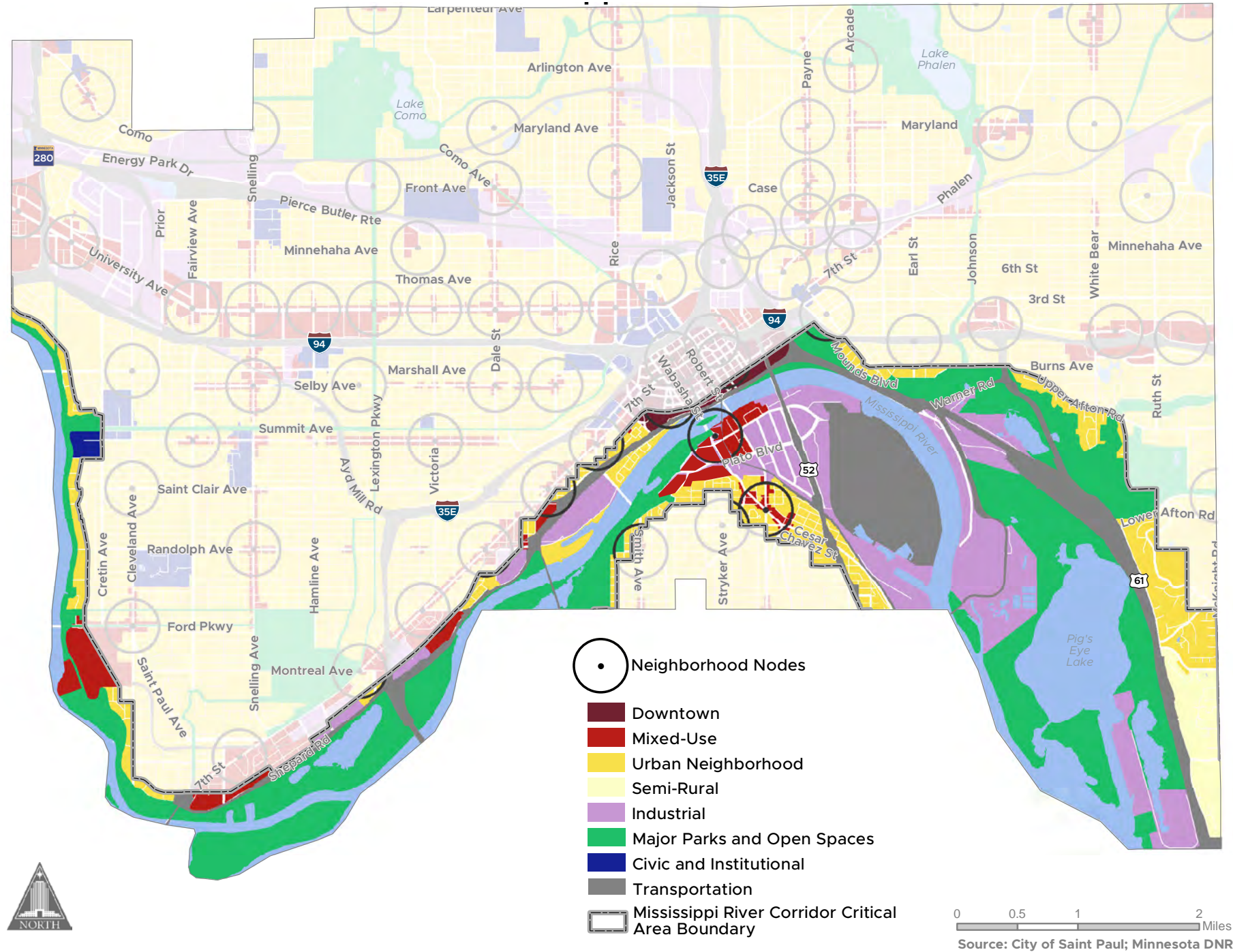


Appendix A

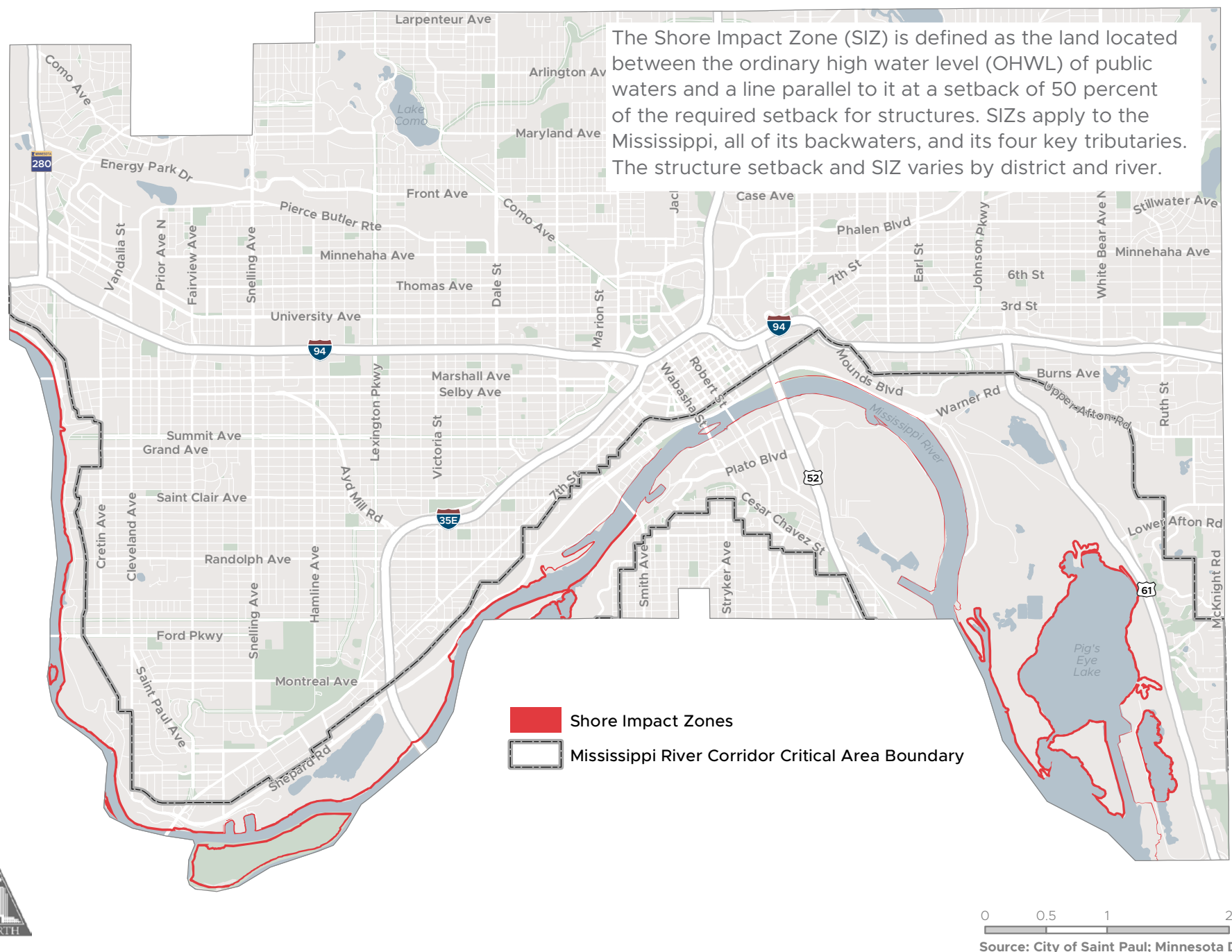
