project
- Maintenance access

ADD

- Directional signs
- Informational signs about Bruce Vento Sanctuary and Wakan Tipi
- Emergency kiosk or stand , drinking water

REMOVE

- Overgrown vegetation from riverfront

KEEP IN MIND

- There is a plan to connect SMRT with Bruce Vento Sanctuary over the road and rail road.
- There is no pedestrian crossing on Warner Road
- Smell of sewer



5 Natural Resources

Lower Landing Park is in the Flood Fringe Zone AE based of the Flood Insurance Rate Map (FIRM). The flood fringe is an area where structures and impervious areas are allowed, but still subject to regulations. Some of the existing elevations appear higher than Base Flood Elevation (BFE) levels. It would be advisable for the Parks & Rec department to go through a LOMA process to clarify areas that may have been inadvertently mapped as being in the floodplain, but are actually on natural high ground above the base flood elevation.

Mississippi River Corridor Critical Area (MRCCA) vegetative surveys completed in 2012 list Lower Landing as a Developed Area or Open Space with Herbaceous and Woody Vegetation. This is not considered a significant plant community type.

The original vegetation interpreted by Frances J.Marschner from Public Land Survey Records is

hardwood forest. The site has been historically disturbed and filled with material dredged from the river to expanding rail lines to meet increasing industrial demands. In the process, creeks were deployed underground and the bluffs were cut back.

The existing plant live that was establish with the realignment of Warner Road and the construction of the Sam Morgan Regional Trail, has been overtaken by invasive species. There is overgrown herbaceous vegetation in the wetlands, along the back hill, and the shoreline mainly due to lack of maintenance and the poor conditions. Most of the park is occupied by a large unused turf area.

The following natural resources management is guided by the evaluation criteria developed for the Great River Passage Master Plan and the recommendations from the City of Saint Paul Natural Resources Division.

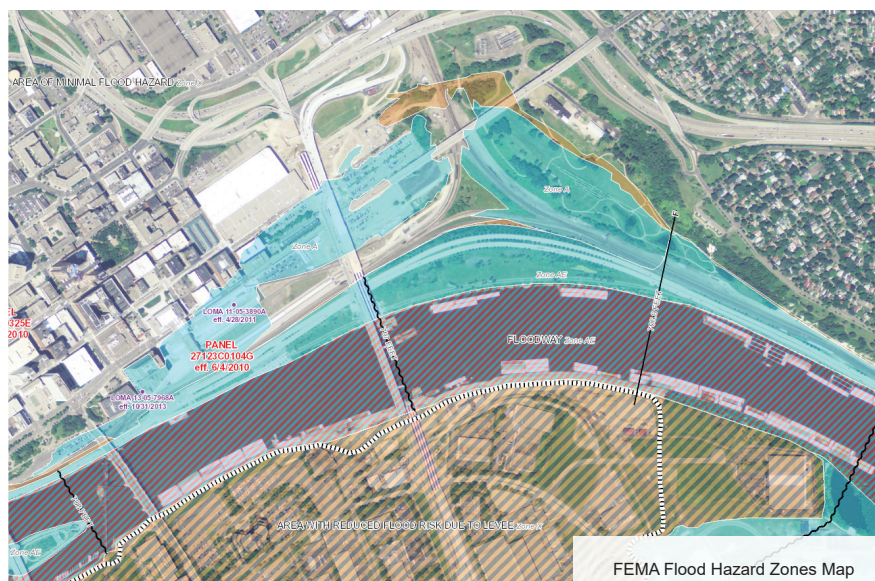


Figure 5.1 FEMA Flood Hazard Zones Map

- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Regulatory Floodway



Mississippi River and Lower Landing Park View from Bruce Vento Nature Sanctuary



Samuel H. Morgan Regional Trail and Mississippi River at Lower Landing Park

MRCCA

The Mississippi River Corridor Critical Area (MRCCA) is a State-designated land corridor along 72 miles of the Mississippi River in the Twin Cities Metropolitan Area, including 17 miles of river and 26 miles of shoreline in Saint Paul.

Per Minnesota Statutes, section 116G.15, subd. 1, the purpose of the designation is to:

- (1) protect and preserve the Mississippi River and adjacent lands that the legislature finds to be unique and valuable state and regional resources for the benefit of the health, safety, and welfare of the citizens of the state, region, and nation;
- (2) prevent and mitigate irreversible damages to these state, regional, and natural resources;
- (3) preserve and enhance the natural, aesthetic, cultural, and historical values of the Mississippi River and adjacent lands for public use and benefit;
- (4) protect and preserve the Mississippi River as an essential element in the national, state, and regional transportation, sewer and water, and recreational systems; and
- (5) protect and preserve the biological and ecological functions of the Mississippi River

corridor.

The MRCCA is an overlay of special regulations to guide planning and development in the river corridor in a way that preserves and enhances the quality of the river corridor.

Per State Rules MR 6106.0010 – 6106.0180, the design and construction of trail facilities must comply with the standards

The language of the MRCCA chapter within the 2040 City of Saint Paul Comprehensive Plan, together with this report, will serve as the legal guidance for planning, design and maintenance activities within Lower Landing Park. . An understanding of what legal protections are in force within the Mississippi River corridor matter in any discussion about future projects at Lower Landing Park and the Samuel H.Morgan Regional Trail Corridor.

The City of Saint Paul acknowledges that facilities will be planned, designed and constructed in a manner that protects primary conservation areas and public river corridor views identified by the City in its comprehensive plan.

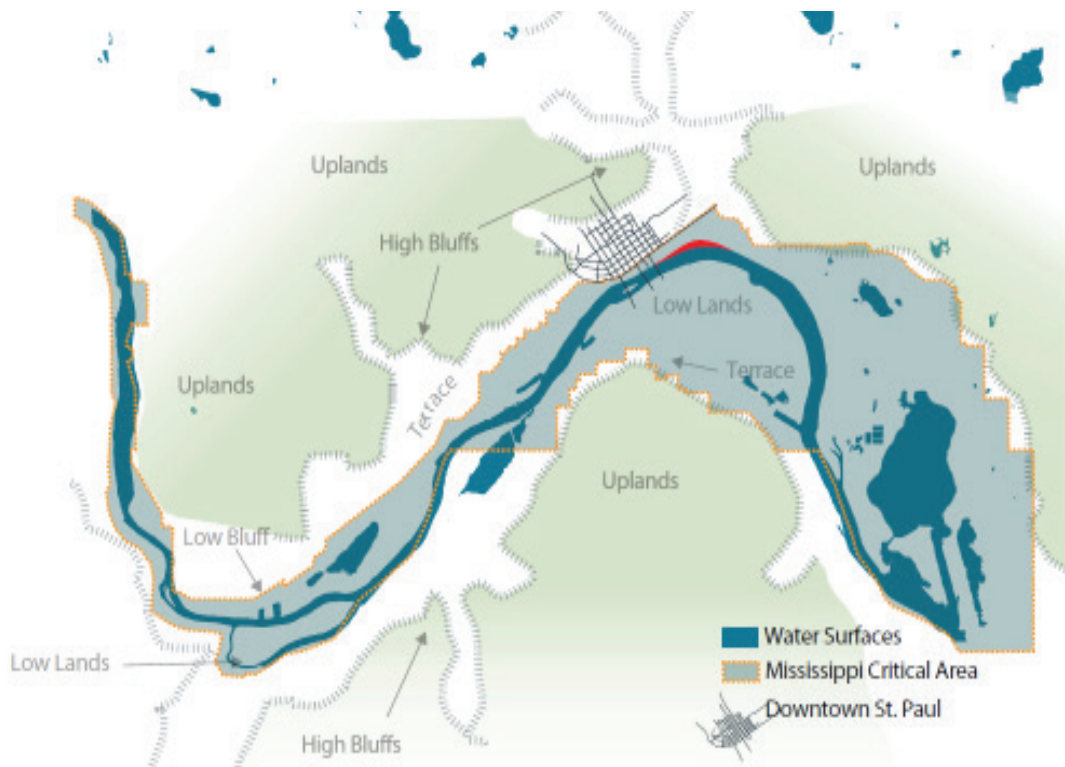
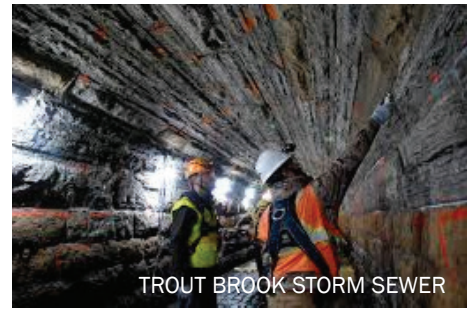
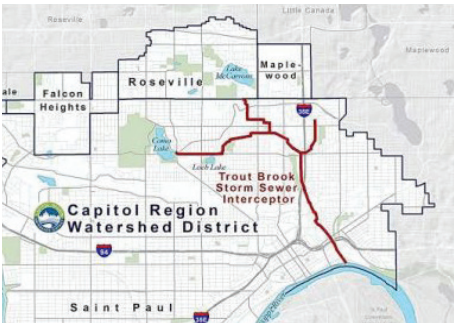
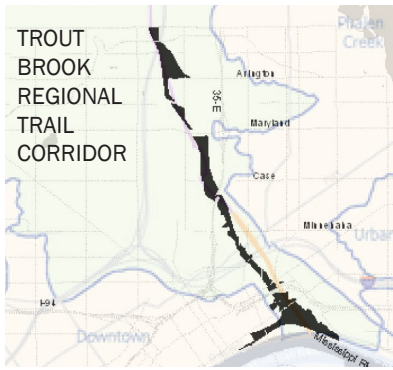


Figure 5.2 MRCCA



TROUT BROOK STORM SEWER



LOWER PHALEN CREEK



DAYLIGHTED TROUT BROOK CREEK



DAYLIGHTED LOWER PHALEN CREEK

“The river beneath our feet and the river in front of us”

Figure 5.3 Trout Brook and Lower Phalen Creeks

RIVER EDGE AT LOWER LANDING PARK



Rip Rap edge, 1998

Figure 5.4 Mississippi River edge at Lower Landing Park

5.1 RIVER, STREAMS AND PONDS

The site has two constructed stormwater ponds. The wetland on the west side is mostly dry and it is classified as PEM1A : palustrine system, dominated by tree shrubs, temporarily flooded with persist emergents. The wetland on the east side of the park is classified as PABHx: palustrine system, class aquatic bed that includes deeper habitats dominated by plants that grow principally on or below the surface of the water for most of the growing season in most years.



In the Capitol Region Watershed District (CRWD) there are two major creeks that run underground into a century old storm sewer system. The natural course of the streams would end at Lower Landing Park into the Mississippi River:

TROUT BROOK STORM SEWER, was originally built between the 1880s and 1950s, served as a combined sanitary and storm sewer. In 1988, the combined system was separated and the Trout Brook Storm Sewer Interceptor (TBI) remained. CRWD

replaced the Metropolitan Council as owner and operator in 2006. Today, TBI carries rainwater and snowmelt from city streets, parking lots and other hard surfaces to the Mississippi River, just downstream of Lower Landing's Park. It is a "trunk conveyor" that receives runoff from the Cities of Saint Paul, Roseville, Falcon Heights and Maplewood as well as Ramsey County and Minnesota Department of Transportation. (1)

LOWER PHALEN CREEK historically flowed out of Lake Phalen, meandering for about four miles through what is now the East Side of St. Paul, emptying into the Mississippi River on the far side of Bruce Vento Nature Sanctuary. This creek served as a corridor for the Dakota people who lived here, as they made their way up the chain of lakes by canoe to White Bear Lake - one of many areas where they gathered wild rice. Later, the creek also served as the home site of one of Saint Paul's first European colonists, Edward Phalen, who resided on the banks of the creek in 1838. As one of Saint Paul's first white settlers, the creek, and eventually the lake from which it came, took on his name. By the 1930's, the creek was sent entirely underground in a large storm pipe to make way for housing and other development.

