Duncan

Final
Comprehensive Management Plan
Environmental Impact Statement

Attachment to Volume Two: Citizen Comment Letters on the Draft Environmental Impact Statement

Governor of Minnesota and Secretary of the Interior Review Draft
May 1994

MISSISSIPPI

National River and Recreation Area

This attachment includes the comments from citizens on the draft environmental impact statement. There are no responses from the National Park Service and commission to these individual letters printed here. Comments were, however, addressed in the formulation of the final plan and environmental impact statement, and a summary of citizen comments and responses is included in the introduction to volume 2.


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558595

1849 Whitaker Avenue
White Bear Lake, MN 55110
July 17, 1993

Superintendent
Mississippi River National River and Recreation Area
175 East Fifth Street, Suite 418, Box 41
St. Paul, MN 55101

Please note the following comments on the Draft Comprehensive Management Plan/Environmental Impact Statement for the Mississippi National River and Recreational Area:

Open Space and Trails (p. 30)
I strongly support the plan's emphasis on providing continuous open space and a continuous trail along the length of the Mississippi River in MNRRA (pages 30 - 34). The idea of providing matching grants to state and local governments to purchase land for purchasing open space and for developing this continuous trail is a good one.

Commercial Navigation (p. 34)
I am concerned about the tone of the section on Commercial Navigation on page 34 in that it appears to be biased and incomplete in its initial discussion of the commercial navigation industry. It states that "commercial navigation provides an economical, safe, and energy-efficient form of transportation" but does not present evidence for this conclusion. Information located in the plan actually lists many potential economic and environmental negatives related to commercial navigation industry activities on the Mississippi River.

These include:

Possible costly, serious accidents should dangerous barge contents (including petroleum products, chemicals, and fertilizers) be spilled during transport, during loading and unloading, or during barge cleaning between loads.

Need for conversion to double-hulled barges to prevent spills.

Problem of bank erosion caused by boat wakes.

Noise and visual impacts.

Use of trees as mooring structures.

Need for periodic, costly, government-funded dredging of the Mississippi River channel to keep it at nine feet.

Need to dispose of problematic dredged materials in an environmentally sound manner.

Possible environmental damage caused by dredging leading to sediment contamination and reduced water quality.

Discussion of the commercial navigation industry in this section and in the section on page 137 should be rewritten to be more balanced. There seems to be a tendency in the plan to glorify this industry, focus on its economic value as a part of the overall economy, and to avoid integrating discussion of environmentally and economically negative aspects of its operations in the initial paragraphs describing the industry. I feel that the first paragraph in the Commercial Navigation section on page 34 is particularly unobjective in its presentation of this industry, and that in the Commercial Navigation section on pages 137-138 waiting until the sixth paragraph to discuss problematic issues with this industry is inappropriate. Non-industry perspectives should be included to the same extent as industry perspectives when describing commercial navigation on the Mississippi. (This is particularly needed on the first paragraph on page 138.)

Natural Resource Management: Pollution (p. 39)
I strongly support the vision that existing air and water quality pollution control standards be met and that the river be swimmable and fishable throughout the corridor. However, I feel that the goal of the plan should be more ambitious than this. I recommend that the objective of the plan be that the water quality of the Mississippi River when it leaves the Twin Cities corridor should be as good as that of the river before it reaches the Twin Cities corridor.

I strongly support the emphasis of the plan on pollution prevention. However, I am doubtful that the proposed policies and actions on pages 40 and 41 will be implemented since I do not see any request in the draft plan for additional resources from Congress, state or local governments to accomplish this purpose. The final plan should definitely include a strong recommendation that additional targeted resources be made available to implement the activities on pages 40 and 41.

This may be accomplished either through a grant program to appropriate agencies, companies, or non-profit organizations, or through direct appropriations to specific agencies. It is not particularly useful to put these excellent ideas on paper and assume that agencies/organizations will increase their focus on

environmental quality if resources are not given to them to do so. Strong consideration should be given to funding a balance of regulatory and non-regulatory efforts to achieve the environmental objectives on pages 40 and 41. This proposed funding should be discussed on pages 86 and 87.

Cultural Resources Management: Cultural Resource Research Needs
The short paragraph on page 47 relating to Native American sites indicates that identification of these sites "remains to be done." However, representative Native American cultural leaders and elders should be consulted about this. They may well prefer that some or all of these sites not be made known to the public for various reasons. If there is a full consensus in the Native American community that they support the identification of Native American sites, then this section should include a clear recommendation that the identification of sites of importance to Native Americans should be conducted. As it reads currently, this section simply says that it "remains to be done" not that it needs to be done. If such an identification process is undertaken, it should be done in close cooperation with representative Native American cultural leaders and elders.

Interpretation, Education and Visitor Services: Interpretive Themes
I strongly support the eight interpretive themes outlined on pages 53 to 56. The recognition of the spiritual significance of the river for many people is discussed, which is good, although this section should be expanded. The paragraphs under themes (2) and (5) are not well organized. Paragraph #2 under theme (2) should be moved to theme (5). Similarly, paragraph #2 under theme (5) should be moved to the beginning of theme (2).

Interpretation, Education and Visitor Services: Interpretation and Education Activities
I am concerned about the lack of clarity concerning the proposed balance of interpretive activities for the NPS Harriet Island Center, which as discussed on page 60 include: aquatic ecology, natural history, stewardship, and the working river. On Table 2 on page 65, the primary themes of the NPS center differ from the list on page 60 and include other items. In Appendix K, the list of primary themes differs yet again, and includes a focus on themes 1,5,6,7, and 8 on page 230, which differs from Table 2 and from the themes mentioned on page 60. So it is unclear what the plan actually proposes for the themes of the NPS center on Harriet Island.

Assuming that Appendix K, being the most detailed, is also the most accurate reflection of the plans for the NPS center, I am opposed to the current selection of primary themes. On page 232, the "People and the River" general space is heavily (and I believe inappropriately) biased towards the "working river" theme. While the "working river" theme has a place in the NPS

center, the emphasis on this theme is not balanced in the current plan. I feel that "People and the River" should include extensive discussions of Native American influences, history, and stewardship as well as commercial navigation. I strongly believe that themes 2 and 3 on page 230 should be a major focus at the central NPS center, and contrary to the plan I do not believe that these core themes should be relegated to other, smaller interpretive centers. I am very opposed to the extensive focus on commercial navigation in the center as is now proposed. It is very important that this center touch visitors with the core reason that MNRRA exists, which has to do with the non-commercial, non-industrial elements of the Mississippi. So, despite Harriet Island being in an urban setting, the center's activities should not necessarily focus on the urban and the commercial elements of the river. Actually, I believe that Harriet Island's urban setting gives a stronger reason to focus on natural history and cultural themes, since raising urban dwellers' awareness on these issues is more needed. They are no doubt well aware of the commercial and industrial surroundings of the river in the city. I do not believe that Congress chose the National Park Service as the coordinator of MNRRA in order to focus key emphasis of the MNRRA center on commercial and industrial themes.