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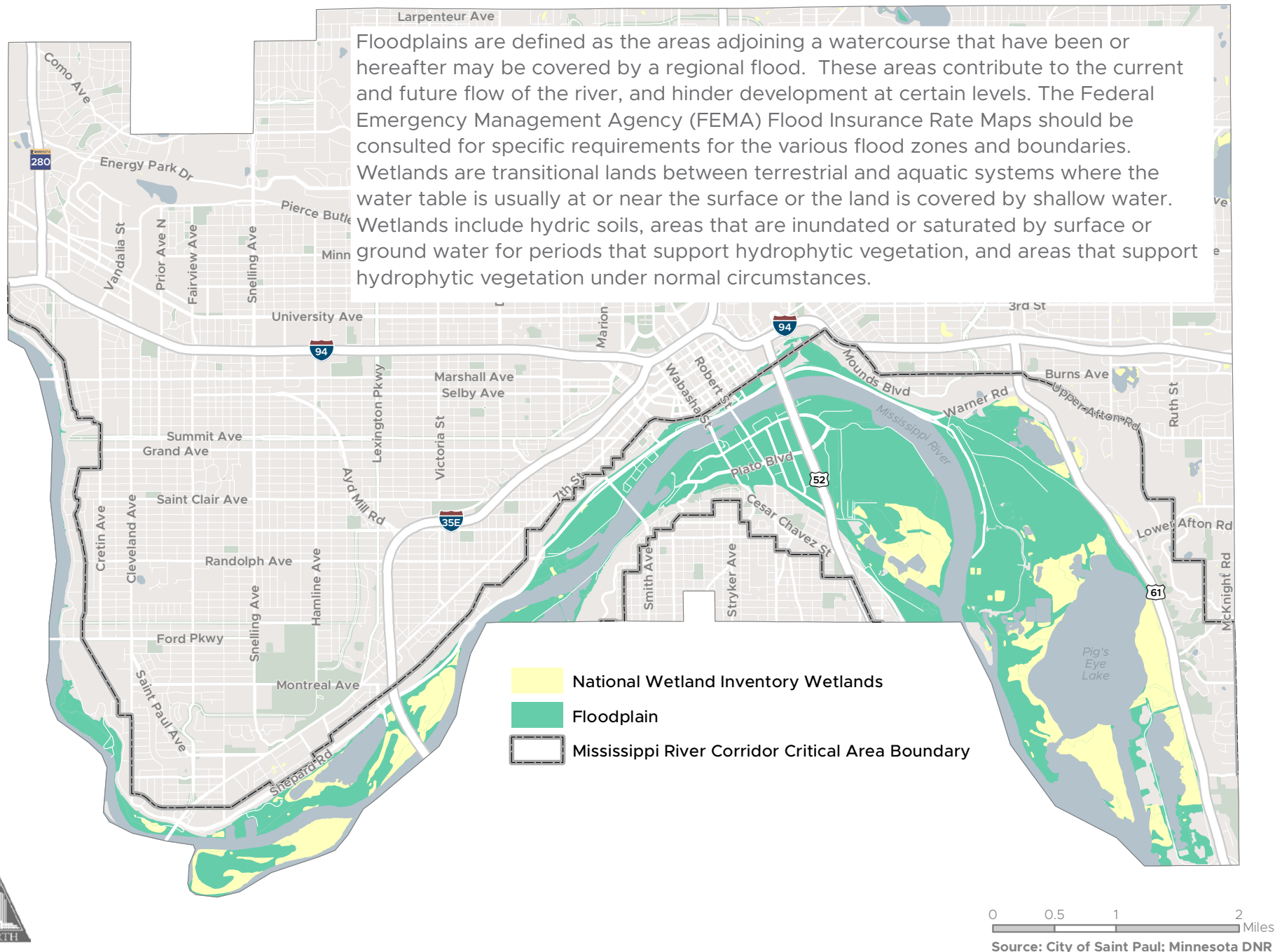
Map CA-1: Future Land Uses in MRCCA