Lower Phalen Creek Project is advocating to bring the creek back above ground, a process called "daylighting.", and it is currently partnering with Capitol Region Watershed District to conduct a detailed feasibility study and design recommendations. Lower Landing would be last reach of the creek, discharging water in he Mississippi River. (2)

(1) Capitol River Watershed District

(2) Lower Phalen Creek Project. <https://www.lowerphalencreek.org/>

5.2 LAND COVER

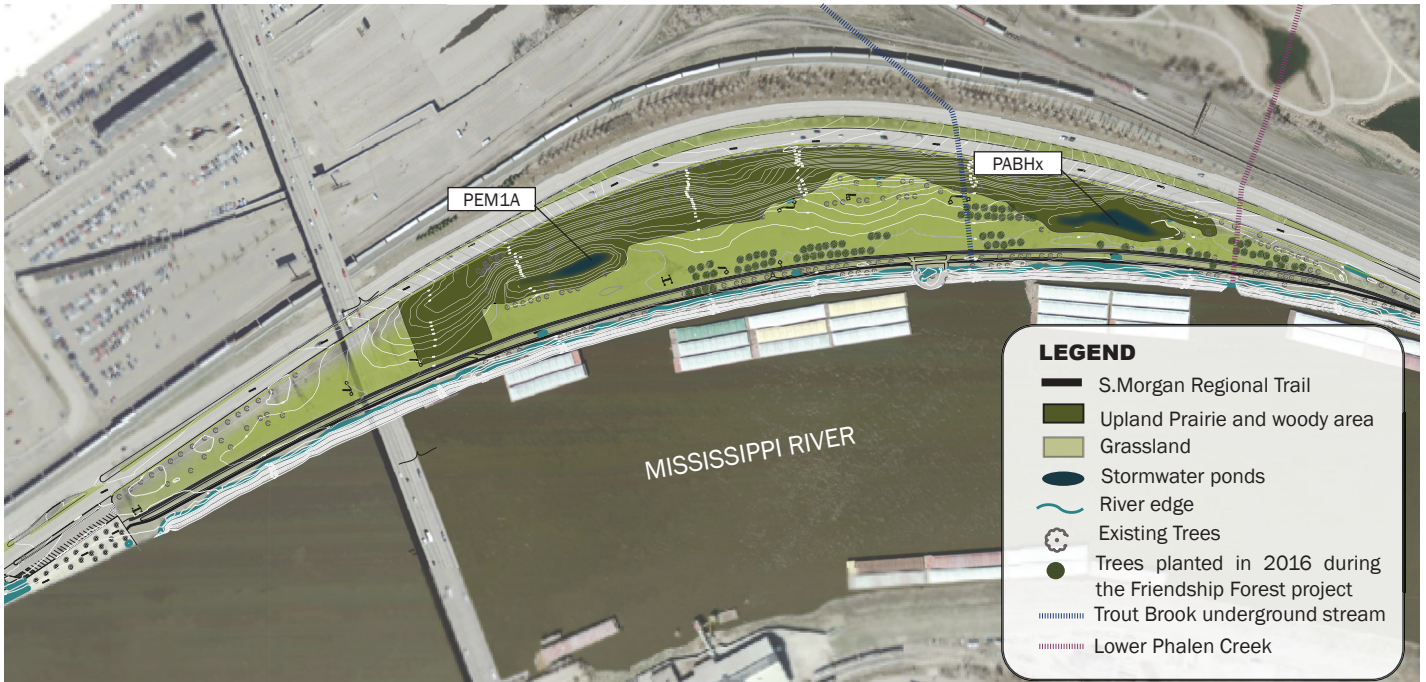


Figure 5.5 Existing Land Cover



5.3 NATURAL RESOURCES MANAGEMENT RECOMMENDATIONS

1. Maintain and/or restore landscape heterogeneity and capture environmental gradients (Pattern-oriented)

- *Ecological Considerations: Maintain patches of native communities with a variety of sizes and shapes, and degrees of isolation*
- *Protect stormwater ponds and “wild” areas of adjoining neighborhood parks*

2. Maintain key species interactions and functional diversity (Process- and species-oriented)

- *Ecological Considerations: Include keystone species, as well as threatened and endangered species in restoration and protection plans*
- *Provide protection for amphibians in wetland setting;*
- *Provide protection for birds and reptiles in prairie and woodland setting*

3. Apply or maintain appropriate disturbance regimes (Process- and species oriented)

- *Ecological Considerations: Restore historical disturbance patterns when maintaining and restoring sites*
- *Reintroduce fire to prairie and savanna ecosystems*

4. Control aggressive, overabundant, and invasive species (Process- and species oriented)

- *Ecological Considerations: Restoration and management plans should*
- *Address species that lead to the loss of other species*
- *Remove buckthorn with replacement of the native shrub layer (3)*

5. Provide small wildlife refuge along Mississippi River Corridor adjacent to a neighborhood park and nearby natural areas.

6. Provide songbird and pollinator habitat.

- Beneficial trees and shrubs on site: willow, staghorn sumac, maple, cottonwood, elderberry, boxelder, planted trees (landscape and “friendship forest”)
- A diverse mix of native shrubs – beneficial to songbirds and pollinators – should be installed.
- Stormwater basins are dominated by cattails. Stormwater pond transitional zone can be enhanced with wetland species, but cattail control is unlikely.
- Riverfront: Turf section between the riverside

pedestrian trail and the rip-rap edge along the Mississippi River could be converted to non-native pollinator turf.

7. If upland prairie areas are easily accessible, preferably bounded by trails and free of trees and shrubs, prescribed burning may be utilized to return fire to the landscape to maintain native prairie on site.

8. Control non-native and noxious weeds and replant with native species.

- Non-native, diseased tree and shrub species should be removed for example: buckthorn, green ash, siberian elm, diseased american elm, and black locust.
- Upland herbaceous layer is dominated by non-native invasive species and noxious weeds. Recommendation is a full restoration of the herbaceous layer to aggressive, native, mesic prairie species – with a goal of outcompeting non-native species.
- Target reed canary grass patches for eradication and enhancement with native wetland species.
- Start mowing invasive, upland herbaceous species on a regular basis to reduce seed production and to begin to deplete the seed bank prior to full restoration. One exception: Canada goldenrod patches are currently out-competing non-native species and could be left in place until full restoration takes place.
- Riverfront: Continue focus on removing non-desirable woody species to maintain river views and to control non-native species
- Herbaceous plant maintenance within rip-rap is too labor intensive, but the leading edge should be mown to the edge of the existing rip-rap. Most tall herbaceous weeds are growing in a 2’ wide unmown section between the riverside pedestrian trail and the rip-rap edge.

(3) Great River Passage Master Plan

6 Demand Forecast

Based on the Metropolitan Council Annual Use Estimate of the Metropolitan Regional Park System for 2019, Samuel Morgan Regional Trail received over 555,300 visits and an additional 89,000 visitors for special events.

Lower Landing Park primarily serves Downtown residents and Samuel Morgan Regional Trail users. The park program is expected to improve the trail users experience by adding new recreational amenities. The park program will encourage the use of the trail to access the proposed amenities and decrease the need to access the park site by car.

Based on community input from the families living in Upper East Downtown Saint Paul (10 minutes' walk from the Park), there is a high demand for active recreation facilities near the parks. Downtown parks are categorized as passive urban parks and do not provide the appropriate amenities to meet the recreational demand of younger and under represented residents. (See 7.1 Public Engagement Summary for opportunities to encourage park use. residents.)

It is anticipated that younger residents will seek additional activities while walking, biking, or running through the trail and will use the proposed park amenities. Visitor origin data from the Council's 2008 Regional Parks and Trails Survey indicate that regional trails in the metropolitan area are used most by people who live nearby or can reach the trail via a short bicycle trip or drive.

Park improvements will also enhance accessibility for people of all abilities and seniors in conformance with the Americans with Disabilities Act (ADA). Census data show that Dayton's Bluff has a higher percent of residents under 18 (31%), whereas Downtown has a higher percent of residents over 65 (13%)

THE LANDING

The landing is located by the trail corridor next to Lower Landing Park. The landing, historically named Lambert's

landing, is the entry point for excursion cruises bringing regional visitors to the city. It provides temporary mooring for visiting vessels and towboats. The use of this facility is expected to increase with the upcoming Viking Cruises in 2022. A renovated Lower Landing Park would complement this service offering a gateway for regional visitors, and a destination for residents. The City of Saint Paul works in conjunction with Saint Paul Port Authority to manage the potential conflicts and opportunities that the seasonal use of this facility.



Figure 6.1 Lambert's Landing- Lower Landing



Figure 6.2 Viking River Cruises. Mississippi River Vessel



7 Engagement & Participation

The project manager and team followed the Design and Construction Division’s Community Engagement Strategy and developed a plan to reach out the Community. The process assured that the current park and trail users and potential future users were informed of and involved in the park planning.

Lower Landing Park is in Ward 2 but within two District Councils: Dayton’s Bluff and Capitol River Council. The spatial relationship with the residential community of Dayton’s Bluff is blocked by the railroad and the bluffs. This limitation has been a barrier to community engagement due to a lack of physical connection with the site.

Most residents and users are not currently aware of the park because of a lack of information or because of social barriers. To reach a greater swath of the community, the engagement plan included a variety of informal pop-up events.

Parallel to these events, a Design Advisory Committee was assembled to help guide the design process for the Renovation Plan for Lower Landing Park. The Committee was comprised of downtown residents and park users. The group met 6 times in 2018.

Public Participation Events Timeline:

- Thursday, January 23, 2020. Community Open House for Nature Trail and Off-leash dog area Planning
- Thursday, February 8, 2018: Saint Paul Parks Commission Meeting
- Tuesday, February 6, 2018: Design Advisory Committee Meeting
- Friday, February 2, 2018: Open House
- Thursday, November 2, 2017: Open House
- Friday, October 20, 2017: Meeting with Sibley Parks Apartment Residents
- Wednesday, September 6, 2017: Meeting with Design Advisory Committee
- Thursday, June 15, 2017: Meeting with Design Advisory Committee and Lowertown residents
- Saturday, May 20, 2017: Park Awareness Walk.
- Saturday, May 6, 2017: Pop-Up Engagement Informational Stand
- March 27, 2017: Capitol River Council Meeting



Figure 7.1 Flyers, posters to communicate events. Translate into Somali, Hmong and Spanish.