On page 232, I was disappointed to note that only "commercial and recreational organizations could assist with the development of media exploring human interaction with the river." I feel that environmental groups, Native American groups, and other involvement is needed in order to better assure a balanced perspective of human interaction with the river.

Partner Roles
Although a token reference to the Minnesota Pollution Control Agency was made in the first paragraph under "Partner Roles" on page 76, I feel that it is important that the plan elevate discussion of those partner agencies and organizations that can contribute to the pollution-related policies and actions discussed on pages 40 and 41. I feel that the plan is not dedicating adequate space and depth to pollution-related issues within MNRRA and to the efforts and resources that are needed to ameliorate pollution-related problems. A full paragraph should be devoted to discussing environmental agencies and organizations (including Minnesota Pollution Control Agency, Metropolitan Waste Control Commission, Metropolitan Council, Minnesota Office of Waste Management, other local and municipal environmental regulatory authorities, non-profit organizations including Citizens for a Better Environment, and other organizations with activities relevant to improved water quality in the Mississippi River).

Coordination and Consistency: Strategies for Streamlining the Regulatory Structure
I support the general concept of streamlining regulatory activities related to the Mississippi River as discussed on pages 81 and 82. However, I think that it is important to include in the final plan some discussion of and acknowledgement of non-regulatory approaches that can facilitate compliance with environmental laws and that can promote environmental protection. The Minnesota Technical Assistance Program and/or the Minnesota Office of Waste Management should be considered for inclusion in the discussions envisioned on page 82, such as the task force described in (2). The last sentence on page 161 reinforces the draft plan's limited focus on regulatory agencies' roles in environmental protection.

Water Quality
This short paragraph on page 84 should be expanded to include a greater emphasis on this important subject and should include more specific plans for MNRRA water quality related activities. Please note above comments on "Partner Roles" and "Natural Resource Management: Pollution" sections for topics for inclusion in this section (including need for additional resources, need for more ambitious water quality goals, involvement of key regulatory and non-regulatory water quality stakeholders, etc.)

Alternative B
General comments are that this alternative overly relies on heavier NPS involvement in MNRRA activities to accomplish increased resource protection goals. It seems to be more an "NPS-centered" scenario than a "Resource Protection" alternative. A scenario that does not necessarily involve more NPS involvement but instead places a greater focus on resource protection through state and local organizations should be developed in order to provide a genuinely attractive resource protection based alternative to the proposed plan. Heavy NPS involvement is not particularly desirable in a "resource protection" alternative since it drives up costs and NPS is probably not the best agent for accomplishing many needed resource protection objectives in Minnesota.

Visual Character Analysis: Constraints and Opportunities
The first sentence on this section on page 152 is in error. There has clearly been human use of the Mississippi corridor for well over 140 years. Far earlier human use of the Mississippi is indicated on page 123. (as early as 9,000 years ago)

This same error (which appears not to recognize the importance of pre-European use of the river) is repeated on page 242 under the definition of "Working river" which states that "the Mississippi has been extensively used for over 200 years for navigation....."

Impacts to Economic Environment: Costs of Complying with Land Use and Environmental Protection Policies (Existing or Proposed)
While environmental compliance may result in additional costs for businesses, in many cases, by preventing pollution or the generation of waste in the first place, companies will save money in terms of raw material costs, waste management costs, and regulatory burden. Again, consideration should be given to non-regulatory approaches of achieving environmental compliance, particularly pollution prevention, since these are examples of how environmental and economic benefits often coincide.

Thank you for your consideration of these comments.

Sincerely,

Paul Moss

July 21, 1993

National Park Service
175 East 5th Street
Suite 418, Box 41
St. Paul, MN. 55101-2901

Dear Mississippi River Coordinating Commission;

I am excited to learn that efforts are being made to protect and preserve the Mississippi River through the National Mississippi River and Recreation Area (MNRRA). I am also encouraged that the river will be a designated area for the enhancement of recreation and the protection of wildlife.

I think that in order to make the management plan a success it is important to ensure water quality in the river and protect the health of ecosystems. Specifically, the issue of toxics in the river must be addressed. Protection and restoration of wetlands also must be a key provision in MNRRA management plan.

I support plans to create a trail and greenbelt system along the entire river corridor. I believe that linking the trail to existing neighborhood parks and trails will greatly increase public access. It is important to insure access for the diversity of neighborhoods and communities who enjoy the river.

It is also important to encourage non-motorized recreation on the river by adding no-wake zones and horsepower limits.

Please incorporate these elements in the MNRRA plan. Thank you for your efforts in protecting the river.

Thank you,

Donald L. Bruestle

Concerned Citizen

DONALD L. BRUESTLE
913 OSCEOLA AVE.
ST. PAUL, MN. 55105
PH. (612) 222-5076

Gwen and Mason Myers
12009 West Hilloway Road
Minnetonka, Minnesota 55305
June 26,1993

National Park Service
175 East 5th Street
Suite 418, Box 41
St. Paul, MN 55101-2901

Dear Mississippi River Coordinating Commission:

We are excited to learn that efforts are being made to protect and preserve the Mississippi River through the National Mississippi River and Recreation Area (MNRRA). We are also encouraged that the river will be a designated area for the enhancement of recreation and the protection of wildlife.

In order to make the management plan a success, we believe that it is important to insure water quality in the river and to protect the health of ecosystems. Specifically, the issue of toxic material in the river must be addressed. Protection and restoration of wetlands also must be a key provision in the MNRRA plan.

Plans to create a trail and greenbelt system along the entire river corridor are essential. Linking the trail to existing neighborhood parks and trails will greatly increase public access and support. It is important to insure access for the diverse neighborhoods and communities who enjoy the river.

Finally, it is extremely important that non-motorized recreation on the river be encouraged by adding no-wake zones and horsepower limits. If you have any doubts on this point, please visit Lake Minnetonka on a Saturday afternoon.

We hope you will incorporate these elements in the MNRRA plan. Thank you for your efforts in protecting our river.

Very truly yours,

Gwen S. and Mason C. Myers

"A poem for my friends"

HERE COMES THE FLOOD

The rain will end when the earth is cleansed
and the choice of creation
is again balanced in the union of god and man

Mother earth and father sky
hold the tears of Love and joy
releasing the illusion of seperation
as they share thier true natures together

The tiny drop of human existance
striving for greatness beyond all creatures
IT IS TRUTH, THOUGHT CREATES REALITY
yet creation is not of mankinds design
it is of gods

The rain will end when mankind understands
the power greater than ourselves
is not what we strive for or fear
it is what we already are

The rain will end when all understand
"We did not weave the web of life
We are but a strand in it"
(Chief Seattle)

Wholy taking part in all creation
yet we are not the creator

Love always
and
Love all ways



WHEN THE SUN RETURNS

Rainbows light the way of peace
the perfect union of sun and rain

In the rainbow's parts there is a harmony of one light
each equally represented and all magnificently beautiful

Growth is not achieved by rain alone
creation is the bridge by which
Love and Love are joined

The light of the sun and the rain of the earth
combine in the wholeness of the universe
I stand in wonder as the visible expression of God's Love
shines forth into this world (the rainbow)