Map CA-2: Shore Impact Zones



Map CA-3: Floodplain and Wetlands



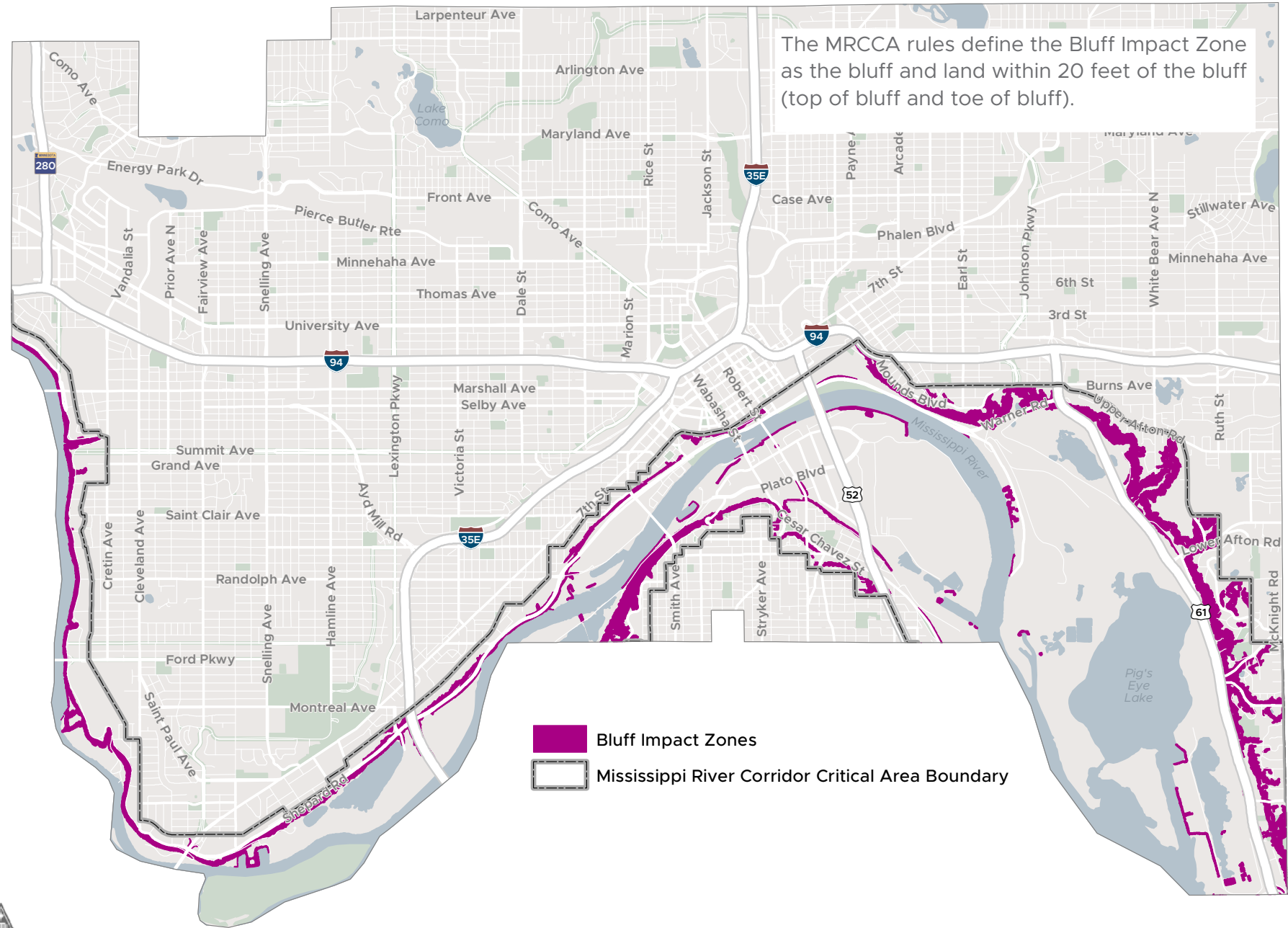
Map CA-4: Natural Drainage Ways



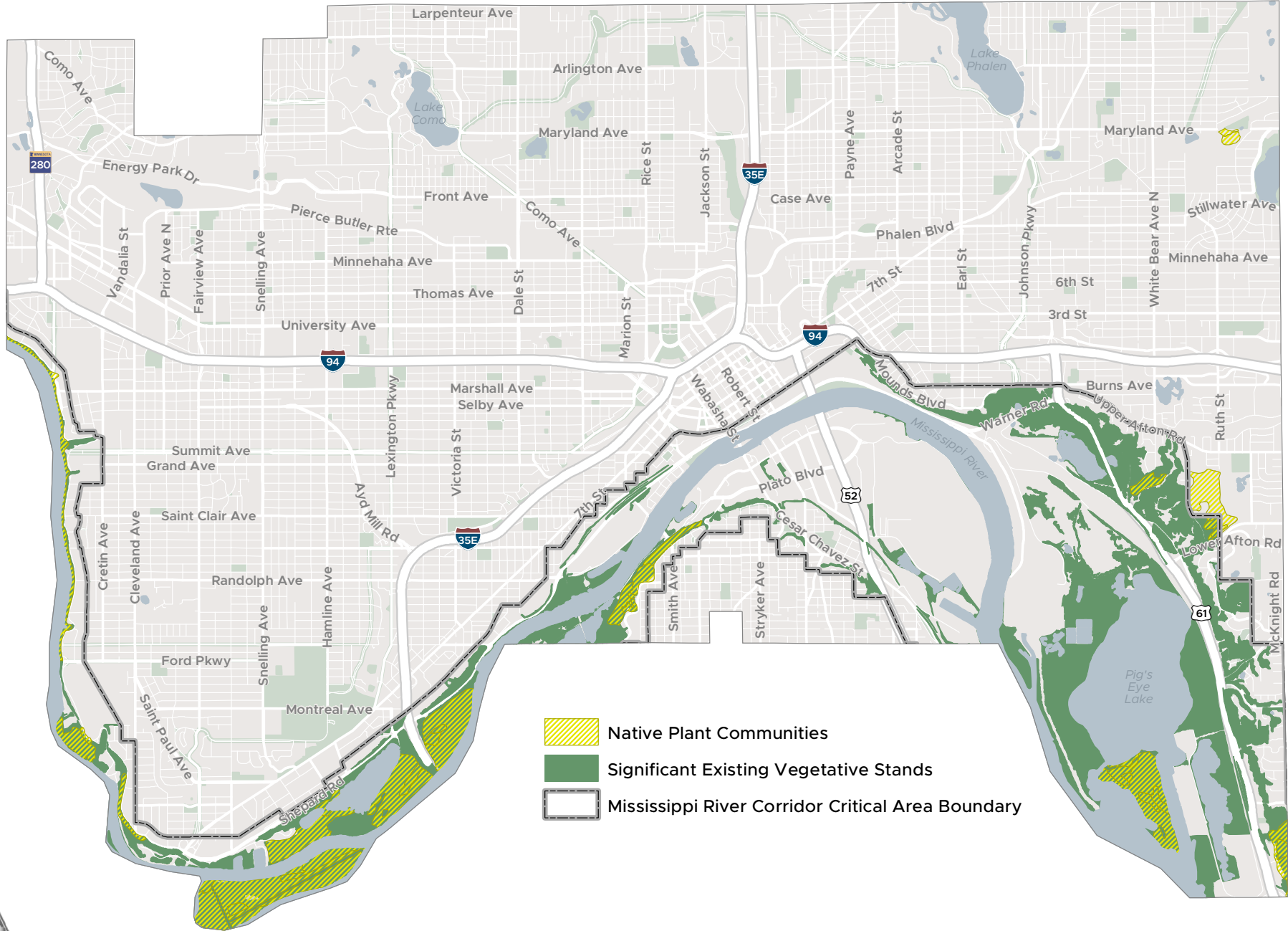
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Source: City of Saint Paul; Minnesota DNR