Figure 7.3 Pop Up meeting at Mears Park



Figure 7.4 Meeting at Sibley Apartments Building

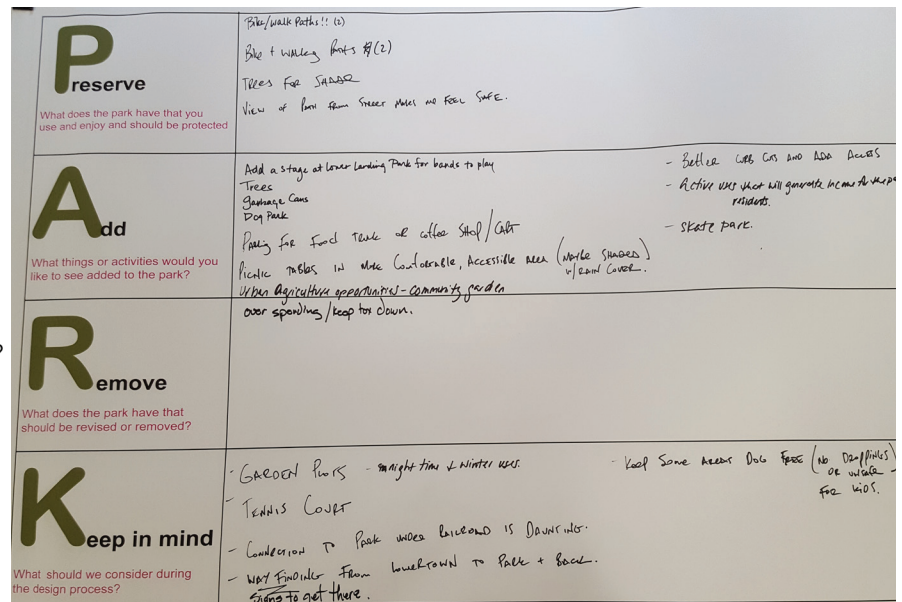
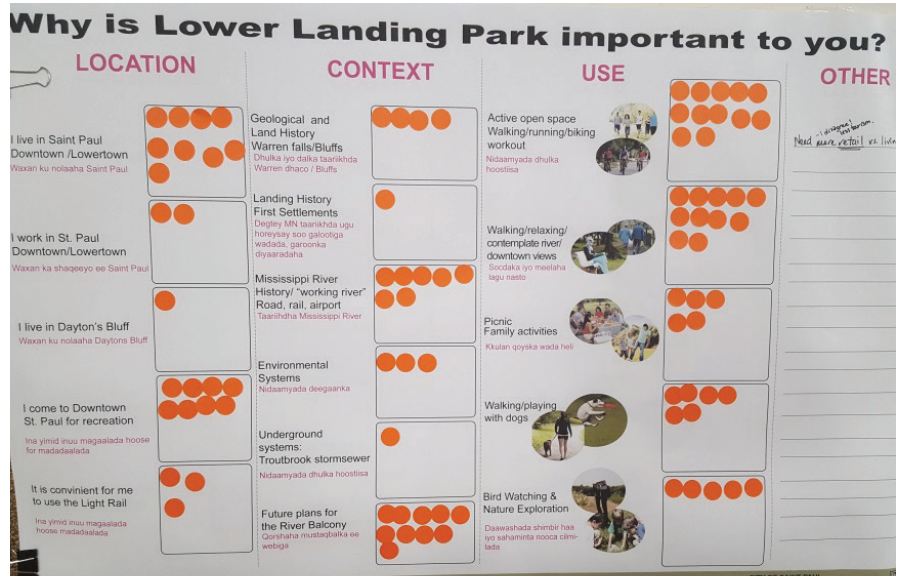
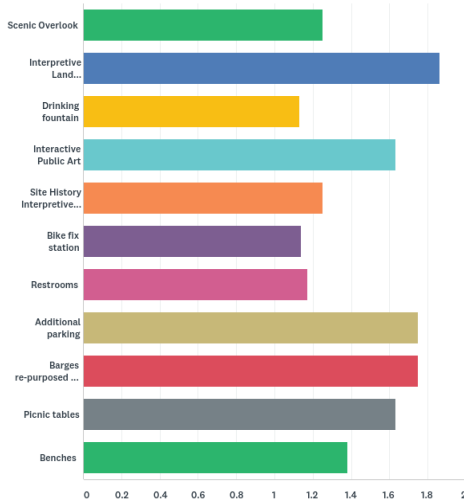


Figure 7.5 Input boards

Q4 What features would you like to see added to the park?



Dog park 😊

love the idea of the cottonwood forest! Hope the bridge connection to Bruce can happen.

Dog Park area way too small !!!

This is a great idea!

skate board
soccer
Wacouta Commons
size soccer
covered overlook

7.1 PUBLIC ENGAGEMENT SUMMARY

The program for Lower Landing was developed based on the suggestions, input, and revisions made by the community. For example, as a result of the pop-events, it became clear that most of the households with children live in Upper East Downtown, 10 minutes' walk from the entrance of the park. A large community of Somali families live in downtown and do not currently visit Lower Landing but could easily do so. Engagement with these families revealed that programmed activities and enhanced safety (e.g. keeping young children away from the riverbank and road) are two design opportunities that could encourage park use. Community members also requested the addition of trails and sitting areas to appreciate the views of the river and nature while kids are using the area for active recreation. Other organizations like

Blackhawks Soccer Club and Midwest Skateboard Alliance also reach out to weigh in on requested recreational activities. There were discussions on partnering with these community organizations to potentially allow programmed activities to bring organized groups of kids and youth for game, practices, and demonstrations. Providing adequate space for these activities and organized programs would bring more people to the park and therefore would improve the perception of a safer space. This would address the barrier that many underrepresented families described as an impediment to using the park during the community engagement process.

CONCERNS

ACCESS
PARKS FEELS ISOLATED
NOT ENOUGH INFORMATION
ABOUT PARK OR TRAIL
SAFE SPACES FOR KIDS

DEMANDS

MORE RECREATIONAL ACTIVITIES
DOG PARK
LOOPING TRAIL
KEEP LARGE AREAS OPEN
MORE SHADE

VISIONS

HISTORIC PARK
ACTIVE PARK
PUBLIC ART PARK



Figure 7.6 Meeting at Sibley Apartments Building's Lobby

7.2 PARTNERS ENGAGEMENT

The following organizations were involved in the development of the Renovation Plan for Lower Landing Park/Samuel Morgan Regional Trail Corridor. The Design and Construction project team connected with them during the development of the planning process and will reach out to them again when funds become available to implement the program and for strategies featured in the plan.

Capitol River Council; River Connection/Mississippi National Park; Mississippi River National Park Service was part of the Project Advisory Committee. The feedback received on the project is shown in the appendix of this Master Plan Amendment. There were not major concerns or opposition to the development of this plan. The partners valued the need to develop this underutilized green area by the river.

Lower Phalen Creek Project, an east side Saint Paul organization, whose mission is to engage people in honoring and caring for natural places and sacred cultural sites. Lower Phalen Creek has been partnering with the City of Saint Paul for day lighting a section of the Lower Phalen Creek in Swede Hollow Park. The original natural flow of the creek would end at the Mississippi River

at the current Lower Landing Park location, by the Sam Morgan Regional Trail. The organization and the design team discussed including environmental educational opportunities at the site near the location where the current 100 year -old stormwater sewer discharges water to the Mississippi River. Another topic of discussion was the prospect of using the east side of the park as a natural transitional space to the sacred Wakan Tipi site and the Indian Mounds Burial site. This part of the park, through the use of signage describing the history of the site, would be designed to acknowledge the significance of the area to the Dakota people.

Capitol River Watershed District has been involved in the planning process and the City will reach out to them as project enter construction.

Ramsey County was involved in the plan review for the Transportation Committee in 2018.

In 2019, the DNR's Outdoor Recreation grant program provided funds to the City of Saint Paul Parks and Recreation for the implementation and construction management of a natural surface trail, restoration of native planting, signs and fencing for an off-leash dog area.

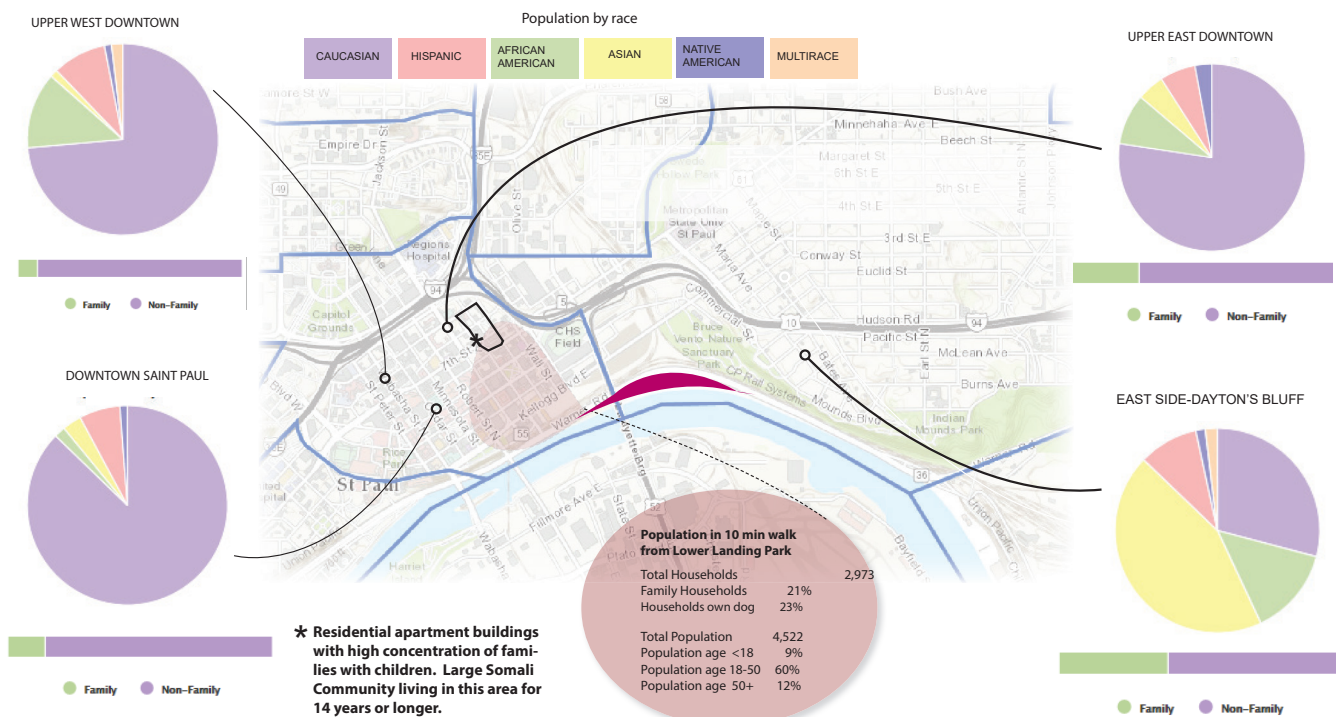


Figure 8.1 Demographic Analysis

8 Equity Analysis

8.1 DEMOGRAPHICS & CONTEXT

The existing Sam Morgan Regional Trail benefits the different communities it connects along the trail route. The linking trail is used for recreational purposes such as walking, biking, and running, and for accessing a variety of urban destinations and regional parks in St. Paul. Presently, the eastern part of the trail is primarily used by Downtown and Lowertown residents and people who work in the area. The demographics of Downtown are shown in fig.8.1. Even though the physical area is considered part of the Dayton's Bluff District and is close to a neighborhood with many family households (according to the census), access to the Trail from those neighborhoods is difficult. The trail corridor at Lower Landing Park is surrounded by the bluffs, railroad, Warner Road and the river. People in Dayton's Bluff will benefit from this section of the corridor once a connection from Bruce Vento Sanctuary to the trail is built. In the meantime, access from the other side of the bluff is achieved through the trail connection with Indian Mounds Regional Trail, and through Downtown. Residents see this as a barrier for those who are unable or uncomfortable biking or running long distances.

The park is perceived as isolated from the rest of the urban core. The connection to downtown is still seen as a barrier due to the high-speed traffic on Warner Road, as well as the lack of information about Lower Landing Park. The physical barriers and the safety concerns were raised during conversations with the parks and trail users during the community engagement process. This input reinforced our intention to reach out to those we do not see at the park and who could potentially benefit from it.

8.2 PUBLIC PARTICIPATION

To complete an analysis of the current and potential users of the space, it is necessary to look beyond census data and maps. Based on

on-site observations, context, and the community engagement process, it was clear that there are people living in the area that have not used the Trail or park due to either a lack of awareness or safety concerns.

The parks project planning team identified groups that could benefit from the area and what prevents them from using the regional trail corridor. It then engaged them in constructing a vision for the site that better serves and meets their expectations.

During the Public Engagement process the project team hosted two meetings with families living in the Sibley Apartment building, a 10-minute walk from the park and trail. Most of the families interviewed were of East African background. During pop-up meetings at different park locations and at the open house, we also interviewed young people of color who were visiting the nearby parks and were not aware of the trail and Lower Landing. The conversation we had with the participants helped us identify people who would benefit from the improvements to the park.

Downtown Residents: There are many households with families in north-east Downtown. Most of these residents are of East African, and principally Somali, background. All the parks in Downtown are considered passive parks. While residents have adapted those nearby parks for forms of active recreation like soccer or basketball, there is the demand of more active recreation to serve the needs of the youth living in the area.

Adjacent Neighborhoods: Another sector that would benefit from improvements to the park and rail is the area of University Avenue - Rondo and Frogtown. These nearby sectors are primarily populated by low income families with low mobility and limited recreational options. With close access to the Union Depot LRT station and multiple bus stops, people can access the park via public transit. Improving the park at the proposed location would serve a population that does not have direct access to the River or a waterfront.

Lower Landing Park would be the only green area with access to the river that is quickly accessible via public transportation.