Light can never leave the earth
for the strength of the sun
is beyond our imagination

Standing beneath the rainbow of Love
in faith I now clearly accept and believe
God's promise to the children of earth

In your world filled with illusion and seperation
you are whole in your identity as a child of God
as God's identity is wholy in God
the father of Love(sun) and the mother of Love(earth)
could only create Love
niether distance nor time could seperate
the Love shared in our creation
balanced in our true identity
we are complete in God's Love

Give thanks and praise
We have been redeemed

William A. Hale
10478 Pt Douglas Rd
Cottage Grove MN 55016
612-458-3445

MNRRA Comment Sheet

Name: LINDA & GERRY ANDERSON

Group/
Company:
(If Any)

Address: 2249 LEONARD CRT
ST PAUL MN 55119

City/State
zip

Comments

Recommend adjusting the boundary line to incorporate all of Battle Creek Regional Park — including that portion in Maplewood. It makes no sense to have the lower portion of the park within the NPS boundary & the upper half not within the NPS boundary. Just because the lines have always been that way now is the opportunity to change it!

Linda Anderson

-over-

#R12 25-22-0005 N.D. Shaws Addition to Anoka Lot 17 Block 6 N.D. Shaws Add'n Lot 24 Auditors Plat (125)

My name is Catherine Greig (Greil) Jacobsen. I live at 720 Benton Street in the City of Anoka. I and my late husband have owned this property since November, 1954. When we bought it, it had already been developed by the previous owner, Cortes Reed by erection of a house near the street and a picnic house near the Mississippi River. The house stands on Lot 17 of Block 6 of N.D. Shaw's Addition to Anoka and the picnic house stands on Lot 24 of the Auditors Plat of N.D. Shaws Addition.

When we purchased the property, we understood that our riparian rights extended to the River-shoreline, and we have not changed the character of the property except to eliminate a large, irrigated vegetable garden which occupied the center of the property and to cut down and replace dead trees. The flooding of Lot 24 has not permanently injured the picnic house.

Having read the proposed alternatives, I have a few critical concerns:

1) The boundaries of the district were arbitrarily placed along existing streets rather than along the natural elevation contours; the 300 ft. limit does not take contour into consideration either.
2) The Plan B. does not define inconsistent uses,
3) Plans B and C do not specify what corridor resources are to be more fully developed: ie., the proposed reactivation of hydro-electric power at the Coon Rapids Dam – the main cause of winter flooding along the upper River while NSP owned it,
4) The Park land ownership proposals do not indicate what effect transfer to NSP will have on our local Park District taxes, or upon the Metropolitan Council's activities
5) Is the Metropolitan Council be reduced to a monitoring organization? Who is going to enforce no-wake laws and the like? The NPS or the counties or the localities?
6) The NPS does not have a good record for holding to only the original proposals. The DNR does.

MNRRA Comment Sheet

Name: Al Dittrich

Group/ Company: (If Any)

Address: 11224 Creek View Ln

City/State zip: Champlin MN 55316

Comments

- Al Dittrich 11224 Creek View Ln Champlin D-i-t-t-rich
- I also apologize for being late AND hope if ANYONE finds my comments to be redundant to be understanding
- I want to tag on to the earlier comment MADE supporting local MANAGEMENT of the MRR
- I think ALL of these plans are NICE plans AND there are many good things in these plans. No we can oppose preservation for the future but I don't understand how ANY government can support spending ANY funds on this project when overall fiscal accountability is out of control. We are currently underfunding state AND national parks that we love. How can we justify adding more stress to these budgets.

-over-

One may say these funds come from another source. Hence as I said before fiscal responsibility is out of control.

In my mind its all the same source higher taxes or higher deficits

- They are all nice plans
- My wife and I recently looked at some nice plans for a backyard pool we can't have that until we can afford it

I urge our government to take the same approach, let the local governments continue to do the job they've been doing until what we currently have can be taken care of.

C-8*

RECEIVED JUL 2 8 1993

NRRA PUBLIC HEARINGS

No oral statement — see back

I would like to make a statement about the draft comprehensive management plan/draft environmental impact statement for the Mississippi National River and Recreation Area.

Name: Linne Rand

Group/ Company: (If Any) None

Address: 358 6th Ave

S. St. Paul

City/State Zip MN 55075

Office Use Only: Sheet ____ Loc ____ M/O ____

What can be done to remove (or stop enlarging) the rail road from the national river park area around SSP & (directly) across the river from it & Battle Creek / Newport, This is a blight on the land, & view of the area also noisey & smelly

Statement Correction

MNRRA Comment Sheet

Name: Karen Bacy

Group/ Company: (If Any)

Address: 212 3rd Av N.E.

City/State zip: Mpls Mn 55413

Comments

In my statement I was told afterwards that in my responses I misquoted the MPCA Rep as saying "We don't see ourselves as an enforcement agency" What I meant to say was "We don't see ourselves primarily as an enforcement agency".

Could you please change the record to reflect this change?

-over- Thank you.

DEAR SIRS —

I'VE READ THE DRAFT PLAN AND EIS WITH GREAT INTEREST. FOR THE MOST PART THE COMPREHENSIVE PLAN AND EIS IS WELL BALANCED, AND I STRONGLY ENCOURAGE THAT THIS PLAN, WITHOUT THE ALTERNATIVES, BE ADAPTED.

BUT I BELIEVE IF THE PLAN IS FULLY IMPLEMENTED NON-POINT POLLUTION COULD AND PROBABLY WILL HAVE DIRE ENVIROMENTAL CONSEQUENCES OVER THE LONG RUN AND AS SUCH UNDERMINE THE PLAN, SO I ENCOURAGE THE COMMISION AND NPS TO INCLUDE A MORE STRONG ENCOURAGEMENT IN THE PLAN FOR THE STATE OF MINNESOTA AND UNITS OF GOVERNMENT ALONG THE CORRIDOR TO DRAFT A PLAN AND IMPLEMENT IT SO THAT NONPOINT POLLUTION IS REDUCED FURTHER THAN CURRENT PLANS IN PLACE NOW. THIS AND ONLY THIS

I BELIEVE WILL PROTECT THE BALANCE OF THE CORRIDOR FOR MANY GENERATIONS TO COME.

THANK YOU,
KELLY McGRADE

RECEIVED AUG 2 1993

July 30, 1993

Superintendent
Mississippi National River and Recreation Area
175 East Fifth Street, Suite 418, Box 41
Saint Paul, Minnesota 55101

Since time did not permit my making a public comment during the public hearing at Augsburg on July 30, I am submitting this written comment.

I support the Clean Water Alliance's recommendations including recognition of the historic relationships of Native Americans to the Mississippi River.

The Mississippi River is the most significant geographic feature in our region. Over the years, as a teacher in the Minneapolis Schools, I have found many children are as familiar with the Mississippi River and its impact on their lives as they are with the Gulf of Mexico and Hudson Bay. I support the development of interpretive centers in Minneapolis and St. Paul with historical and environmental programs and an aggresive outreach program to schools and other interested groups. Only in KNOWING the river can future generations respect it, preserve it, and use it wisely.