Map CA-5: Bluffs and Bluff Impact Zones

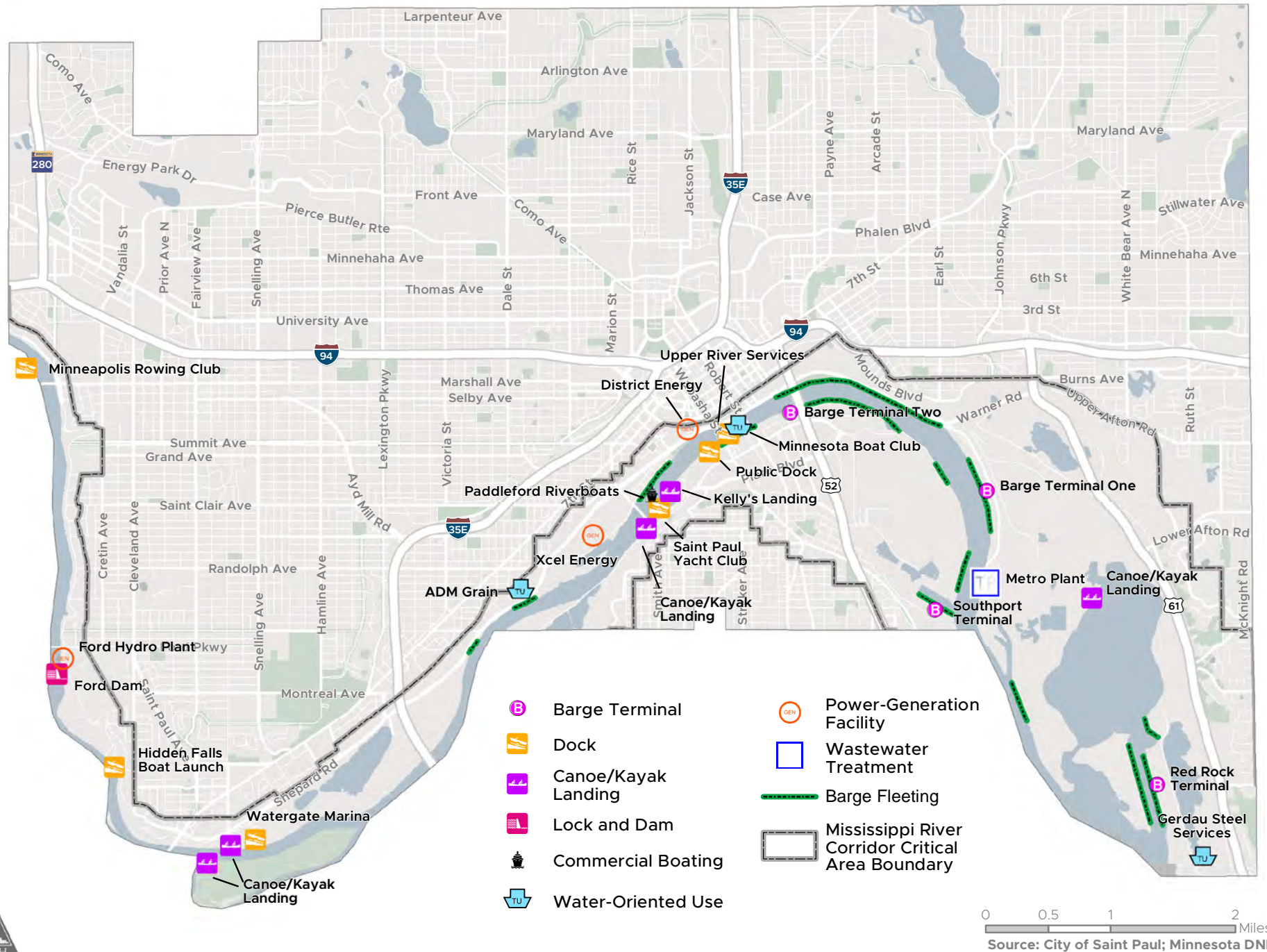


Map CA-6: Native Plant Communities and Significant Existing Vegetative Stands

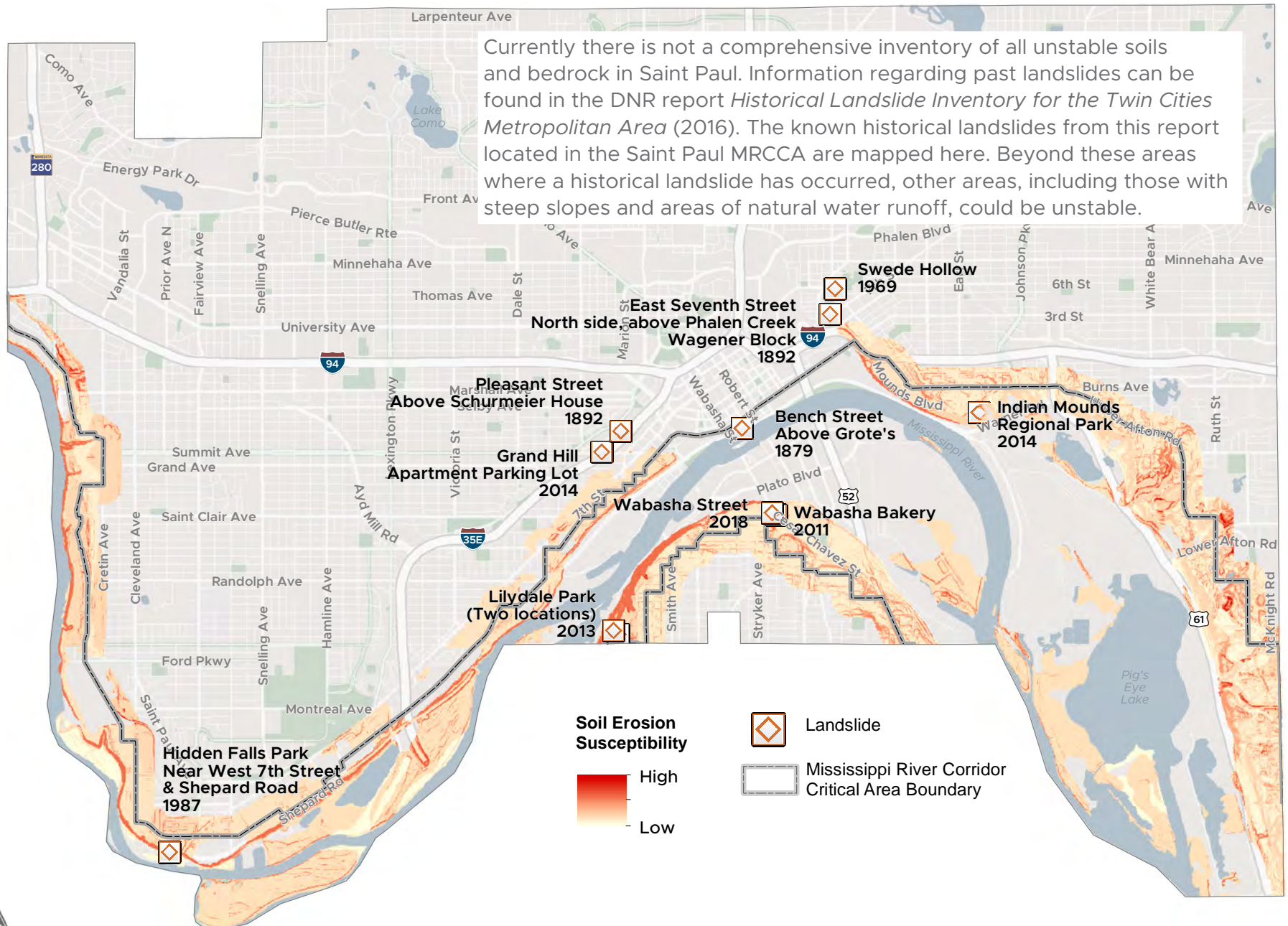


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Source: City of Saint Paul; Minnesota DNR