Regional Users: On a regional level, the addition of active recreation features to this corridor would complement other recreational opportunities the network of regional parks around Saint Paul has to offer. Communities in the urban core would become familiar with the regional network when visiting the park for recreation, while people from outside of the urban center would have the opportunity to experience Downtown St. Paul. The location by the river and its connectivity with other linking trails would make it easier for communities to experience the benefits of the regional system.

Partnerships: As discussed in the introduction, the confluence of the Minnesota River and the Mississippi River was Dakota land and is important to the Dakota people. The City of Saint Paul has improved its outreach and work with the Tribal Historic Preservation Offices, Minnesota Indian Affairs Council, and indigenous residents in Saint Paul. During the development of the renovation plan for Lower Landing Park, the Parks and Recreation Department hired a cultural landscape specialist to lead a Cultural Landscape Study with the tribal nations for what is today known as Indian Mounds Regional Park, a site visible from Lower Landing. The Cultural Landscape Study's consultation with the Tribes helped us understand the significance of the area to the Dakota people and to learn the importance of including these groups in any decision making for the land. The renovation plan for Lower Landing Park provides spaces for interpretation of the land and indigenous history. Maintaining open communication with the indigenous community by including them in the development of the implementation projects for this park is strongly recommended.

Section 7 describes the community engagement outreach and public participation process. The process met all the levels of the International Association for Public Participation's Spectrum. The decisions made in the plan were based on the community input detailed in each program

recommendation description.

Public participation outcomes: The City of Saint Paul Parks team started building a connection with the East African communities from Downtown. The meeting in an apartment building lobby heavily occupied by East African families facilitated the engagement with those families that otherwise would be unable to attend a community meeting. The mothers in that building, many of whom did not speak English, felt comfortable coming to the meeting in a location where their children or neighbors could provide translation. Parks materials were translated to Somali.

These families requested safe spaces for their children to be active after school. They were surprised to know there was a wide-open park space so close to their homes. They expressed concerns about having kids running close to the river and asked for safe access to the park.

They would also like see additional information about the park and have more natural areas to use while their kids are playing. The activities they preferred were soccer, basketball, and a looping trail for walking.

The Dakota people interviewed during this process requested more information about the history of the site due to its proximity to sacred Dakota sites and the river.

8.3 EVALUATION SUMMARY

The feedback received guided the development of a vision for the park: activation, integration, and revelation. This vision summarizes and addresses the needs and expectations of the community to make the park and trail more accessible and inclusive. The specific input obtained during public engagement combined with the site opportunities guided the development of Park's proposal described in Section 9.5 Program Recommendations.

Understanding that the communities who would benefit from the improvements of this park are culturally diverse, it is recommended the park program follow the cultural diversity approach shown on Fig 8.2 as a framework to assure that the

activities implemented in the park bring people from different backgrounds together and prevent any group displacement.

When funding becomes available to implement the recommendations, the design team will reach out again to the groups and communities who participated to follow up on the recommendations and to revise and adapt the proposal.

Diversity and Inclusion Framework: To develop a park program, the needs identified by the community were framed in a multicultural and multi-generational approach. Each proposed activity to be included in the park shall meet the Exchange-Cooperation-Celebration (ECC)

Framework. Activities framed in this context that promote exchanges (information, food, knowledge, skills, etc.), cooperation and that allow for celebration or commemoration are more likely to help break social barriers and make people feel comfortable and safe sharing public spaces. This proposal aims to strengthen equitable use of the trail and trail corridor by all communities nearby and in the region.

CULTURAL DIVERSITY APPROACH

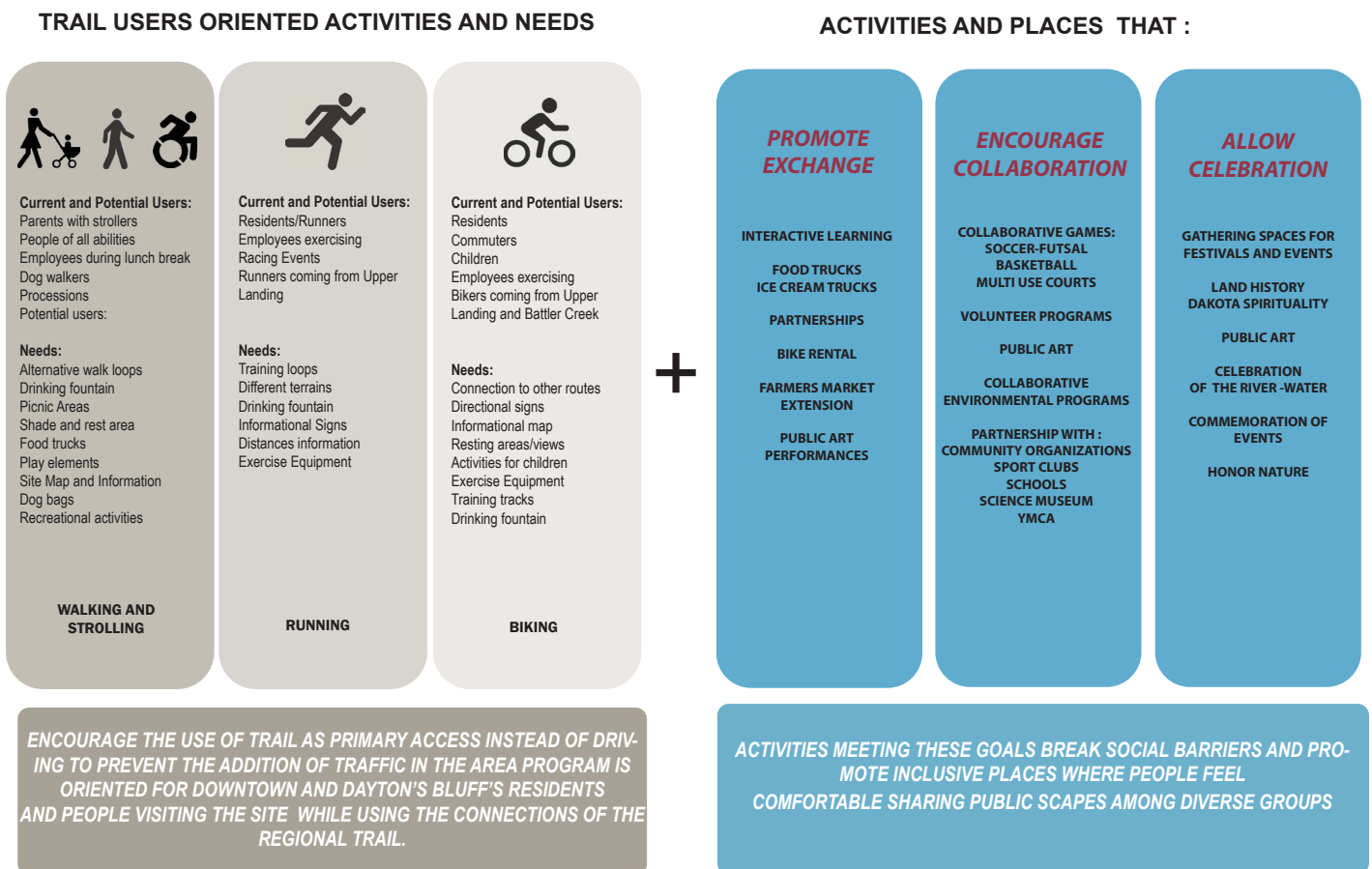


Figure 8.2 Cultural Diversity Approach - ECC Framework

9 Concept Development

9.1 VISION

Renovating Lower Landing Park will enhance the functionality of the park and encourage more activity in an unprogrammed area of downtown Saint Paul's riverfront.

Based on the result of community input and the assessment of site conditions, opportunities, and constraints, three main goals that align with the Great River Passage goals were identified to guide site organization and programming:

- Integrate the Trail with the adjacent context, spatially and socially, to improve and provide connections to the adjacent culturally and age diverse communities.
- Activate the Park Trail Corridor through the addition of trail-oriented activities while respecting and keeping the existing tranquil natural settings along the river corridor.
- Reveal the inherent history of the area by taking advantage of the location of the trail alignment and its connection to relevant historic sites and the river.

