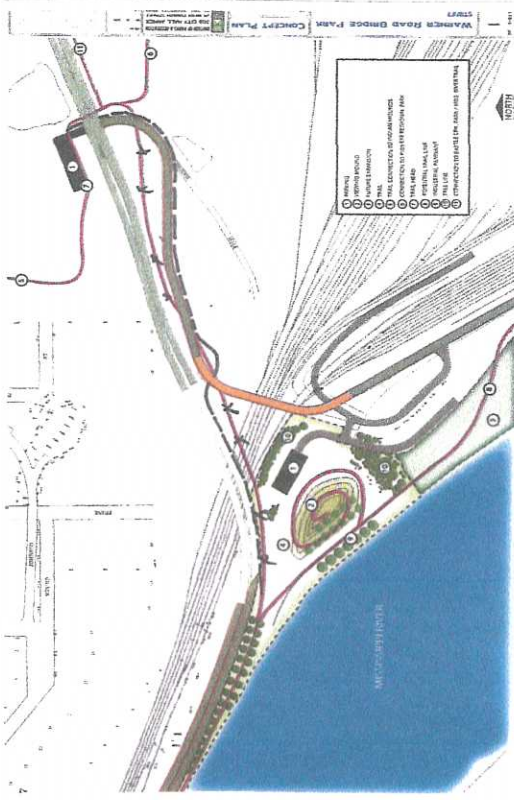


Warner Road Area Vision



Existing view of Warner Road looking southwest at Highway 61. There is currently nothing that would indicate its significance as part of the City's Grand Round.



Highway 61 looking west along Warner Road. Restoration of the oak savanna that once existed at the intersection, along with native stone walls, and the restoration of panoramic views of the River Valley will identify the intersection as a gateway into the City and a part of the historic Grand Round.

Plans are conceptual in nature and subject to further planning, design and public input.

Bob Spaulding
River Planner

Sincerely,

Please don't hesitate to call me at 651-222-2193 x29 with any questions.

To realize the benefits of those relationships, the plan advances necessary changes to the way the Parks Department structures its work along the river - changes which we support. In looking at and planning for these assets as an integrated whole, the City of St. Paul has again shown its ready to leverage outside resources, and capture the interest and imagination of a wide swath of the public around all this Great River Passage offers today and into the future.

More than a century after much of St. Paul's riverfront was protected as a public asset, this plan is at long last an acknowledgement that the 17 miles of riverfront in St. Paul comprise a system - a system of people and neighborhoods, a transportation system, a recreational system and an ecological system. The parks, people and places along this river are not isolated points unto themselves, but derive their meaning from being part of a larger whole.

But, as we have expressed in written comments and many conversations, we think it is essential that new facilities in this location be done sensitively, modestly and within the existing footprint of the marina. The charm and value of this location is its natural, scenic setting, tucked below the sandstone bluffs along a quiet and historic reach of the river. We support this plan with the understanding that this is the intention of the plan.

Today, Watergate Marina is presents a poor public face. We support a refresh of the facilities at Watergate including locating a range of amenities such as equipment rental, a place to buy food and drink, and space to learn about the river. Families and children from an urban center like St. Paul deserve a base from which to learn about nature in an accessible location - not in some distant wilderness, but right in our own backyard.

We'd like to briefly focus on the Watergate marina, because it has been the subject of discussion, and because we have invested many hours as an organization in restoring the lands around the marina. As stewards of the surrounding land, we know it is a focus for biodiversity in St. Paul's river corridor.

There is so much good to say about this plan - whether that is about a calmed Shepard Road, the new activity center on the Island Station site, or the proposed cultivation of access and amenities at Pig's Eye Regional Park. We are particularly excited by places within the plan that offer the public a chance to engage the riverfront in new and meaningful ways - in particular places like the Island Station site and Watergate Marina.

We are testifying today to once again recognize St. Paul for its leadership in planning for the future of the Mississippi River corridor.

President Lantry and Councilmembers,

President Kathy Lantry
St. Paul City Council
15 Kellogg Blvd W.
St. Paul, MN 55102

April 3rd, 2013

Working to protect the Mississippi River and its watershed in the Twin Cities area

651/222-2193 • www.fmr.org

360 North Robert Street • Suite 400 • Saint Paul, MN 55101

Friends of the Mississippi River

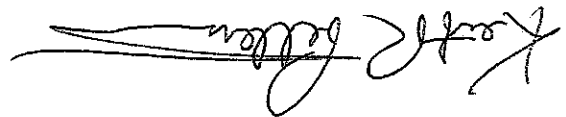


Attn: St. Paul City Council President and Members

Re: Proposed Great River Passage Master Plan (GRPMP)

Attached are ten copies of my comments regarding the currently proposed plan. The GRPMP is a very important effort to reconnect the city with it's roots at the river. I think it has evolved and improved significantly over the last two years. I appreciated the opportunity to participate in that process and to add comment at this point which I offer in the spirit that it can be better. Changes are much preferred before adoption that after.

Thank you, Kent Peterson



GRP Advisory Committee and W. 7th Enhancement Coalition member

503 St. Clair Ave.
St. Paul, MN 55102

enclosures

3-24 Comments on Great River Passage Master Plan (GRMP) @ City Council

1 – The current iteration as well as past have been difficult to follow. Changes made have included pages removed or relocated, pages added, and significant text revisions. I would caution anyone that might assume the plan has been well vetted in the current form proposed for approval. In this current form we see several pages that are blank when viewed on our computer. We are left to wonder do we have a computer glitch, are pages left blank and not marked as such or are we looking at an error in the posted content. Some pages that are blank have page numbers but no indication that a blank page is deliberate. Plan access is difficult for anyone but those that have the fastest computers.

2 – The plan showing bluff protection in the valley does not show protection at Victoria Park or the proposed development at Otto and going east. Given coming proposed activities, bluff protection here would be needed.

3 – The GRMP has correctly focused on walkers, runners and bikers in its effort to provide access to the river. Even though the plan seems to say all the right things about access for the less able, it is hard to point to improvements of access to the river for those people. In the case of the less able, the very young and elderly, this plan seems to be leave those folks, figuratively, at the bluff.

Since the less able are often dependent on vehicles or rolling chairs, two ideas seem appropriate to consider. First a comprehensive study of parking in the valley and on the bluff and secondly a plan to replace the lost stairs in the city that historically provided access to the river edge, with modern day incline type funicular access.

4 – The Environmental Learning Center continues in the plan and the Comprehensive plan pages despite unresolved opposition at the Highland District Council and contradiction with SITES sustainable guidelines that would seem to advise against significant investment in a building on a flood plain. Oh yes, the building can be elevated, but how much of the year will it be unusable because you can't get there. With many nearby services available to the city, this is a duplication of service in contradiction to the advice of the Comprehensive plan.

5 - The implementation strategy in Chapter 7 has strong incentives away from supporting neighborhood parks through the suggested fund raising structure and the powerful advocacy proposed by the GRP Action Committee that does not exist in the same form for neighborhood parks.