Josephine F. Donnelly

Josephine Donnelly
2848 44th Avenue South
Minneapolis, Minnesota 55406

Richard Buchinger
2300 Marshall Street NE
Minneapolis, MN 55418

August 11, 1993

Peter L. Gove, Chair
Mississippi River Coordinating Commission
U.S. Department of the Interior, National Park Service
Mississippi National River and Recreation Area
175 Fifth Street East, Suite 418, Box 41
St. Paul, MN 55101-2901

Dear Mr. Gove:

I am a member of Bottineau Citizens In Action which represents a neighborhood located on the River in Northeast Minneapolis. I have lived on the River for 50 years, and my family has lived on the River for 132 years. I would like to thank you for the opportunity to comment on your recently complete Draft Environmental Impact Statement. My comments will be brief and address my concerns from a River resident's viewpoint, as follows:

1. **Trails** are worthwhile and good for all to use, but I think it is unwise to put them between private property and the Riverfront. Really, there isn't enough room during periods of high water, and the trails would be continually washed out, adding to the parks' maintenance costs during a time of continuing cuts in expenditure of federal, state, county and municipal funds.

2. **Industrialization** is a necessary component of our society and provides for wages, security and tax bases. However, I believe the real important issue is to preserve the natural appearance of the River! I realize industry cannot immediately be removed from the River banks. Nevertheless, it should be a long term objective. For the short term, every effort should be made to screen the intrusion from River users and residents. Without exception, industrial use on the River and its banks must be controlled with the most stringent use of existing laws to prevent pollution and environmental degradation! It is amazing that you can still watch waterfowl, fur bearers and other wildlife cruising the banks. ***Keep it that way!***

3. **Lowry Avenue Bridge**: Since I look to the north every day, up the River, I believe it is important to preserve the Lowry Avenue Bridge. I realize that it is an expensive endeavor. Lead abatement and repainting alone could cost $2 million to $3 million. However, it is a component of the historical character of the River, going back many years, and it is worth preserving as a part of the cultural landscape.

4. **The River as a learning laboratory**: This morning it occurred to me that the City Barge (steamboat) would be a wonderful way to take urban children up the River to enjoy all the benefits of a world they are not used to seeing, even though they live in the City. Therefore, it is important to respond to my other concerns to preserve the River for these children of a future generation.

5. **Continue the dialogue with River residents:** Finally, those of us who are members of Bottineau Citizens In Action are concerned about having our voice heard by those who govern the River in Northeast Minneapolis. We welcome the opportunity to continue our dialogue with those governing groups.

Thanks for listening to my concerns. I trust the National Park Service, as the primary author of the Draft Environmental Impact Statement, will share my views with all agencies and members of your team. I share a mutual interest in protecting the River. So, let's do it together!

Sincerely,

Richard Buchinger

Richard Buchinger

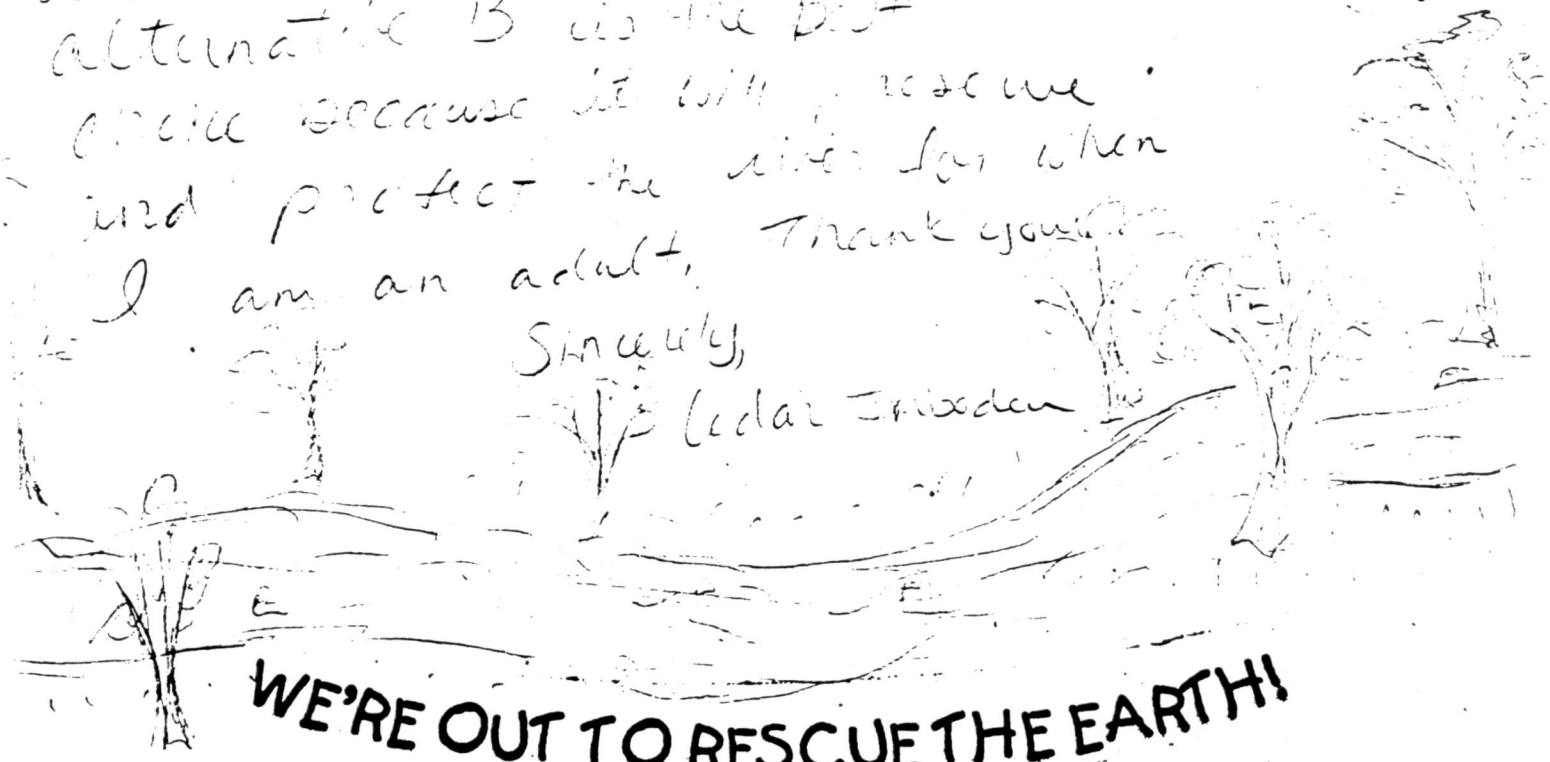
The City of Richfield

PLANET SAVERS

WOODLAKE NATURE CENTER'S ENVIRONMENTAL KIDS CLUB

PLANET SAVERS
We're Coming to the Rescue!