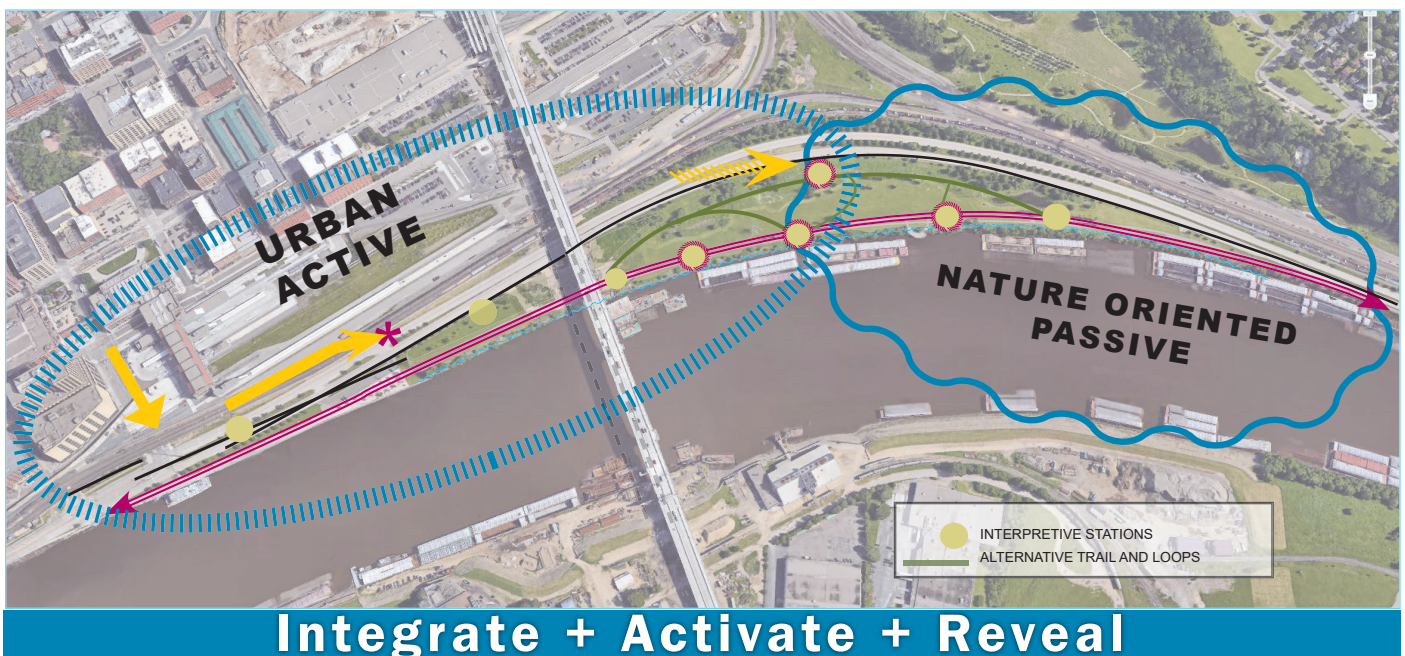


Figure 9.1 Cultural Diversity Approach - ECC Framework

9.2 IMPLEMENTATION PROJECTS

Priority Level	Project Title	Key	Description	Cost Estimate	Potential Programming Partner
CONSTRUCTION: Recreational Facilities					
Medium	Pick-up game: outdoor futsal court	4	Add 1futsal court with fence and required equipment	\$200,000	Black Hawks, Sibley Apartment building residents
Medium	Pick-up game:half basketball courts	5	Add 3 half basketball courts	\$150,000	
Medium	Pump track: bike/skate skills	8	Build a pump track course that can be used by bikes and skates. Explore different type of structures or material that best fit the location and it is suitable in the flood fringe	\$350,000	Midwest Skateboard Alliance
Medium	Children's play features	7	Add non traditional play structures and elements that goes with the landscape	\$250,000	-
Medium-high	Open multiuse lawns	8,11	Improve and provide the open lawns for potential uses: disc golf; native lacrosse, large events	\$200,000	American Indian Magnet School, Golf frisbee club
High	Off-leash dog Area	3	Add a fenced area divided for small and large dogs and seating area with a shelter	\$120,000	-
Medium-high	Natural surface trail loop	13	Add a natural surface trail along the park to loop with the SMRT. Seating and landscaping.	\$100,000	-
Low	Main Overlook structure	10	Add an overlook structure to be integrated with the landscape and connected to the nature trail. Potential access from Warner Road.	\$800,000	-
Low	Interpretive resting nodes	N	Add various resting nodes with seating and landscaping and shade	\$800,000	THPOS, Science Museum,MNHS
Low	Fitness trail course	8	Outdoor Fitness equipment	\$120,000	YMCA
CONSTRUCTION: Services					
Medium-high	Parking lot expansion	B	Expand the parking space to the east of the existing parking lot and utilizing the existing exit to prevent traffic conflict.	\$1'000,000	-
Medium	Restroom facility /Portable Potty shelter	D	Study the feasibility to provide a restroom facility or portable potty shelter	\$500,000	-
Medium-High	Drinking fountains, misters and plumbing	-	Provide additional drinking fountain and or mister along the trail	\$80,000	-
Medium	Relocation of Power Towers	F	Relocate power tower to Warner Road median to remove one tower in the middle of the park	\$1'500,000	Xcel
Medium	Drop-off access and provisional parking	C	Potential access from Warner Road to function as drop-off for visitors accessing the center of the park/trail corridor	\$1'000,00	MN Dot
CONSTRUCTION: Natural Resources and Landscaping					
Medium-High	Wetlands restoration	NR.1	Enhance with wetland species and remove invasive	\$200,000	DNR, Great River Greening, CRWD, FMR
Medium-High	River edge restoration/ rip-rap	NR.2	Restore rip-rap along the river edge	\$500,000	DNR
Medium	Prairie planting between trail and hillside	NR.3	see page 35	\$200,000	
Medium	Healing forest, tree planting	NR.4	Relocate existing trees and add new trees like cottonwood trees	\$60,000	
Medium	Removal and control of invasive species	NR.5	see page 35		
Low	Stormwater and creeks educational features	NR.6	Add education environmental features in the landscape	\$80,000	CRWD, Lower Phalen Creek Project,FMR
CONSTRUCTION: Trail Improvements and Accessibility					
High	Trail resurface with bituminous	-	Resurface existing trail from parking lot to the east side entrance of the park	\$500,000	-
High	Replace lighting along the trail	-	Replace lighting along the trail	\$800,000	-
Medium	Add wayfinding signage, informational kiosks	E	See wayfinding plan	\$100,000	-
Medium-High	Landing - Park access improvements	1	Improve access from Siebly Street to Parking Lot, add benches, interpretive public art , lighting, railing painting, landscaping	\$300,000 -\$600,000	St.Paul Port Authority, Public Art Orgs, Vikinking Cruises
High	Entryway Plaza Improvements (completed in 2020)	2	Landscaping, furnishing, information signage, drinking fountain, cooling mister	\$310,000	-
Medium-High	Add interpretive features along the trail to increase awareness of the trail, ecology and river.	N	Add signage and interpretive artistic features to the nodes along the trail	\$100,000	-

9.3 LOWER LANDING PARK RENOVATION PLAN



RECREATIONAL FACILITIES

- ① LANDING IMPROVEMENTS: INTERPRETIVE ARTISTIC EXHIBITS
- ② ENTRYWAY PLAZA IMPROVEMENTS
- ③ OFF-LEASH DOG AREA
- ④ FUTSAL COURTS
- ⑤ HALF BASKETBALL COURTS
- ⑥ PUMP TRACK: BIKE/SKATE SKILLS COURSE
- ⑦ CHILDREN AND TEENS PLAY FEATURES
- ⑧ FITNESS TRAIL COURSE
- ⑨ OPEN LAWN 1: SPACE FOR EVENTS / FRISBEE
- ⑩ LAND & RIVER INTERPRETIVE OVERLOOK
- ⑪ OPEN LAWN 2: INTERPRETIVE NATIVE LACROSSE
- ⑫ HEALING GROVE
- ⑬ NATURAL SURFACE TRAIL LOOP

SERVICES

- Ⓐ EXISTING PARKING
- Ⓑ PARKING EXPANSION - FOOD TRUCKS
- Ⓒ DROP-OFF ACCESS
- Ⓓ RESTROOM FACILITY/ PORTABLE POTTY SHELTER
- Ⓔ INFORMATION KIOSK /BIKE FIX STATION
- Ⓕ POWER TOWER TO BE RELOCATED



EXPLORATION OF A POTENTIAL PEDESTRIAN BIKE CONNECTION WITH BRUCE VENTO TRAIL AND THE EAST SIDE FROM LOWER LANDING

INDIAN MOUNDS REGIONAL PARK (INDIGENOUS CEMETERY)

BRUCE VENTO NATURE SANCTUARY

WAKAN TIPI

MISSISSIPPI RIVER

PEDESTRIAN BRIDGE TRAIL LINK PROPOSAL TO RECONNECT THE RIVER WITH DAKOTA SACRED PLACES BRUCE VENTO SANCTUARY

LEGEND

- SAM MORGAN REGIONAL TRAIL
- PROPOSED NATURAL SURFACE TRAIL
- EXISTING BIKEWAYS
- PLANNED BIKEWAYS
- PLANNED PROJECTS NOT IN PARKS JURISDICTION THAT REQUIRE PARTNERSHIP WITH OTHER AGENCIES



INTERPRETIVE RESTING NODES

N1-7 EACH NODE WILL SERVE AS A RESTING STATION ALONG THE TRAIL. IT WOULD INCLUDE INTERPRETIVE PUBLIC ART AND INFORMATION ABOUT THE HISTORY OF THE LAND AND THE MISSISSIPPI RIVER. THEY WOULD BE FURNISHED WITH BENCHES, DRINKING WATER, TRASH CANS AND SHADE AND COULD BE ORGANIZED CHRONOLOGICALLY.

RECOMMENDED WINTER ACTIVITIES

CROSS COUNTRY SKI / SNOW SHOEING
SLEDDING HILL

NATURAL RESOURCES MANAGEMENT

- NR.1** WETLAND RESTORATION
- NR.2** RIVER EDGE RESTORATION
- NR.3** PRAIRIE PLANTING
- NR.4** PHYTO REMEDIATION PLANTING
- NR.5** TREE PLANTING
- NR.6** REMOVAL AND CONTROL OF INVASIVE SPECIES
- NR.7** STORMWATER FEATURES/EDUCATIONAL

9.4 PRIORITY PROJECTS

Four projects were identified as priority projects to start activating the park and making it more welcoming and accessible.

2 ACCESS AND PARK ENTRYWAY PLAZA IMPROVEMENT:

Lambert's Landing and Lower Landing Park are connected through an entryway plaza picnic table. The plaza has ash trees which will eventually be removed to prevent the spread of the emerald ash borer. The master plan proposal recommends redesigning the plaza to make it more inviting and welcoming to people using the trail. The entryway should be enhanced as a resting point or meeting location with informational signs, benches, and water fountains.

B PARKING LOT EXPANSION:

The Master Plan identifies the potential need for additional parking space once the park becomes more active and people start using the park as entry point to connect with the Trail. The Master Plan recommends expanding the parking space to the east of the existing parking lot and utilizing the existing exit to prevent traffic conflicts on Warner Road.

13 **NATURAL SURFACE TRAIL:** The trail currently runs through the park bordering on the edge of the river. A gravel trail/path it recommended to expand the users experience in the park. The alternate trail will run to the top of the slope and through the existing ponds providing spots for bird watching and nature walks. The trail would offer the option to loop back to the entryway of the park.

3 **OFF-LEASH DOG AREA:** Dog parks are good park activators that bring neighbors together. Lowertown residents have high dog ownership compared to the rest of the City. The community is interested in a large space that should be divided in areas for small and large dogs. The plan proposed a near 1-acre fenced area for off-leash dogs. This area should feature shade structures with benches and drinking fountains for both people and dogs.

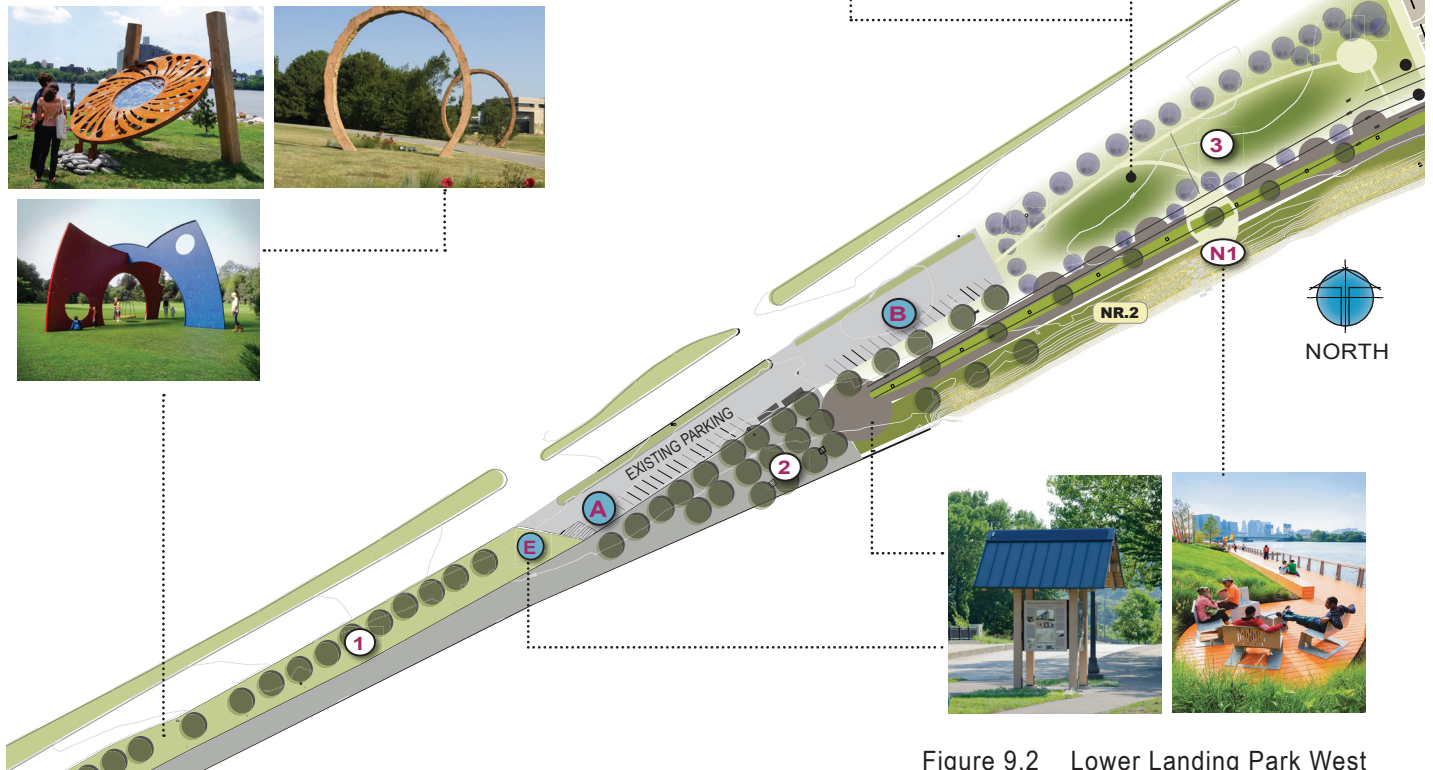
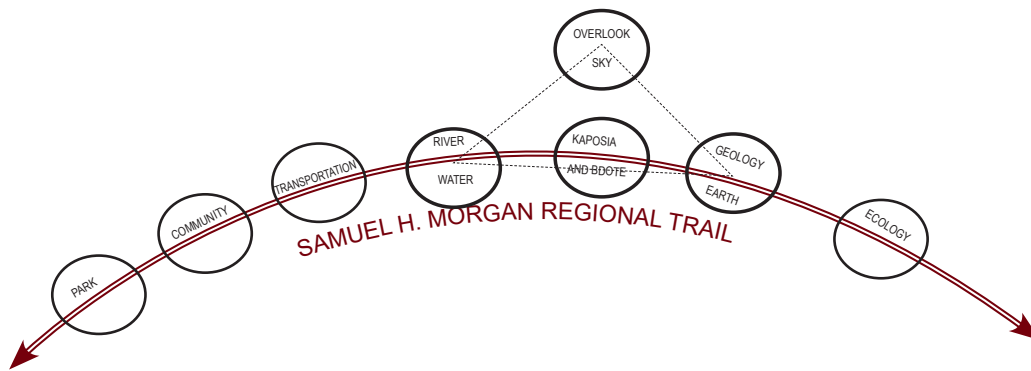


Figure 9.2 Lower Landing Park West

9.5 PROGRAM RECOMMENDATIONS



N1-7 INTERPRETIVE RESTING NODES

Community Input:

- Trail feels too long and isolated in the park.
- Lack of information about the trail.
- More resting points.