Map CA-7: Utilities, Water-Oriented Uses and Surface-Water Uses



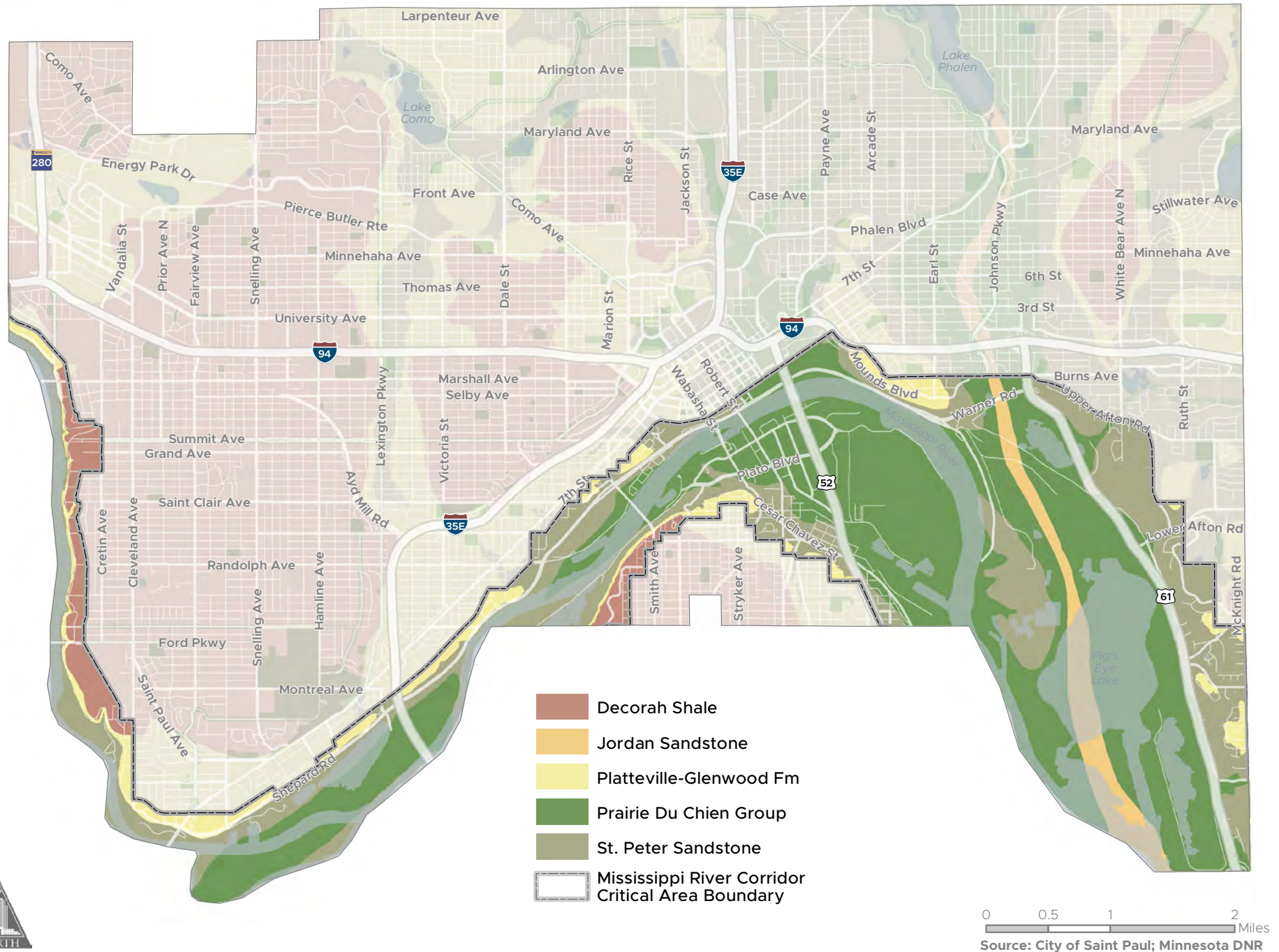
Map CA-8: Unstable Soils



0 0.5 1 2 Miles
Source: City of Saint Paul; Minnesota DNR



Map CA-9: Bedrock



Appendix B

Dimensional Standards within the MRCCA

Structure Height	
The height of structures, including accessory structures, is determined by local ordinance, provided that it is no taller than the heights defined for each of the MRCCA districts as defined in Minnesota Rules Section 6106.0120. The height established for each district may also be modified through the Conditional Use Permit process, provided that the specific criteria are met. The defined structure height within each district is as follows:	
District	Height
CA-ROS	35 feet
CA-RN	35 feet
CA-RTC	48 feet, provided that tiering of structures away from the Mississippi River and from blufflines is given priority, with lower structure heights closer to the river and blufflines, and that structure design and placement minimizes interference with public river corridor views.
CA-SR	Height is determined by the local government's underlying zoning requirements, provided the structure height in the underlying zoning is generally consistent with the height of the mature treeline, where present, and existing surrounding development, as viewed from the ordinary high water level of the opposing shore.
CA-UM	65 feet, provided tiering of structures away from the Mississippi River and from blufflines is given priority, with lower structure heights closer to the river and blufflines, and that structure design and placement minimize interference with public river corridor views.
CA-UC	Height is determined by the local government's underlying zoning requirements, provided tiering of structures away from the Mississippi River and blufflines is given priority, with lower structure heights closer to the river and blufflines, and structure design and placement minimize interference with public river corridor views.
Source: Minnesota Rule Section 6106.0120 Subp. 2.	

Location of Structures and Impervious Surface Setbacks

Proposed structures and impervious surfaces must be located outside of the shore impact zone (see Map CA-2) and must meet the setback requirements defined within each of the districts. Additionally, structures and impervious surfaces cannot be located within the bluff impact zone (see Map CA-5) and must meet setback requirements.