Dear Superintendent,
Please use alternative B for the Mississippi River and recreation area. I think alternative B is the best choice because it will preserve and protect the river for when I am an adult. Thank you.
Sincerely,
Cedar Imodean



WE'RE OUT TO RESCUE THE EARTH!

A member of

Kids for Saving Earth
the Pollution Solutions

KIDS FOR SAVING EARTH

'ugust 16, 1993

Superintendent
Mississippi National River and Recreation Area
175 5th Street East - Suite 418
Box 41
St. Paul, MN 55101-2901

Dear Superintendent,

I am have been reading the Draft Comprehensive Management Plan Environmental Impact Statement for the Mississippi River Corridor. I would like to add my comments about this great natural resource sitting in our back yard. I am impressed with the bulk of the plan and admire the work that went into it. There are some areas that I would like to show support for and some areas that concern me.

Before I get to some of the more specific issues, I would like to state my support for the concept of the National park Service acting as a coordinator and partnerships with local government in implementing these recommendations. I realize that there are some individuals and organizations, including groups that I am a member of who would like to see a stronger role for the NPS. Of course, there are others that would like to have the NPS have no role. It is my opinion that there needs to be an agency to monitor what happens within the corridor and establishes standards and guidelines as a framework to work in. However, I believe that we 'd to educate and guide local governments in adopting these guidelines as opposed to .tomatically mandating them. Several municipalities and counties within the corridor are already implementing programs that protect the river and should be encouraged to continue. We can always mandate these regulations, but done, it is harder to reverse the process. The river should be as clean when it leaves the corridor as when it arrives, and hopefully we can achieve this through partnerships and a collaborative process.

However, even though I do not believe that the NPS should mandate behavior, I believe it needs enough staff and visibility to make a difference. Some of the phases and ideas that are included in alternative B that I would like to see incorporated into the actual proposal include: emphasizing the natural shoreline appearance, phasing out non river dependent uses within 300 feet of the river, encourage pollution prevention and cleanup, installing additional wayside and information kiosk and more emphasis on monitoring threats to the resource.

I would like to see a continuous biking and hiking trail created along the river coordinator with connections to other parks and trails, but not through condemnation of local land owners. The same would hold true for emphasizing the natural shoreline appearance which could be accomplished through education rather than mandating a homeowners landscape. I would like to see other non-motorized use strongly encouraged throughout the river and enforcement of speed and noise laws along the river.

The current plan calls for a minimum of land actually be incorporated in the National Park System. I believe that the NPS should take the lead in identifying wetland and critical open space d work with local governments in protecting these areas. Once again, actual acquisition of

ese lands by the NPS should happen only if it appears that this protection does not appear to be opening. The NPS should work with local environmental groups to monitor these lands so that a coordinated plan is designed and the protection of these lands is ensured.

I support the monitoring of barge traffic, but do not advocate freezing it. Additional facilities should be heard on case by case basis for the near future. I would discourage non river dependent business from locating either in the flood plains or along the bluff.

In conclusion, it would appear that I support alternative B over the current proposal. I believe that the recommendations outlined in the proposal should be viewed as minimum of should be done to protect the river. I encourage the National park Service in its role of lead partner along with the Mississippi River Coordinating Commission in ensuring the long term protection of the river.

Sincerely,

Michael T. Murphy

Daniel J. Dobbert
1248 Edgcumbe Road
St Paul Mn 55105-2911
August 21, 1993

JoAnn M. Kyral, Superintendent
Mississippi National River and Recreation Area
175 East Fifth Street, Suite 418
Box 41
Saint Paul, Minnesota 55101-2901

Dear Superintendent Kyral:

I have attended many of the public meetings of the Commission and am impressed at the openness to public input. The management plan resulting from your work and many others is very good. I am proud to have NPS in our community and look forward to a smooth cooperative future. Even with the high quality of the plan there are several items that concern me, which I would like modified.

Concerns I have are presented below:

What is the focus group referred to many times in the plan? It appears to have significantly influenced the Draft Plan. Membership of the focus groups and content coverage should be included in the plan to openly show where additional content originated. I would like to receive a copy of the report describing methodology and results of the focus group.

Page 1, "the commission was established as a coordinator and advisory organization to assist...". That being the case, why was that not stated specifically at the commission meetings. The document should clearly state how and what input was received from the State of Minnesota and local units of government. I would like a specific citation of the units of local government contacted, type of contact, and related date. Responses, if any would be interesting to show that this interface did occur.

Page 17, membership of the NPS study team, including positions and contribution to the plan, if stated, could clarify the development of the plan.

Page 29, (13) when work to increase and restore wildlife habitat in development projects is undertaken specific effort to reduce plant pest, human annoyance and human disease vector insects (mosquitoes, black fly, ticks, etc.) should be included in review of that work. This I would consider part of implement of IPM. My request is in agreement with page 1 (2) enhanced public outdoor recreation opportunities in the area. I do not

enjoy the risk of infection and annoyance levels of insects in the corridor. Impact on the surrounding area should be considered in development decisions.

Page 39, resources management does not state the coordination roll of the NPS will operate. Who will decide, what will be balance of power, and how will decisions be made? The role and involvement of state and local government is not clear. I would like to see more open statements of how other levels of government will be involved in the process without increasing the time for decision making.

Page 40, (6) Include a referenced (footnotes) statement of what IPM is understood to mean by the writers of the report. Decisions should be made on technology that clearly works today or that people would like to develop or see used but not evidence shows it works today to control problems present today. Recognition that some are using very low levels of control materials today and should be given room to continue their development. Others may be overusing materials and should be encouraged to reduce consumption. To merely say x percent decrease by all treats all as misusers of the environment, not recognizing individual differences.

Page 41, (20) limits to the review of federal regional air quality permits need to be clearly stated and justified in the plan. Is NPS becoming another super agency over state and local government? Exactly how is the role of the NPS, MNRRA envisioned? Please describe the role in the management plan. Today, people seem to want streamlined government and less levels not more. How does this plan streamline or reduce the confusion? The improvements envisioned in the Federal Statute need to be highlighted in the plan. The public review period should be redone as the present plan does not provide for review of a point covered specifically in the statute.

Page 42, The resource management plan focus group in file at the MNRRA headquarters need to be presented in the plan to permit other levels of review to know and review the content. The on-file document should be mailed free to any who desire a copy. I request a copy for my review.

State and local government involvement in development of the resource management plan are not mentioned in this plan Though statute states they will be. State and local government involvement should be stated and available for review now. Their (state and local government) role and the input from public when not mentioned does not provide for adequate review of the present draft management plan.

Page 48 on concerning research needs, it should be clear that MNRRA will not limit research but will encourage all research, and specifically that which it has identified as significant to attain the goals stated under the management plan. It is important to clarify what the NPS sees as its roll in coordinating research. The first paragraph in on page 49, says ... "Research should also be done to investigate the effectiveness of corridor interpretation and education programs and facilities." I would like to know if that is a research problem or an evaluation problem? Some would likely call it evaluation research but is it research? Because of the lack of clarity, adding further statement of the NPS role would be useful.