Site Opportunities: Different landscape views from the trail.

Recommendations: Set a series of interpretive resting nodes that will tell the history of the location and communities that used it. The resting nodes will break the trail into 7 different resting points. The nodes would be equipped with interpretive features such as public art, signage and seating.

The location of the park and the way the trail bends allows the user to experience different views while using the trail. The White Cliffs (Dakota word), the barges docking by the shore, the river bending to a different landscape, downtown skyline, and the train passing by. Having all this variety in one place gives the opportunity for interpretation and education about the history of that land.

We heard from the trail users that not seeing where the trail goes gives them the perception that the walk is be too long. This proposal intends to divide the portion of the trail that frames the crescent shape of the park into various interpretive stations that will double as resting points. This will organize the space into a sequence of interpretive nodes along the river shore. Each node could serve as resting point with benches, shade, and interpretive opportunities in the form of signage or public art. It is recommended that all the interpretive stations are developed based on one unifying concept and

that they are related to each other. The interpretive themes suggested by the public are: Bdoté (history of the region as told from an indigenous perspective), Working River, Land -Geologic History, History of Immigration, transportation, Water-Land-Sky.



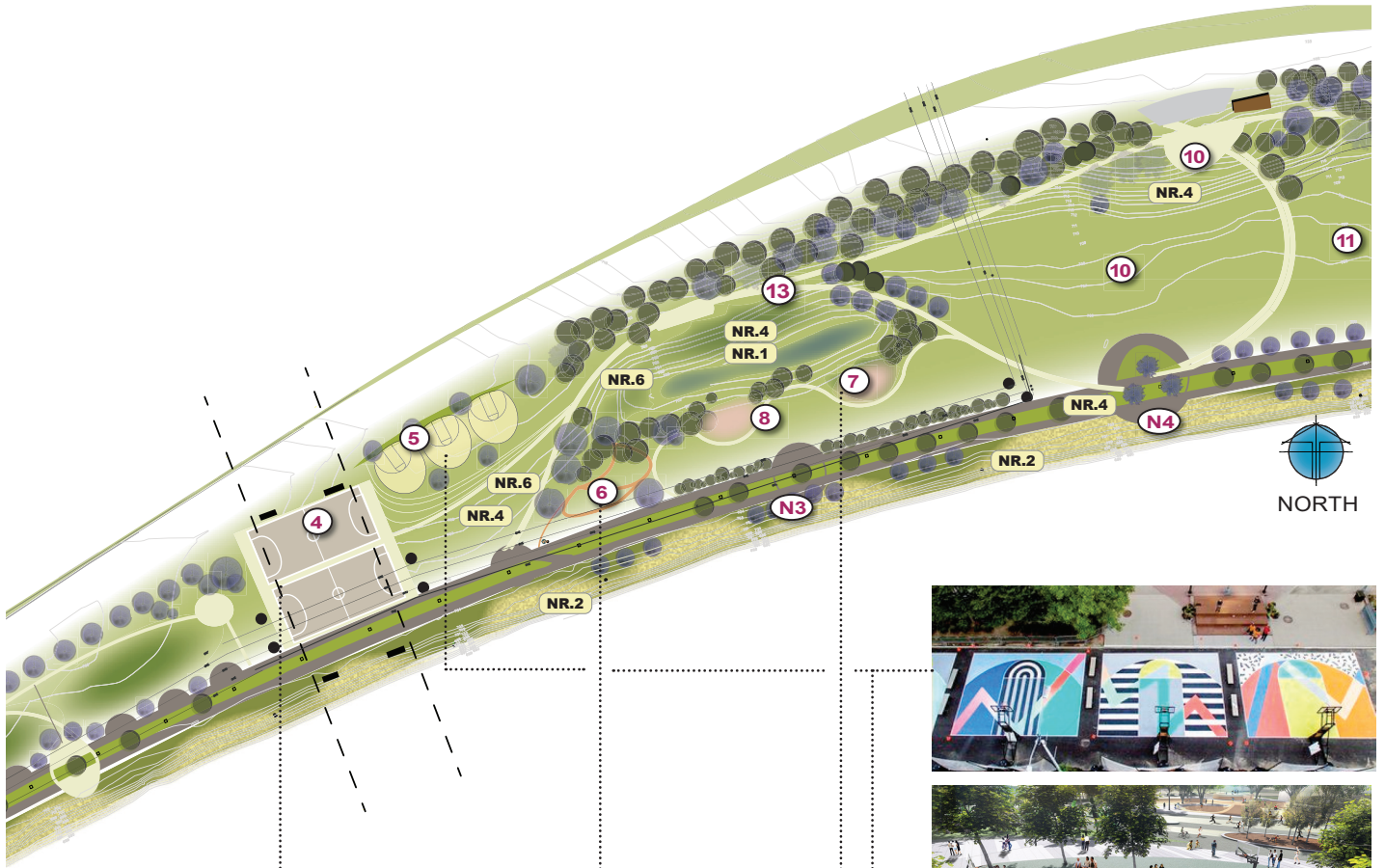
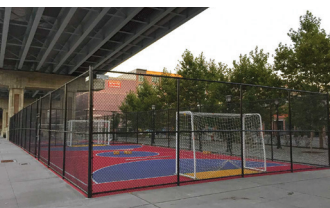
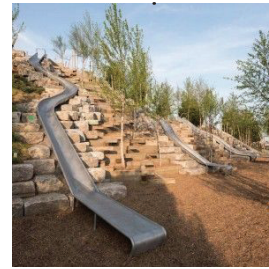
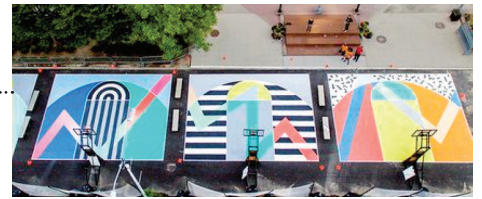


Figure 9.3 Lower Landing Park Middle



4 5 PICKUP GAME COURTS: HALF BASKETBALL COURTS, FUTSAL COURTS

Community Input:

- Need for active parks in Downtown
- Access to facilities by foot or bike
- Lack of activities and appropriate space for young people in Downtown
- Activate the park with more people to make it feel safer

Site Opportunities:

- High demand for active recreation in Saint Paul, particularly for young people. It will foster use of the trail.
- Proximity to the downtown urban core and LRT.
- No issues with noise disturbance from people playing and gathering for games.

Recommendations: Pick-up game courts fulfill the need for sport facilities that integrate with the trail corridor system. Soccer and basketball were the two most popular activities that we currently see young people seeking to play in passive parks without adequate facilities. Soccer and basketball are inclusive social activities for all genders and races. The plan proposes these informal activities that complement the trail use. To assure these facilities are used for pickup games, the plan suggests developing half basketball courts with 3 different hoops sizes for people with different heights and abilities. It also proposes a futsal court, which is a low maintenance field alternate to provide a recreational activity that it is more aligned to the regional corridor features.

As we heard the need for more active recreation, there is also the need for more activities along the trail.

7 PLAY FEATURES

Community Input:

- Add activities for kids all ages
- Consider protection for kids from the edge of the river
- Non-traditional play equipment that goes with the character of the park

Site Opportunities:

- Space accessible from the trail
- Open space to run around

Recommendations: Integrate different active recreation elements in one zone of the park. Provide play structures that complement the other activities suggested in the play zone. As an example, a large multiuse play element like a climbing boulder that is visible from different parts of the park with some natural vegetation barriers to contain younger children in the play zone.

6 PUMP TRACK/ SKATE COURSE

Community Input:

- Bike skills course
- Space for a skate park/course
- Easy access from SMRT

Site Opportunities:

- Proximity to Battle Creek Regional Park where people mountain bike
- Pump tracks are increasing in popularity across the state

Recommendations: Bike skill course for trails users accessing the park with bikes and skates. The course could be an independent structure mounted on the ground, or it could be designed with dirt or concrete. Adding a concrete surface would expand the use of the course for skaters. The design should be integrated with the existing landscape, close access to the trail for a safe transition of bikes and skates to the course. Take into consideration the floodplain design requirements.

10 11 OPEN MULTIPURPOSE LAWNS

Community Input:

- Keep the existing open space for large gatherings
- Disc golf course
- Additional space to support racing events on the trail
- Music concerts

Site Opportunities:

- Existing open space
- Isolated from housing, no risk of noise disturbance

Recommendations: Open lawns for multipurpose activities.

Open lawn 1: Open space to support community events like marathons and other large gathering events along the trail. Open Lawn 2: Partner with indigenous community from Dayton's Bluff District Council to develop an interpretive/educational

area within the park to learn about and participate in Native Lacrosse and related indigenous ceremonies.

Partner with local disc golf players to set up a disc golf course within the park area. Disc golf is an activity that is compatible with others open space activities and is accessible for people of all ages.

10 OVERLOOK

Community Input:

- Need an additional access to the center of the park
- Place to maximize appreciation for the river and the bluffs

Site Opportunities:

- High point in the middle of the park to view Downtown, the Bluffs, and the Capitol
- Potential access from Warner Road

Recommendations: Overlook in the middle of the crescent shape park as a focal point. Views of the river, trail, downtown skyline, Bluffs and park. The overlook structure will be integrated with the landscape and connected to the nature trail. Potential access from Warner Road to function as drop-off for visitors accessing the center of the park/trail corridor.

12 HEALING GROVE - BIRD WATCHING

Community Input:

- Add more trees for shade
- Wish to keep a calming space
- A place to appreciate nature

Site Opportunities:

- Re purpose the Friendship Forest initiative done in 2016
- Proximity to Wakan Tipi and Indigenous Burial Site

Recommendations: The area on the west side of the park could become the transition to the sacred sites Wakan Tipi and Indian Mounds Park. This transition focuses on creating a relaxing landscape that as you enter a sacred space between the river and the bluff. Places to read and learn native legends are posted around the Cottonwood trees, medicinal plants, and Dogwood trees.

This proposal is also an opportunity to re purpose the Friendship Forest Initiative completed in 2016.

The project will take time but provides a unique opportunity to engage the community. The tree canopies will help remove existing air pollution. The contrast of a wooded area in the surrounding urban setting will provide the trail users with a different visual experience. The landscape changes over time will be an interesting, organically developing feature for the commuters using the trail. Frequent users will experience both the aging the wooded area and the oasis effect of grove of trees in the middle of the industrial and urban landscape.

9.6 TRAIL IMPROVEMENTS

INTERPRETATION AND WAYFINDING SIGNAGE

- Add more information about the trail and destinations it connects
- Add information about the trail in other locations (Union Depot LRT station, Grand Round, etc.) and display other trail connections
- Information about park amenities
- Add information about historical places nearby
- Environmental educational features related to the river and water. Signage near stormwater sewer as opportunity to add information about Trout Brook Stormsewer and Lower Phalen Creek.

TRAIL RESURFACING AND LIGHTING

The Segment 4 of the trail that runs along the park, has not been upgraded since its construction in 1992. It requires additional maintenance and needs to be resurfaced.