District	Height	Bluff Setback
CA-ROS	200 feet	100 feet
CA-RN	100 feet	40 feet
CA-RTC	75 feet	40 feet
CA-SR	Not defined for Mississippi River	40 feet
CA-UM	Not defined for Mississippi River	40 feet
CA-UC	As specified in underlying zoning	40 feet

Source: Minnesota Rule Section 6106.0120 Subp. 2. and Section 6106.0180

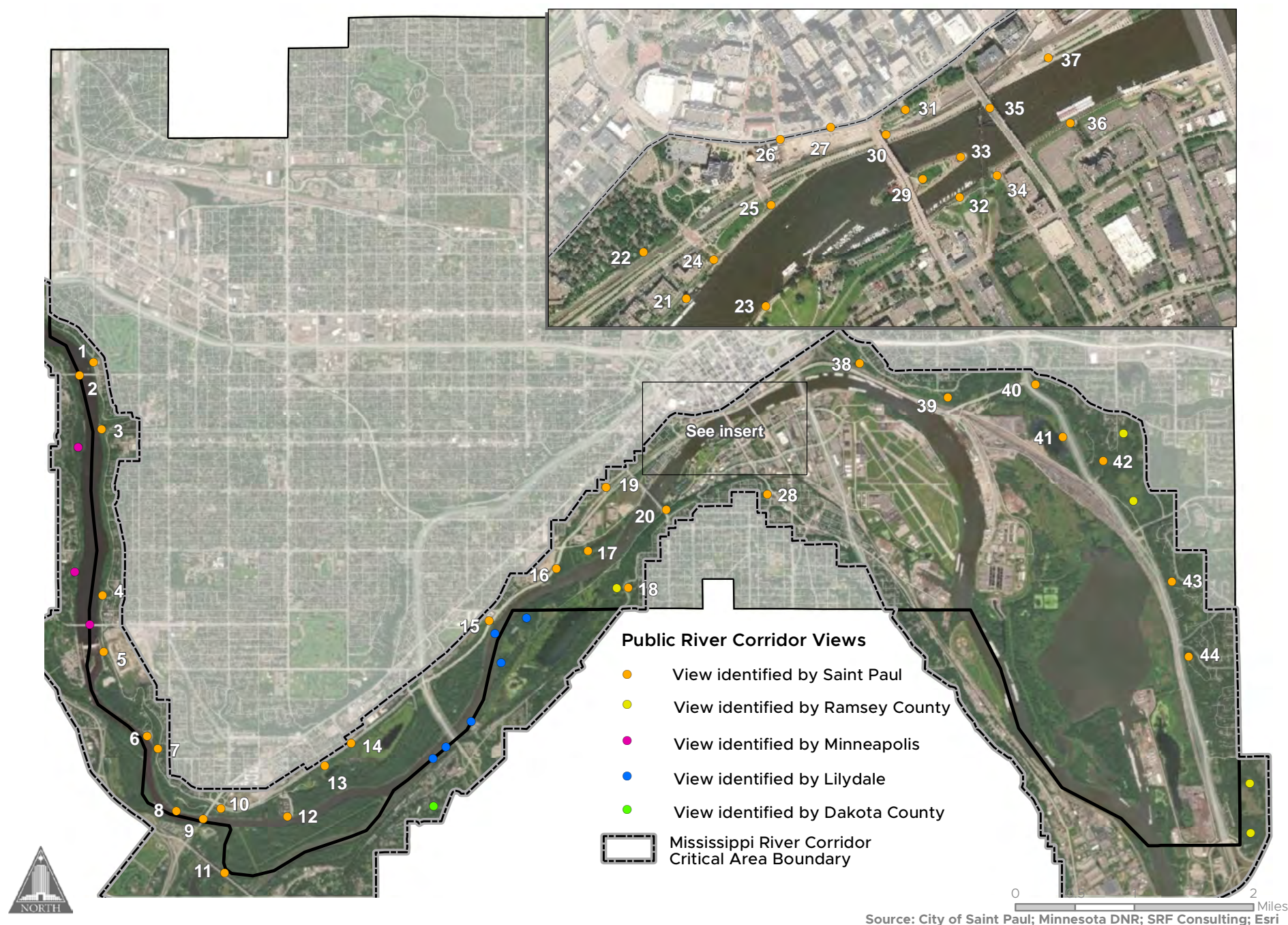
Appendix C

Public River Corridor Views

The Public River Corridor Views in this plan originate on public property, including parks and trails, historic properties and bridge overlooks. In addition, views toward bluffs from the opposite side of the shore are noted.

The City of Saint Paul has identified 44 PRCVs within the city limits or from the opposite side of the shore. The City recognizes that other jurisdictions may identify PRCVs. To ensure that these views are preserved, the City will continue to work with all public and private partners to preserve and protect PRCVs.

Map CA-10: Public River Corridor Views



View 1: Mississippi River Boulevard North of Marshall Avenue



The overlook at the Mississippi Gorge Trail, north of the Marshall Ave Bridge, provides a scenic view of the river's west and east banks. Upstream, there is a view of the Franklin Avenue bridge and the University of Minnesota. Across the river, there is a view of the Minneapolis Rowing Club and traces of the commercial district along Lake Street in Minneapolis. In the summer months, this view may become impeded by overgrown foliage and shrubbery.

View 2: Marshall Avenue Bridge



The overlook on the Marshall Avenue Bridge provides a wonderfully long and straight view of the steep bluffs on each bank of the river. The downstream view is minimally impeded and provides a great view of the water, shoreline and forested areas. This view is perfect for residents to enjoy the dazzling colors of the trees as they change during the fall months.

View 3: Shadow Falls Overlook



The overlook at the Mississippi Gorge Trail, near Shadow Falls Park just west of Summit Avenue, is a high outcrop that provides two views: one looking upriver towards the Marshall Avenue Bridge, and the other looking directly across the river to Longfellow Beach. This overlook gives the public an opportunity to stop and marvel at the natural beauty of the Mississippi River corridor.

View 4: Hartford Avenue Overlook



The overlook at the Mississippi Gorge Trail, near South Woodlawn Avenue and the Temple of Aaron Congregation, provides a scenic vista with four views. Upriver are views of the forested west bank of the river. Downriver are views of the Ford Bridge. There are no buildings that impede the views at this location, providing an excellent and tranquil location to enjoy nature and the views of the forests that run the length of the Gorge Reach.

View 5: Ford Dam Overlook



The Ford Dam Overlook provides unobstructed views of the historic Lock and Dam No. 1. Upriver are views of the Ford Bridge and historic structures adjacent to the dam. Across the river are views of the steep bluff and bedrock present all along this stretch of the river. This area of whitewater provides contrast to the calmer portions of the river both upriver and downriver of this point. The overlook provides some of the most “up-close and personal” views of historic structures in the entire MRCCA area within Saint Paul city limits.