The sequence on Visitor Activities and Recreational Resources should state that an effort will be made to control/manage annoyance and disease insects (mosquitoes,

the plan at this point. That statement should define streamlining as less paper work and no increase in review time and activities necessary for completing a review. A clear statement, that MNRRA review would be concurrent not consecutive and no additional paper work or time for the review process would result from MNRRA involvement, needs insertion in the management plan.

Review of how this plan would impact tax exempt bond issue legal opinions is missing. Such issues generally provide an opinion of the projects or purpose for which funding is being obtained as in compliance with applicable law. No delay or change from the current timeline is acceptable as timing when entering the financial market is important and missteps can be costly. How taxpayers going to be protected from this potential problem is not considered in the Draft Management Plan.

Page 83 and 84, indicate review of state and federal programs for consistency with the management plan. Why were local government plans not reviewed? The MNRRA was established in 1988, and while the present plan does not say when the state and federal program reviews occurred, there was time to review at least a portion of the local plans. This management plan should not be approved until local government plans have been reviewed for consistency with the MNRRA mandate and management plan. To do less again relagates that part of government closest to the people a non place in this review process.

The Management Plan does not state how it would provide access to the disabled as provided by the ADA, Voc Rehab Act of 1973, and other similar legislation and regulation. I request that the plan approval be withheld until compliance is attained and review be redone. Minimum compliance, as I see it, would include TDD access (notice to use Minnesota Relay Service and inclusion of their number in all material distributed to the public), statements in all print materials that the material is available in alternate form upon request, statement in the plan that video and film will be open captioned and all telephones in NPS, MNRRS offices and public phones will be hearing aid accessible.

MNRRA and the NPS operations in MN should state they agree to comply with MN environmental rules, regulations, and law to the extent it does not cost significant funds. An example would be compliance with the recycled paper law. The printed materials, including the Draft Management Plan Document, if printed on recycled paper would state the post and pre-consumer content by percent. Leadership in environmental protection, enhancement, and education should come form the agency encouraging that. NPS and MNRRA should walk the walk not just talk the talk of environmental education and stewardship. The lack of that performance in the draft management is another reason I request approval be withheld and review redone. To do otherwise will provide the example for others to follow and I do not see a justification to holding someone to a higher standard than that I am willing and do follow myself.

Participation in development of the management plan by minorities, disabled, and individual citizens was not discussed in this Draft Management Plan. If the NPS and MNRRA are to meet the needs of all citizen, not discussing how they were involved in development of the plan is a critical oversight which needs to be set right before

black flies, ticks, etc.). The level of those pests and others detracts from the use and enjoyment of the outdoors. Mention of how NPS will impact that concern effectively today, not in the future, needs to be mentioned and not overlooked, as in this management plan.

Page 53, says "feel safe while using the corridor areas." Health and physical safety are not mentioned and from attendance at the commission meetings I feel the target is crime. To clarify I request that health safety should be included alone with freedom from crime.

Page 56 and 61, Visitor Programs and Interpretive Media make no mention of use of computer technology. Mention that computer software, bulletin boards, etc. will be included in the visitor orientation possibilities. To leave out methods of that type in an area where Cray Research and CDC began omits their contribution to the corridor. Look at the Minnesota History Center for initial ideas. With the U of MN so close making the use of computer technology a reality should be less of a problem than some other sites could be.

Page 59 and 69, how can the center at Harriet Island be seen as a good example of development and consistent with the plan? It is on the flood plain. The 1993 flood demonstrated that the flood wall or levee barrier is not absolute. Why not be consistent in action and statement by locating the visitor center in a place where others would be encouraged to develop. To develop a center in a location and way shown not consistent with federal flood plain development law (federal facilities can not be built on 100 year flood plain and after the 1993 flood the total island is still able to be flooded as the island had water on it) and regulations only implicitly say do as I say ignore what I do. MNRRA should be a leader in doing what is right not what we all have seen can reasonably be a problem if not now in the future.

Page 74, why does the GSA, which has a strong presence in the corridor, not get involved with the services proposed to be contracted to private business? No explanation has been offered for that position in the plan. Unless private vender services can be justified in the plan the GSA should maintain the NPS facilities in the corridor. I would extend that to the St. Croix but only if there is a GSA presence in that area which I believe is not the case.

Place 75, 78, I strongly support assignment of responsibilities to appropriate state and local government agencies. I request that those responsibilities assigned to state and local government not be additional services to be performed without specific additonal funds but to invite them to continue what they have done and want to do if consistent with the plan as broadly interpreted. The definition of what is appropriate and what is not is the missing part which I request be considered and included here. This request seems consistent with the statement at the bottom of page 78 saying local control would be maintained.

Page 82, covering streamlining and reduction of duplication provides illustration of the multiple layers of regulation but adding MNRRA as an additional level is not streamlining. I urge a statement defining what is considered streamlining be included in

approval. Again, this is reason to require recycling the public review and comment period and I request that occur.

Attendance a several Commission Meetings and all but two of the current public hearing shows input from disabled and minorities nearly lacking in attendance at the meetings and membership on the Commission. The plan needs to clearly state that in time (specifically what amount) minority and disabled membership and involvement will occur. This concern and the accessibility under ADA and other laws was brought to the attention of the Commission and NPS, MNRRA staff at a Commission meeting. Assurance was provided at that meeting that the printed materials would be in compliance but this did not happen. I believe in good intentions but it is also important tcarry out those intentions.

I heard Representative Vento state at a public Commission meeting that the MNRRA would be implementing all other NPS and Deprartment of the Interior rules, regulations, policy, and laws. That statement should be denied if Represenative Vento was incorrect. This concept was not mentined in the Draft Management Plan. Other rules, regulations, policy, and laws affecting the MNRRA are not mentioned in the Draft Plan. I request that rules, regulations, policy, and laws affecting the MNRRA in addition to the Management Plan should be clearly summerized and thier potential impact assessed in the minimum through maximum case method as for actions in the Draft Management Plan. Review of the current plan is not possible as the Draft Plan is not a complete statement of all rules, regulations, policy, and laws affecting the MNRRA.

Thank you for the opportunity to comment on the Draft Management Plan for the NPS, MNRRA. I appreciate the excellent work done on the plan by all involved. It is my sincere hope to see a first class visitor center and education program begun very soon. If I can be of further support of your efforts please feel free to call on my support.

Sincerely,

Daniel J. Dobbert

CC: Representative Vento
Minneapolis Star Tribune
St. Paul Pioneer Press

RECEIVED SEP 0 2 1993

Daniel J. Dobbert
1248 Edgcumbe Road
St Paul Mn 55105-2911
August 31, 1993

JoAnn Kyral, Superintendent
Mississippi National River and Recreation Area
175 Fifth Street East, Suite 418, Box 41
St Paul MN 55101-2901

Dear Superintendent Kyral:

Thank you for your letter of August 26, in response to my comments on the Draft Management Plan for MNRRA.