The lighting along the trail needs to be upgraded or replaced.

This is an area that gets very hot in the summer. It is recommended to add shade either with a tree grove along the trail or shelters that provide shade.



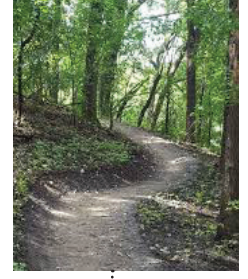


Figure 9.4 Lower Landing Park East

PROPOSED NON TRADITIONAL RECREATIONAL ACTIVITIES IN THE REGIONAL PARKS AND TRAIL SYSTEM

Lower Landing Park is 5 minutes' walk from Union Depot, a regional transit hub, and the LRT Green Line Station. It is the only area in the Mississippi River's regional trail corridor in Saint Paul that has the close access to the LRT. Regional and local communities can benefit from this connectivity when accessing the park by alternative forms of transportation. Activating the regional trail corridor at the proposed location would serve as transition from an active urban core to a more tranquil regional park system with direct access to the riverfront. The addition of nontraditional regional recreation uses would strength and promote the equitable use of the park by local and regional residents.

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PICKUP GAME COURTS: Futsal Soccer - Half Basketball Courts

(approx. 11,200 SF of impervious surface for 2 futsal courts, approx. 8,000 SF of impervious surface for 3 half basketball courts)

Stakeholder and Community Support:

Downtown residents, including families of East-African background, who live 10 minutes' walk from the park and who are not aware of the regional parks and trail system

Regional Parks and Trail System Significance:

- The need for inclusive active sport amenities at this location was highlighted during the public engagement process by families from immigrant communities and by people of color. This part of the trail corridor lays in an urban setting where there is a lack of active recreation opportunities, particularly for young people. The trail corridor segment offers the ideal setting for more urban amenities that can connect people to more natural settings including the Mississippi River through the regional trail.
- Families who requested the use of open fields for soccer and basketball amenities for this park emphasized that it would be useful to have areas to walk and enjoy nature while their kids play. Providing amenities for recreational activities for all ages will encourage the use of the park and trail corridor by groups of families.
- Soccer and basketball are the two most popular activities that we currently see young people seeking to play in passive parks without adequate facilities. These activities are inclusive social activities for all genders and races. Soccer is highly popular in Hispanic and many immigrants' communities. If the regional system provides support for these recreation activities, more people of different cultural backgrounds and race are more likely to visit the regional system and become familiar with the trail and other opportunities the regional system offers.
- Active sport amenities can fulfill the need for pick-up games that promote inclusive social activities. The trail corridor segment offers the ideal setting for more urban amenities. To assure these facilities are used for pickup games, the plan suggests developing half basketball courts with 3 different hoops sizes for people with different heights and abilities. It also proposes futsal courts, which are a low maintenance alternates to provide a recreational activity that it is more aligned with the regional corridor features.

Equitable Use and Community Benefits:

- Community Health: Promote active outdoor recreation that will help users release stress and increase their wellbeing.
- Sense of Community: The cooperative nature of these games may bring people together and encourage them to meet and welcome others.
- Inclusion: The proposed activities along this trail are intentionally culturally inclusive.
- Flexibility: These amenities can be adapted to different uses to be used by all genders and ages.
- Youth Development: The activities and amenities proposed in the plan will help younger visitors learn active and healthy skills to serve them well throughout their lives.
- Inclusive Recreation: A great outdoor recreational option for all ages in time of pandemic.

Sustainability and Environmental Benefits:

The open field that incorporates futsal courts occupies a smaller space than soccer fields and are easier to maintain. They would be designed with raingardens and bioswales next to them to collect storm water from the courts or designed to drain into the existing wetlands onsite. All recreational amenities would follow local and state stormwater requirements.

Potential Conflicts and Opposition:

- See section 9.9 for site conflicts
- No opposition was encountered during the community engagement process



Figure 9.5 Proposed Non-Traditional recreational activities for park program

PUMP TRACK: Bike Skills/Skate Course

(approx. 15,000 SF. Impervious surface will depend on the layout and materials used for the pump track)

Stakeholder and Community Support:

Received various emails and letters from the community requesting more space for bike skills and skate courses. Midwest Skateboarding Alliance provided support.

Regional Parks and Trail system significance:

- A bike skills course and pump track would offer cyclists additional opportunities to experience the trail corridor while using their bikes. The tracks are designed for all skill level riders.
- The designs of pump tracks are organic, and can be adapted in a natural setting, integrated in the landscape. A unique design that fits the location will become a destination for cyclists and encourage trail use between regional parks.
- The course may be an independent structure mounted on the ground, or it could be designed with dirt or concrete. Adding a concrete surface would expand the use of the course for skaters. This would activate the park and bring a unique feature to the regional trail system. They would be designed with raingardens and bioswales next to them to collect storm water and/or drain into the existing wetlands onsite.

Equitable Use and Community Benefits:

- Provides another active recreation component for trail users.
- All ages and skill levels can learn in the same location.
- Pump tracks create a fun, positive atmosphere.
- It is viewed as a space that can be used by youth and adults at the same time.

Sustainability and Environmental Benefits:

- It would be designed with the surrounding natural landscape in mind
- The wavy and circuit design provide opportunities for a combination of hard surfaces with vegetation and bioswales
- Promotes the use of bikes for alternative transportation.

Potential Conflicts and Opposition:

See section 9.9 for site conflicts

No opposition was encountered during the community engagement process

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NATIVE-LACROSSE - TAKAPSICAPI

(approx. 52,000 SF. No impervious surface)

Regional Parks and Trail system significance:

Implementing a Native Lacrosse Field was suggested during conversations with members of the Native American community who reside in Dayton's Bluff neighborhood. They mentioned that people practiced native lacrosse at Indian Mounds Regional Park and welcomed the prospect of having a place to practice near their neighborhood. The proximity to the river aligns with the traditional way of practicing lacrosse in the past. However, this suggestion still needs more involved consultation with the indigenous tribes, native lacrosse players, and the local community. The plan proposes to use a flexible open space for a native lacrosse field that, besides providing a space for practicing, would teach about the significance of this game and its cultural connection with the indigenous community.

Equitable Use and Community Benefits:

- Supports Native American Community. There is a large Native American community living in Dayton's Bluff neighborhood. The American Indian Magnet School is also in the neighborhood and kids would benefit by having a place dedicated to practice lacrosse.
- Supports appreciation for Native Lacrosse
- Provides a healing sport for the indigenous community
- Promotes a healthy community
- Creates a sense of community
- Acknowledges the spirituality of Dakota people along the Mississippi River
- Promotes mental strength and collaboration through a cooperative sport
- Promotes cultural revitalization

Sustainability and Environmental Benefits:

- The field would be implemented on a multiuse lawn that will be surrounded by trees.
- Connects people to nature. The field doesn't require specific equipment, and would combine recreation with interpretation of the game as previously play by the native people.
- Use of sustainable grass



9.7 ACCESSIBILITY

The park is 5 minutes' walk from the LRT Green Line Station. It is the only park by the Mississippi River in Saint Paul that has closet access to the LRT. The communities that benefit from this connectivity are from neighborhoods along University Avenue like Frogtown, Midway and Rondo.

The community highlighted the conflict stemming from access to the park. While this portion of the trail corridor offers myriad opportunities to appreciate and interact with the riverfront, it also has numerous hard borders that limit access. With Warner Road and the railroad on one side and the Mississippi on the other side, the trail has limited access points. Exacerbating the issue, access coming from downtown feels unsafe because of the Warner Road crossing and the unlit and heavily obscured walk under the railroad bridge. The underbelly of the railroad facility has been abandoned for years and the community indicated that entrance to the park felt unsafe. As mentioned on page 4 of this document, more needs to be done, to enhance the appearance and functionality of the gateway. Some ideas, like bike lockers, could be creatively designed to store bikes for commuters using public transit. This area is not under City's jurisdiction. Conversation and partnership with the Union Depot and transit organizations could help advance this effort.

All park facilities will be developed in accordance with the Americans with Disabilities Act (ADA). Other guidelines, such as the MnDNR's Trail planning, design and development will be used when implementing the proposed recreational amenities recommended in this plan.

9.8 PUBLIC SERVICES

Utility services are currently provided to the park by the City of Saint Paul for sewer and water and Xcel

Energy for electricity. Sewer and water utilities may need to be expanded into the park for the location of a new restroom building at the top of the hill by the new overlook. Rehabilitation of some existing utilities may also be required.

There are currently 4 large power towers in the park. Besides being an eye sore, they occupy considerable park space. In coordination with Xcel energy, the City of Saint Paul would consider relocating 3 quad base towers to the median and North Side of Warner Road on a new single base tower. The relocation of the 3 towers would allow for the elimination of one quad base tower in the middle of the park.



Power Tower. Park Middle



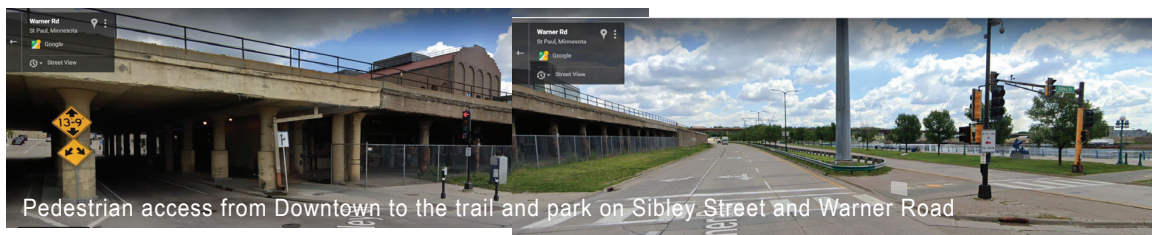
Power Tower. Park West

9.9 CONFLICTS

The Park lays on the Mississippi Flood Fringe. Development is normally allowed in the flood fringe provided that residential buildings are placed on fill so that the lowest floor is above the flood protection elevation.

Future development will require regular base maintenance. Flyover limitations from the Metropolitan Airport Commission exist due to the park's proximity to the St. Paul Airport. Finally, the site may be subject to potential Critical Area Regulations put forth by the DNR because of its location along the Mississippi River.

The easement under Lafayette Bridge could become another conflict for the plan's proposed uses. Consideration must be given to the need for access and maintenance to the bridge. This could influence the design of the proposed program near the bridge.



Pedestrian access from Downtown to the trail and park on Sibley Street and Warner Road

10 STEWARDSHIP PLAN

10.1 OPERATIONS

The City of Saint Paul operates and maintains Samuel Morgan Regional Trail and Lower Landing Park. The existing maintenance of the park consist of:

- Plowing snow (Nov- April)
- Salt/sand for ice
- Portable toilet rental
- Mow grass (May-Oct)
- Minor tree maintenance
- Storm damage clean up
- Flooding damage clean up
- Trash pick up

Adding the recommended amenities in this plan to the park will increase the operations and maintenance of this park considerably.

The Natural Resources program manages all natural areas across the City. The recommendations stated in the natural resource management plan on page 35 would require additional funds in the annual budget for park maintenance.

Additional budget would be also needed to provide the option for recycling and compost facilities to give visitors the ability to responsibly handle waste

generated in the parks. See Fig. 10.1.

Patrolling of the facilities is provided by the Saint Paul Police Department.