View 6: Hidden Falls Park North



This viewing spot within Hidden Falls Regional Park provides the public with direct access to the river. Looking upriver provides unobstructed views of the west bank of the river and the many trees lining the shore. People can walk along the small beach or fish and kayakers and canoers can make a quick stop as they continue downstream.

View 7: Mississippi River Boulevard by Elsie Lane



Along Mississippi River Boulevard there are several outcroppings that provide unique perspectives of the river corridor. This upriver view, taken near the intersection of Mississippi River Boulevard and Elsie Lane, provides views of the river and several buildings in south Minneapolis.

View 8: Hidden Falls South



The small beaches and water access points to the south of the Hidden Falls parking lot provide views of the west bank of the river and the opposite shoreline. This location, along the water and across from the bluffs on the west bank, provides quality downriver views of the buildings at Historic Fort Snelling. This view can be accessed on foot or by bicycle, as it lies just off a trail. The location also serves as an area for fishing and picnicking.

View 9: Highway 5 Bridge



The Highway 5 Bridge provides an excellent opportunity to view the river just as one leaves the Gorge Reach and enters the Valley Reach. Upriver views show the river as it turns north towards Minneapolis. This view is easily accessible for pedestrians and cyclists who are visiting the area, or who would like to have a great view of the river on their day trip to Historic Fort Snelling.

View 10: Gannon Road Overlook



This overlook, located along Shepard Road just south of Highway 5, provides views of the west bank of the river, the opposite shoreline and the confluence of the Mississippi and Minnesota rivers at Fort Snelling. The open terrain and rolling hills behind the Fort are clearly seen.

View 11: Highway 55 Bridge



In the long view from the Highway 55 Bridge, the downtown skylines of Saint Paul and Minneapolis are visible at the same time. With the river in the foreground, this view shows how the Mississippi River connects the two largest cities at the heart of the region, the Mississippi National River and Recreation Area and the Mississippi River Corridor Critical Area.

View 12: Westgate Marina



Westgate Marina provides several unique vantage points of the river corridor. From the banks, thick forest can be seen covering the west bank of the river. During warmer months, views from the banks may be impeded by overgrown vegetation. From the docks, downriver and upriver views consist of the riverbanks and dock infrastructure at the marina. This view is easily accessible by bicycle due to the many trails that pass by the marina.

View 13: Sam Morgan West

PHOTO FORTHCOMING

This is one of several new overlooks proposed in the Great River Passage Interpretive Plan. Located where Alton Street meets the bluff, on the river side of Shepard Road. This upper bluff spot features views of the river gorge and Lilydale Regional Park. The Interpretive Plan recommends intersection improvements, seating, a drinking fountain and bike racks at this new overlook.

View 14: Sam Morgan East

PHOTO FORTHCOMING

This is one of several new overlooks proposed in the Great River Passage Interpretive Plan. Located where Rankin Street meets the bluff, on the river side of Shepard Road. This upper bluff spot features views of the river gorge and Lilydale Regional Park. The Interpretive Plan recommends seating, a drinking fountain and bike racks at this new overlook.

View 15: Victoria Park Overlook



This overlook is part of the emerging Victoria Park, the centerpiece of the Victoria Park Urban Village. The view across the river from this point is of a mostly natural bluff edge, including Lilydale Regional Park.

View 16: Fountain Cave



The Fountain Cave Overlook is proposed in the Great River Passage Interpretive Plan. Located on the river side of the Sam Morgan Trail along Shepard Road, the overlook is planned for seating, a drinking fountain and bike racks. There is currently a plaque along the trail referencing the historic location of the cave. Views of the river corridor are mostly obscured by trees.

View 17: Island Station

PHOTO
FORTHCOMING

The historic Island Station site is planned for redevelopment. A critical component of the development plans will be maintenance of public access through the site from Randolph Avenue and the Sam Morgan Trail to the river's edge. In addition, the Great River Passage Interpretive Plan identifies Island Station as a location for a new overlook with spaces for gathering, performance and interpretation. The view from the river's edge is of a mostly natural landscape. This is a site where views of the site from the river are also very important. Building height, scale, configuration and materials must be sensitive to the site's location in the Valley Reach.

View 18: Cherokee Regional Park



This spot is in the midst of a regional park, overlooking Lilydale Regional Park and above the fossil beds. The Great River Passage Interpretive Plan recommends an overlook designed for performances and gatherings, with a public art project that frames the view. Selective clearing would open views to the river and opposite shoreline.

View 19: Cliff Street Overlook



The Cliff Street Overlook sits on top of the bluffs on the east riverbank parallel to Cliff Street. This overlook is unique because it is set back much further from the river than other overlooks. The landscape provides downriver views of the historic Island Station site (now an Opportunity Site), a business park, industrial uses, roadways, the Xcel Energy natural gas plant, and the High Bridge. Similar to other overlooks in the corridor, the viewer will see bluffs and shoreline upriver along the west bank.

View 20: High Bridge Overlook



Looking downriver, the long view from this vantage point highlights both the natural/recreational and urban characteristics of the Saint Paul waterfront. With the Saint Paul Yacht Club Marina in the foreground, the view extends to include the housing at Upper Landing, Upper Landing Park and Chestnut Plaza, and the downtown skyline. The Great River Passage Interpretive Plan recommends improving this overlook with different railings to open views, native plantings, new pavement and a slightly elevated seating platform.

View 21: Washington Street Overlook



This view along the Sam Morgan Regional Trail provides close views of the Mississippi River, as the overlook is located just over the water level. Views of the High Bridge and Harriet Island Regional Park are prominent from this location.

View 22: Walnut Street Overlook



This view point is at the southern terminus of Walnut Street at the bluff. It sits on top of a partially- exposed bluff above railroad tracks and overlooking Shepard Road. While not an official overlook, the spot is an important location from which to view the Upper Landing Urban Village, City House and Harriet Island Regional Park. The street and block pattern, building configuration and heights, and street alignments in Upper Landing were sited to maintain views to the river and from the river back to the bluff.

View 23: Harriet Island Steps



Standing on the steps that disappear into the water, one can experience what it feels like to be on the water. The view is primarily of the downtown skyline, with Upper Landing housing and City House in the foreground.

View 24: Chestnut Plaza



This location, along the Sam Morgan Regional Trail at Chestnut Plaza in Upper Landing Park, provides downriver views of an increasingly urban landscape. This landscape includes a paved promenade along the river, the Wabasha Street Bridge, as well as Harriet Island Regional Park and its public dock. Unlike previous views of the west bank, the steep bluffs are no longer in view, as a flatter and more urban landscape has taken its place.

