

**CITY OF SAINT PAUL**

Mayor Christopher B. Coleman

400 City Hall Annex  
25 West 4<sup>th</sup> Street  
Saint Paul, Minnesota 55102  
[www.stpaul.gov/parks](http://www.stpaul.gov/parks)Telephone: 651-266-6400  
Facsimile: 651-292-7311

## Lilydale Regional Park Fact Sheet – October 4, 2012

### Status:

In March 2012, the implementation of projects outlined in the approved Lilydale Regional Park Master Plan Amendment was put on hold in response to community concerns about potential environmental impacts. To help dispel any perceptions that significant environmental impacts would occur as a result of the master plan, the Parks and Recreation Department completed a discretionary Environmental Assessment Worksheet (EAW). The determination of the EAW was that no additional environmental impacts are anticipated from the project and that the proposed project will restore the presently environmentally degraded condition of the park to a natural resource-based park. Construction of the roadway is now proceeding as planned.

### Background:

The improvements outlined in the approved master plan amendment were guided by the vision of maintaining the natural character of Lilydale Regional Park while enhancing habitat, and providing visual, physical, historical and natural connections to and within the park.

### The Planning Process:

The Master Plan Amendment, approved by the City Council October 29, 2009 and Metropolitan Council January 13, 2010, resulted from a community process that took place over two years including three design advisory task force meetings, one public open house, one survey, one focus group meeting on dog parks, and several presentations to various stakeholders. The task force included representatives from Public Works, Parks Operations and Maintenance, Friends of the Mississippi, Friends of Ramsey County Parks and Trails, Friends of Lilydale, the DNR, National Park Service, West Side Citizens Organization, Riverfront Corporation, and residents at large. The result was a vote at the final task force meeting, on July 1, 2009 individual elements to be included in the plan.

Following the master plan amendment process, the roadway and shelter design process included six task force meetings and one open house. The final task force meeting on May 10, 2011 resulted in consensus on the preferred roadway design, monument sign design and shelter and restroom building designs.

### Implementation:

A multi-million dollar project of an undeveloped 400-acre regional park requires phased implementation which will depend on available funding and construction sequencing. Various funding sources have been identified but this will take time, and projects will be done in phases. Based on current funding estimates, projects outlined in the Master Plan could be completed within the next 5-10 years.

### First Steps:

Infrastructure: Construction of the new road will do more in determining how the park will function, than just moving cars through it. Realigning the roadway away from the edge of Pickerel Lake will provide better access to the lake for park users, reduce the speed of vehicular traffic, and provide safe ways for wildlife to cross the roadway and provide utilities to the area of the proposed future shelter

and restroom facility. This is essential infrastructure for the future needs of the park, and completing it first will achieve cost and construction sequencing efficiencies.

Construction documents are underway, and include plans for the remaining environmental remediation of the park dump site north of Pickerel Lake, road realignment, plans for the segments of trail that will be realigned due to the new road design, erosion control, stormwater management, final grading, and landscaping.

#### The Gateway:

The gateway design was conceptualized in conjunction with the roadway and shelter designs, and was reviewed during the public process. Funding for the gateway was provided through private funding sources. As one of the first Master Plan Amendment improvements to be constructed, the monument is in a place which will provide a clear demarcation between Harriet Island and Lilydale Regional Park and provide unique welcome signage for visitors. The design of the gateway features the palette of materials and style decided during the community process. These materials will be used throughout the park as we move forward with implementation of the approved Master Plan.

#### Coordination:

**Roadway design:** The roadway was designed by an engineer to AASHTO standards for a design speed of 25 mph. Specifically, the design of the roadway at the existing railroad trestle bridge will maintain site lines and achieve Decision Site Distance meeting or exceeding the American Association of State Highway and Transportation Officials (AASHTO) standards for the design speed and classification of the roadway. The roadway design includes traffic calming measures as well as all applicable safety standards. Public Works traffic engineers have been involved in the review of the roadway project from concept through construction documents. Prior to finalization of construction documents, plans and site line diagrams will be reviewed by Public Works traffic engineers.

**Wetland delineation:** Wetlands have been identified and the proper process of "Avoid, Minimize, Mitigate" have been implemented in regards to existing wetlands onsite. Alternative alignment options were considered. With input from all regulating agencies, the final alignment was determined to be favorable since it saves significant trees from removal.

**FEMA:** A requirement of the project is to have a "No Net Rise" in the floodplain with construction activities. This has been achieved, and a No Rise Certificate will be submitted to MnDNR.

**MPCA:** All plans for environmental remediation in the park have been done with both assistance and approval of the Minnesota Pollution Control Agency. Documentation of methods of roadway construction and environmental capping will be addressed in a Response Action Plan (RAP). The RAP is submitted to the MPCA for their review and final approval prior to construction. The same process occurred with environmental cleanup work completed in the park in 2010/2011.

**Union Pacific Railroad:** The City and our consulting team have been working with the railroad and Xcel to coordinate the proposed construction and connection of utilities.

#### Future phases:

As dollars are secured for future projects (as noted in the approved Master Plan) the city will engage the public in providing input during the design development of the funded elements. A task force of stakeholders and interested parties will be developed.

For additional information and to review all project documentation to date, including; plans, maps, meeting records, reports and letters, please visit <http://www.stpaul.gov/lilydale>