10.2 POTENTIAL PARTNERS

Natural Resources

Lower Phalen Creek Project

Friends of Mississippi River

Great River Greening

Science Museum

Cultural Resources

Tribal Preservation Offices

Minnesota Historical Society

Park Programming

Saint Paul Farmers Market

Public Art Saint Paul

Union Depot

Clues (senior programs)

Saint Paul Libraries for educational programs

See page 45 and 54 for community organizations and other potential partners.



friendship Forest community planting project (Photo: www.friendshipforestmn.com)

LOWER LANDING PARK CURRENT O&M COST

ITEM	TIMES	LABOR	HOURS/ TIME	COST	EQUIPMENT	COST
Daily trash removal May-Oct	160	PW1	1	\$6,614.40	Tuck	\$1,006.40
Mow grass every 10 days	18	PW3	2.5	\$3,207.60	580-D	\$2,350.35
		PW3	2	\$2,566.08	Z-Turn	\$2,566.08
					Truck	\$226.44
					Trailer	\$188.28
Weed whip May-October	12	PW1	1.5	\$744.12	Truck	\$113.22
Removal of dumped items	6	PW3	1.5	\$641.52	One Ton	\$62.28
Plow trail/brom trail	25	PW3	1	\$1,782.00	Truck	\$157.25
Plow Parking lot	20	PW3	1	\$1,425.60	Truck	\$125.80
Trash removal Nov-April	48	PW3	1	\$3,421.44	Truck	\$301.92
				\$20,402.76		\$7,098.02
TOTAL CURRENT COST				\$27,500.78		

LOWER LANDING PARK ESTIMATED O&M COST WITH PROPOSED AMENITIES

ITEM	TIMES	LABOR	HOURS/ TIME	COST	EQUIPMENT	COST
Daily trash removal May-Oct	160	PW1	1	\$6,614.40	Tuck	\$9,921.60
Mow grass every 10 days	18	PW3	2.5	\$3,207.60	580-D	\$2,350.35
		PW3	2	\$2,566.08	Z-Turn	\$2,566.08
					Truck	\$226.44
					Trailer	\$188.28
Weed whip May-October	12	PW1	1.5	\$744.12	Truck	\$113.22
Removal of dumped items	6	PW3	1.5	\$641.52	One Ton	\$62.28
Plow trail/brom trail	25	PW3	1	\$1,782.00	Truck	\$157.25
Plow Parking lot	20	PW3	1	\$1,425.60	Truck	\$125.80
Trash removal Nov-April	48	PW3	1.5	\$3,421.44	Truck	\$452.88
Off-leash do area maintenance	52	PW3	1	\$3,706.56	Truck	\$327.08
Futsal courts maint. May-Oct	48	PW1	0.5	\$1,984.32	Truck	\$301.92
1/2 BB ct maintenance	48	PW1	0.5	\$992.16		
Pump track-skate skills course	48	PW1	0.5	\$992.16		
Fitness trail course	48	PW1	0.5	\$992.16		
Natural surface trail loop	6	PW3	1	\$427.68	truck	\$37.74
Parking expansion - food trucks	160	PW1	0.5	\$5,702.40	Load pack	\$3,387.2
				\$35,200.20		\$20,218.12
TOTAL FUTURE COST				\$55,418.32		

Figure 10.1 Operations and Maintenance Cost

11 PUBLIC AWARENESS

One of the priority projects is to develop a signage network to inform the public about access to park and the Trail. The directional signs will be installed on the trail, streets with pedestrian access, nearby public transportation stations, and neighboring parks.

Activating Lower Landing Park will improve public awareness of Samuel Morgan Regional Trail. There are other groups that are interested in expanding their programs and could see opportunities to promote educational, historical markers or add volunteer events to encourage the preservation of the natural environment. The Department of Natural Resources and Forestry is already planning volunteer events with the community and could potentially partner with Friends of Mississippi River and the partners mention on page 56. These events would bring people to the site and promote the use of the trail and its linking destinations.

The City of Saint Paul Park and Recreation Department will look for the support of the Regional Parks System Ambassador Program to strategize awareness events at Lower Landing Park to promote the use of the regional trail and proposed amenities.

Park facilities or trails may be closed due to a permitted event. Notices are posted to the facilities websites if park closures occur. The park website provides additional information about parks amenities and programs.

Lower Landing Park Website:

<https://www.stpaul.gov/facilities/lower-landing-park>



APPENDICES

Appendix A: City Council Resolution Trail Renaming

ORIGINAL

Council File # 02-58

Green Sheet # 110091

RESOLUTION
CITY OF SAINT PAUL, MINNESOTA

11

Presented By *Allyson B. Bluma*

Referred to _____ Committee: Date _____

1 WHEREAS, **Samuel H. Morgan** was well known for his leadership in protecting,
2 promoting and establishing parks and trails for over 60 years; and

3
4 WHEREAS, Mr. Morgan lived most of his life in the city of Saint Paul on St. Clair
5 Avenue; and

6 WHEREAS, Mr. Morgan worked to conserve and enhance the Minnesota State Park
7 system, the Metropolitan Area Regional Park System, and the parks and trails in Saint Paul and
8 Ramsey County; and

9 WHEREAS, Mr. Morgan had the vision, leadership and legal skills needed to acquire and
10 protect many parks and trails in Minnesota; and

11 WHEREAS, Mr. Morgan was instrumental in the creation of the Metropolitan Area's
12 Regional Parks and Open Space system, as enacted by the State Legislature in 1974; and

13 WHEREAS, in 1985 Mr. Morgan was appointed a charter member of the St. Paul
14 Riverfront Commission established by Mayor George Latimer; and

15 WHEREAS, in 1990 Mr. Morgan led the development of the "no net loss" of park lands
16 concept which became part of the Saint Paul City Charter; and

17 WHEREAS, Mr. Morgan played a key role in establishing and supporting the Friends of
18 the Parks and Trails of St. Paul and Ramsey County; and

19 WHEREAS, the Friends of the Parks and Trails of St. Paul and Ramsey County has
20 proposed naming the East Bank Mississippi River Regional Trail from Highway 5 to Chestnut
21 Street as the "Samuel H. Morgan Regional Trail", in honor of Mr. Morgan's numerous
22 contributions to the system of parks and trails in Saint Paul, the Metropolitan Area and the State
23 of Minnesota; and

24 WHEREAS, the Saint Paul Parks and Recreation Commission adopted Resolution
25 #01-14 on December 12, 2001, which endorsed the proposal to name the East Bank Mississippi
26 River Regional Trail from Highway 5 to Chestnut Street as the "Samuel H. Morgan Regional
27 Trail", and further, urged the Council of the City of Saint Paul to name the East Bank Mississippi
28 River Regional Trail from Highway 5 to Chestnut Street as the "Samuel H. Morgan Regional
29 Trail"; now, therefore,

30 BE IT RESOLVED, that the East Bank Mississippi River Regional Trail from Highway 5
31 to Chestnut Street shall henceforth be known as the "**Samuel H. Morgan Regional Trail.**"

	Yeas	Nays	Absent
Benanav	✓		
Blakey	✓		
Bostrom	✓		
Coleman	✓		
Harris	✓		
Lantry	✓		
Reiter	✓		
	7	0	0

Adopted by Council: Date Jan 23, 2002

Adoption Certified by Council Secretary

By: *Allyson B. Bluma*

Approved by Mayor: Date: 1-25-02

By: *Dennis J. Flaherty*

Requested by:

Division of Parks and Recreation

By: *John W. Kelly*

Department of Public Works

By: *Thomas J. Eggen*

Form Approved by City Attorney

By: *Gregory J. Johnson*

Approved by Mayor for Submission to Council

By: *Dennis J. Flaherty*

Appendix B:

City of Saint Paul Parks Commission Resolution



RESOLUTION # 18-02 Lower Landing Park Renovation Plan

WHEREAS, the Saint Paul Parks and Recreation Commission (“Commission”) is an appointed body established to advise the Mayor and City Council on long-range and city-wide matters related to the Department of Parks and Recreation; and

WHEREAS, the Lower Landing Renovation Plan is an amendment to the Samuel H. Morgan Regional Trail Corridor Master Plan, aka East Bank Mississippi River Regional Trail Corridor Master Plan adopted in 1999; and

WHEREAS, the Saint Paul Department of Parks and Recreation assembled a citizen driven Design Advisory Committee to advise the development of the Lower Landing Renovation Plan; and

WHEREAS, the Metropolitan Council requires both City Council and Metropolitan Council review and approval of master plan amendments; and

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Parks and Recreation Commission hereby acknowledges the work of the advisory committee and affirms that the Department of Parks and Recreation can proceed with the master plan amendment.

Adopted by the Saint Paul Parks and Recreation Commission on February 8, 2018:

Approved:	Yeas	<u>5</u>
	Nays	<u>0</u>
	Absent:	<u>4</u>

Resolution #18-02

Attested to by:


Staff to the Parks and Recreation Commission



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Opportunity Employer



Appendix C:

Transportation Committee Staff Report

Transportation Committee Staff Report for Plans and Policies

Committee date: 9/24/18

Plan Name/Policy Name: Lower Landing Park Master Plan

Contact: Bianca Paz, bianca.paz@ci.stpaul.mn.us

Plan/Policy Webpage: <https://www.stpaul.gov/departments/parks-recreation/design-construction/current-projects/lower-landing-park-renovation>

Description: Available funds from the Lafayette Bridge construction project were assigned for Lower Landing Park improvements after using the park for construction staging. The City of Saint Paul Parks and Recreation recognized this as an opportunity to take a fresh look at this area and develop a comprehensive renovation plan in order to enhance the trail corridor experience and improve access and awareness of the trail and to activate the park to serve the adjacent communities.

General Timeline: Renovation Master Plan Complete

Public Hearing Date & Location: Parks Commission: 01/06/2018

Transportation Committee Role:

Inform scope & approach Review draft Make recommendation

Explanation

Staff recommendation	<i>Approval</i>
Action item requested of the Committee	<i>Recommend approval of transportation elements of the Lower Landing Master Plan to the City Council</i>
Committee recommendation	<i>Approval</i>
Committee vote	<i>8-0</i>

Appendix D: Letter of Support Capitol River Council District 17



CapitolRiver
Council

370 Wabasha Street North, Suite 720
Saint Paul, MN 55102

(651) 221-0488
www.capitolrivercouncil.org

Sept. 1, 2020

Saint Paul Parks and Recreation
Michael Hahm
25 West 4th Street 400
Saint Paul MN 55102

Dear Michael Hahm:

Bianca Paz, staff person from Saint Paul Parks and Recreation, presented the Samuel H. Morgan Regional Trail Corridor Amendment at meetings between 2017-2019. The community engagement plan assembled a large number of CapitolRiver Council board members, Design Advisory Members, and Downtown Saint Paul residents.

The master plan amendment includes a variety of active and passive recreational amenities to encourage healthy living for and people of all ages. The plan also supports the recreational needs of a diverse population that resides downtown. Finally, an approved master plan will also allow the City of Saint Paul to apply for future design and construction funding.

I encourage you to consider supporting this planning document.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Fure", is written over a light yellow rectangular background.

Jon Fure, Executive Director
CapitolRiver Council
(phone) 651-221-0488
(email) office@capitolrivercouncil.org

Affirmative Action, Equal Opportunity Employer

Appendix E: City of Saint Paul City Council Resolution



City of Saint Paul

Signature Copy

Resolution: RES 20-1228

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

File Number: RES 20-1228

Amending the Samuel H. Morgan Regional Trail Master Plan aka 1999 East Mississippi River Bank Trail Corridor Master Plan.

WHEREAS, the Saint Paul Parks and Recreation Commission is an appointed body established to advise the Mayor and the City Council on long-range and city-wide matters related to the Department of Parks and Recreation; and

WHEREAS, members of the community and the Saint Paul Department of Parks and Recreation determined the need to update section four of the Samuel H. Morgan Regional Trail Master Plan, aka, East Bank Mississippi River Regional Trail Master Plan, that was created and approved in 1999; and


WHEREAS, the Saint Paul Department of Parks and Recreation organized a design advisory committee consisting of representatives from Capitol River Council 17, the National Park Service, and other interested community members, to assist the Design Team with the development of the amendment to the Metropolitan Council approved Master Plan which includes renovations to Lower Landing Park; and

WHEREAS, the District 17 Capitol River Council approves the Master Plan Amendment; and

WHEREAS, the Saint Paul Parks Commission recommended approval of the Master Plan Amendment on February 8, 2018; now, therefore, be it

RESOLVED, that the Council of the City of Saint Paul approves and adopts the Samuel H. Morgan Regional Trail Master Plan Amendment and is hereby authorized to submit said master plan amendment to the Metropolitan Council for review and approval.

At a meeting of the City Council on 9/23/2020, this Resolution was Passed.

Vote Attested by 
Council Secretary Trudy Moloney

Date 9/23/2020