View 25: Sam Morgan Overlook



This overlook along the Sam Morgan Regional Trail is located just above the water level along the trail. Views of the river and opposing shoreline can be experienced from this location.

View 26: Market Street



The origin of this view is where Market Street comes out of downtown and terminates at the bluff. The upriver view is of the District Energy Co-generation Plant, Science Museum of Minnesota, Upper Landing housing and park space, and Harriet Island Regional Park. The downriver view is the wide floodplain, with the downtown skyline on the ascending bank and the West Side Flats on the descending bank. Preservation/framing of this view corridor along an extended Market Street right-of-way will be critical in the siting, scale, design and height of new development on the Ramsey West site (along Kellogg Boulevard between Wabasha and Market streets).

View 27: St. Peter Street



The origin of this view is where St. Peter Street comes out of downtown and terminates at the bluff. Currently, the view is wide open, revealing the wide floodplain and curve in the river's course downriver, and Harriet Island Regional Park and Upper Landing development upriver. Preservation/framing of this view corridor along an extended St. Peter Street right-of-way will be critical in the siting, scale, design and height of new development on the Ramsey West site (along Kellogg Boulevard between Wabasha and Market streets).

View 28: West Side



The view immediately below this viewing spot is of low-density industrial land and Harriet Island Regional Park. The longer view is of the Upper Landing housing and the downtown skyline. As the area behind Harriet Island redevelops over time, a building height gradient of lower towards the river and taller closer to the bluffs must be maintained. However, buildings immediately below the bluff should not obscure the views across the river. The Great River Passage Interpretive Plan recommends an overlook at the historic location of the Green Stairs that features seating, interpretation and a drinking fountain.

View 29: Raspberry Island North Side



There are multiple locations throughout Raspberry Island that provide views to the Mississippi River and both shorelines. This location is at water level, providing a unique feel for one's place in the river corridor. The downtown skyline, as well as the emerging West Side Flats neighborhood, are visible from this location.

View 30: Wabasha Street Bridge Overlook



This overlook provides a view of the river and surrounding area from a higher elevation, opening the expanse of the view. Raspberry Island and Harriet Island Regional Park are viewed from this location.

View 31: Kellogg Mall Overlook



The overlook at Kellogg Mall Park provides an elevated view of the Mississippi River, Raspberry island, and the West Side Flats. This location is elevated above the railroad tracks.

View 32: West Side Flats Overlook



This viewing point, located on top of the Mississippi River levee, offers excellent views of the downtown skyline and Raspberry Island.

View 33: Raspberry Island Overlook



Located on the downriver tip of Harriet Island, the view origin is at water level, with the Robert Street Bridge immediately above the viewer. The lone remaining portion of natural bluff in the Downtown Reach is visible just east of the Wabasha Bridge, as is Kellogg Mall Park and the downtown skyline. The emerging West Side Flats urban village is taking shape on the descending bank.

View 34: Livingston Avenue Overlook



The view point is the overlook along the esplanade on top of the river levee. Directly across the river is one of the most beautiful views of downtown Saint Paul, both the high-density core and Lowertown. Downriver, Lower Landing Park, the boat landing itself, and the long view of Indian Mounds Park are visible.

View 35: Robert Street Bridge



The Robert Street Bridge provides a 360-degree view of the surrounding area including the vestiges of the industrial waterfront.

View 36: River Park Plaza Overlook



Located on the Mississippi River levee, this overlook provides views of Lowertown and Lower Landing. The bluffs of Indian Mounds Park are visible in the long view downriver.

View 37: Lower Landing



This view is from the Sam Morgan Regional Trail at the Lower Landing, a popular boat landing for the Delta Queen, American Queen, tugboats and other large boats plying the Mississippi River. Looking out from this point, the industrial character of the river is most prominent, with Barge Terminal #2, Upper River Services and the Riverview Industrial Area directly across the river. The Lafayette Bridge is directly in front of the viewer. The Lower Landing is where the river curves and opens to the Floodplain Reach. The Great River Passage Interpretive Plan recommends a landform overlook at this location that features seating, interpretation and a drinking fountain.

View 38: Mounds Boulevard Overlook



With the height of this view on top of the East Side bluff, all of the downtown skyline is visible, as is the industrial waterfront (including the Downtown Airport at Holman Field) on the descending bank. The Floodplain Reach is fully visible here.

View 39: Indian Mounds Park Overlook



The Indian Mounds are the most notable sacred site along this stretch of the Mississippi River. One of the most stunning views of the entire urban riverfront is from Indian Mounds Park. Everything about Saint Paul's relationship to the Mississippi River is visible here – its urban beginnings between the Upper and Lower Landings, the waves of transportation systems that have followed the river (railroads, barges, roads, airports), its evolving land uses from housing to industry to recreation, and the natural remnants of bluffs and caves. This is the postcard view of Saint Paul on the Mississippi. The Great River Passage Interpretive Plan recommends improving the two existing overlooks at the geologic marker and Carver's Cave. The geologic marker overlook should be a gathering place, while the Carver's Cave overlook should be a vista overlook.

View 40: Burns Avenue Scenic Overlook



This is an existing overlook just east of Highway 61. The view is of the industrial riverfront, including Holman Field, and the broad Floodplain Reach.

View 41: Little Pigs Eye Lake



This spot has spectacular views from the river bluff of downtown and Pig's Eye Lake, home to a large heron rookery. The Great River Passage Interpretive Plan recommends a new overlook with seating, interpretation and a drinking fountain.

View 42: Highwood Bluffs North

PHOTO
FORTHCOMING

The most significant views from all three of these overlooks are of Pig's Eye Lake and the heron rookery. This is the heart of the natural landscape of the Floodplain Reach, where the river corridor reaches its greatest width. The Great River Passage Interpretive Plan recommends three new overlooks along the Highwood Bluff Trail with seating, interpretation, a drinking fountain, wayside and one bike maintenance station.

View 43: Highwood Bluffs Middle

PHOTO
FORTHCOMING

The most significant views from all three of these overlooks are of Pig’s Eye Lake and the heron rookery. This is the heart of the natural landscape of the Floodplain Reach, where the river corridor reaches its greatest width. The Great River Passage Interpretive Plan recommends three new overlooks along the Highwood Bluff Trail with seating, interpretation, a drinking fountain, wayside and one bike maintenance station.

View 44: Highwood Bluffs South

PHOTO
FORTHCOMING

The most significant views from all three of these overlooks are of Pig’s Eye Lake and the heron rookery. This is the heart of the natural landscape of the Floodplain Reach, where the river corridor reaches its greatest width. The Great River Passage Interpretive Plan recommends three new overlooks along the Highwood Bluff Trail with seating, interpretation, a drinking fountain, wayside and one bike maintenance station.