This should be considered as a further comment appended to my initial review. The term focus group is a term of art and as such is used in a possibly misleading and in correct manner in the draft report. A Focus Group has a methodology. If, as your letter says they were "... allowed the latitude to define and adapt whatever mechanism they thought necessary for accomplishing the task." they were not a Focus Group. To keep communication clear and highly professional, I request that you replace the term Focus Group with the term Planning Workshops, which is what they have been referred to in the material you sent me with your August 26, letter.

Attached is a description of the focus group technology may clarify my concern with using the term in the Draft plan.

Sincerely,



Daniel J. Dobbert



FOCUS GROUPS

A Practical Guide for Applied Research

RICHARD A. KRUEGER

Foreword by Michael Quinn Patton



SAGE PUBLICATIONS
The Publishers of Professional Social Science
Newbury Park London New Delhi

confusion, misunderstandings, wasted time, and—most likely—the wrong conclusions.

The second type of confusion relates to the group process. Group leaders may not have the necessary skills to guide the group process. Effective leadership is essential if the group is to accomplish its purpose. The group leader must not only be in tune with the purpose of the group but also have the necessary skills to guide the group process effectively. Furthermore, the skills necessary for one type of group experience do not necessarily transfer into other group settings.

THE FOCUS GROUP: A SPECIAL TYPE OF GROUP

The focus group is a special type of group in terms of purpose, size, composition, and procedures. A focus group is typically composed of seven to ten participants who are unfamiliar with each other. These participants are selected because they have certain characteristics in common that relate to the topic of the focus group.

The researcher creates a permissive environment in the focus group that nurtures different perceptions and points of view, without pressuring participants to vote, plan, or reach consensus. The group discussion is conducted several times with similar types of participants to identify trends and patterns in perceptions. Careful and systematic analysis of the discussions provide clues and insights as to how a product, service, or opportunity is perceived.

In summary, a focus group can be defined as a carefully planned discussion designed to obtain perceptions on a defined area of interest in a permissive, nonthreatening environment. It is conducted with approximately seven to ten people by a skilled interviewer. The discussion is relaxed, comfortable, and often enjoyable for participants as they share their ideas and perceptions. Group members influence each other by responding to ideas and comments in the discussion.

THE STORY BEHIND FOCUS GROUP INTERVIEWS

Focus group interviews were born out of necessity. In the late 1930s, social scientists began investigating the values of nondirective individual interviewing as an improved source of information. They had doubts about the accuracy of traditional information gathering methods, specifically the excessive influence of the interviewer and the limitations of predetermined, closed-ended question interview, which used a predetermined qu response choices, had a major disadv limited by the choices offered and, the unintentionally influenced by the intervie By contrast, nondirective procedures b and place considerable emphasis on getti interviewee. Moreover, the nondirective questions and allowed individuals to resp or providing clues for potential respons approaches allow the subject ample o explain, and to share experiences and structured and directive interview that is Stuart A. Rice was one of the first social s 1931, he wrote:

> A defect of the interview for the purpos research, then, is that the questioner takes plays a more or less passive role. Informat highest value may not be disclosed bec interview by the questioner leads away fro from an interview are as likely to embody t interviewer as the attitude of the subject int

As a result social scientists began consid researcher would take on a less directive a respondent would be able to comment respondent to be most important. In effect interviewing was to shift attention from th dent.

Nondirective interviewing had particu and psychologists in the late 1930s and Dickson (1938) cited it in studies of emp Rogers (1942) in psychotherapy. Durin attention was placed on focused intervie means of increasing military morale. Many come to be accepted as common practice i set forth in the classic work by Robert K. Patricia L. Kendall, *The Focused Intervie*

In the past thirty years, most applications

The City of Richfield

RECEIVED AUG 2 4 1993

PLANET SAVERS

WOODLAKE NATURE CENTER'S ENVIRONMENTAL KIDS CLUB



Dear Superintendent,
I [illegible] years old
I [illegible] like to have
Alternative 3.
Because I would like
[illegible] River.
Sincerely,
[illegible] Valentiny

WE'RE OUT TO RESCUE THE EARTH!

A member of



KIDS FOR SAVING EARTH

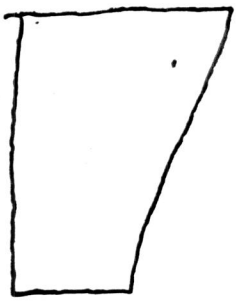
RECEIVED AUG 2 4 1993

PLANET SAVERS

WOODLAKE NATURE CENTER'S ENVIRONMENTAL KIDS CLUB

Dear Superintenden,
Mississipa National
River and Recreation
area,

I like plan B because
I want a river wh
I grow up





Thom Thatcher

WE'RE OUT TO RESCUE THE EARTH!

A member of



KIDS FOR SAVING EARTH

RECEIVED AUG 2 4 1993

PLANET SAVERS

WOODLAKE NATURE CENTER'S ENVIRONMENTAL KIDS CLUB



Dear, Superintendent

I vote for Alternative B

So the lakes will be beautiful when I grow up

Sincerely,
Arriel

WE'RE OUT TO RESCUE THE EARTH!

A member of



KIDS FOR SAVING EARTH

J. Stephen Schmidt

2005 Second Avenue North
Anoka, Minnesota 55303

(612) 421-0960

August 23, 1993

Superintendent
Mississippi National River and Recreation Area
175 East 5th Street
Suite 418, Box 41
St. Paul, MN 55101

re: Mississippi River Coordinating Commission and N.P.S.

I have reviewed the draft summary of the work of the commission. I am a life-long resident of the Anoka area, and have lived on or near either the Rum River or Mississippi River for 40 years.

I believe the best and most desireable plan is Alternative A, followed by Alternative C. My comments apply to that portion of the river I know best, namely up river from the I-694 bridge.

There are too many areas in federal hands, administered by park personnel who must make decisions based upon extraordinarily cumbersome procedures, resulting in inflexible regulations. Once in place, the rules are enforced but the facilities and rights for which existing rights have been traded are lost due to budgetary constraints, political pressures, small activist groups bringing lawsuit after lawsuit, etc.

We have sufficient regulatory bodies - let them acquire park land, regulate river front area land use, and promote greater use of the river resource.

I can clearly read new restrictions on river use in the proposed plan description of "provide broad range of activities in **appropriate areas** ".

We need no N.P.S. interpretive and administrative facilities in St. Paul and Minneapolis. Minnesota already has the largest wilderness area in the U.S. in the B.W.C.A.W.

I believe there are adequate controls in place from numerous regulatory bodies.

In the area I know, with existing regulations, I this weekend caught bass, walleye, catfish, and northerns. I saw jet skis, water skiers, inner tubes, pontoon boats, and canoes. I heard a Coopers Hawk, saw an eagle, watched numerous shore birds including numerous blue herons. I saw swimmers, picnicers, fishing, and bank sitters. Turtles and rafters watched each other.

This is an urban area, our urban area, upstream from the I-694 bridge, and I find it wonderful that the river is providing so much to so many.

Alternative A best suits the nature of the Mississippi in the Anoka area.

Sincerely,

J. Stephen Schmidt
JSS:brh
cc: City of Anoka, Mayor and Council
Governor Arnie Carlson
U. S. Congressman Rod Grams
State Representative Charlie Weaver

J. Stephen Schmidt

2005 Second Avenue North
Anoka, Minnesota 55303

(612) 421-0960

RECEIVED SEP 0 7 1993

September 1, 1993

Superintendent
Mississippi National River and Recreation Area
175 East 5th Street
Suite 418, Box 41
St. Paul, MN 55101

re: Mississippi River Coordinating Commission
and N.P.S.

I have already responded to the draft summary of the work of the commission. I only learned of the plan by requesting a copy.

I have asked nearly 20 people who live on the Mississippi in Anoka, Coon Rapids, Champlin and Brooklyn Park what they thought of the plan and **none have received a copy**.

What sort of method has the N.P.S. and Commission used to communicate with landowners?

It has failed in the four municipalities mentioned, and the entire process should be stopped until all residents proximate to the river have been properly informed.

Sincerely,

J. Stephen Schmidt
JSS:brh

cc:City of Anoka, Mayor and Council
Governor Arne Carlson
U.S. Congressmen Rod Grams, Jim Ramstad, Martin Sabo, Bruce Vento
Senators Dave Durenberger, Paul Wellstone
State Representative Charles Weaver
Minnesotans for the Mississippi

AUG. 27, 1993

TO SUPERINTEDENT OF THE MISSISSIPPI ATIONAL RIVER AND RECREATION AREA, THE LOWRY BRIDGE SHOULD BE REPLACED AS SOON AS POSSIBLE AS IS DANGEROUS AND ALSO THERE SHOULD BE A PERNAMENT STOP SIGN ISLAND WHERE 2nd ST N. AND WASHINGTON AVE. JOIN TOGETHER AS IS DANGEROUS AND ALSO THERE SHOULD BE MORE STREET LIGHTS ON 2nd ST. N. NORTH OF LOWRY AVE. IN MPLS., MN. AND ALSO MAIL ME A LETTER OF RESPONSE REGARDING DECISIONS.

SINCERELY,

Randy Eric Droher

MR. RANDY ERIC DROHER
3425 2nd ST. N.
MPLS., MINN.
55412
612-588-7496

THERE ALSO SHOULD ME MORE STREET LIGHTS ON WASHINGTON AVE NORTH OF LOWRY AVE. IN MPLS., MN.

Lyle
CLEMENSON
100 North 74th Way
Brooklyn Park, MN 55444
Home 561-6996 Office 425-1167

Superintendent
Mississippi National River and Recreation Area
175 East Fifth Street, Suite 418
Box 41
St. Paul, MN 55101

RE: River Plans

My wife and I have worked all our lives to make our dream place. We are spending thousands of dollars on our homestead. And now we learn that we may to have deal with a bumbling Federal Bureaucracy who will tell us what we can and cannot do with our property.

In July I went to the afternoon meeting at Anoka Tech, I was told many times that the NPS wants only to help us that they were not coming here to dictate. That is a smoke screen. I also attended the evening meeting. I did speak to the fact that we don't want any federal government intervention. My words were not what the panel wanted to hear, but I did get applause from the audience of homeowners present. And several came to me after the meeting, who are too timid to speak up, who definitely do not want the federal government involved.

When I see in plans that say the local government is required to pass local laws to accommodate this plan I know we're in big trouble. Next comes eminent domain so that we at the local level won't have any choice in matters. For the sake of our community let's not have another layer of government to take away our freedom choice. In order for our voice to be heard we would have to go through the local government, then to the DNR and then to Washington. The average person would not be able to be heard without hiring an attorney and wait for long periods of time to get a decision that should be made at the local level. I know that we do not always think alike and get along perfectly, but it does not make sense to have some bureaucrat in Washington make our decisions for us.

We in the state of Minnesota are doing a fine job already (it says so in the plan booklet). Let us have NPS go back to Washington and tell the legislators that we don't need their help. I was to the Brooklyn Park Council Meeting,September 7. The NPS carrot dangled in front of the council was 50% matching funding. Where is the NPS going to get the funds that they are going to give us? Most of their parks are having to cut personnel from lack of funding. The Federal Government is Broke!

NPS LEAVE US ALONE--WE ARE DOING FINE LOCALLY.

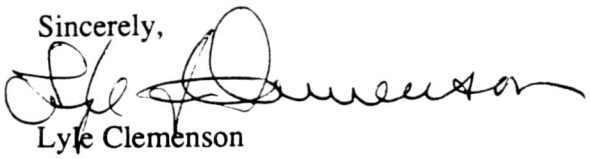
CHOOSE ALTERNATE A--NPS DO NOTHING.

Let's believe in our selves! Let us stand on our own and do our own planning and work together to get this done at the local level. The outlined plan is totally within the state of Minnesota. I am sure you have to agree that the federal government, in a situation like ours, cannot do anything that would

help us do any more than we can do ourselves.

I believe in what I say so I am volunteering my time to help with this cause to make our river area a better place for all of us. I can be reached at my office at 425-1167 or my home 561-6996.

Sincerely,



Lyle Clemenson

My record of community service includes:

Brooklyn Park Planning Commission
Commissioner
North Hennepin Chamber of Commerce
Board of Directors\
Past Chair of Governmental Relations Committee
Chairman Career Advisory Council, Dist. 279
Advisory Council, North Hennepin Community College
Brooklyn Park Business and Community Development Asso.
Board of Directors
Brooklyn Area Youth Center
Board of Directors
Osseo Schools 2000
Board of Directors
Our Saviors Lutheran Church
Past President

ROBERT M. HOGG

2500 36TH AVENUE SOUTH #1
MINNEAPOLIS, MN 55406-1758
(612) 729-1106

5 September 1993

JoAnn M. Kyral
Superintendent
Mississippi National River and Recreation Area
175 East Fifth Street, Suite 418, Box 41
Saint Paul, MN 55101

RE: Draft Comprehensive Management Plan/Environmental Impact Statement for the Mississippi National River and Recreation Area

Dear Superintendent Kyral:

I am a law student at the University of Minnesota and a member of the Save Our Riverfront Campaign. I am pleased to submit the enclosed comments on the Draft Comprehensive Management Plan/Environmental Impact Statement for the Mississippi National River and Recreation Area (MNRRA).

The Save Our Riverfront Campaign is an effort by students, neighbors, faculty, local elected officials, environmental organizations, and other interested citizens to stop the University of Minnesota's current proposal to reconstruct its largely coal-burning heating plant on the east bank of the Mississippi River at the St. Anthony Falls. Since the University's proposed site for its reconstruction falls within the boundaries of the MNRRA (indeed, at a central part of the MNRRA), the Save Our Riverfront Campaign is deeply interested in the MNRRA plan.

Although the MNRRA plan does not address specific sites, the plan could have a significant impact on the regulatory review of the University's proposal. At present the University's proposal is inconsistent with the draft plan, as it should be. For example, its proposed use is a "utilit[y] not requiring a river location" (see page 25) and will violate the plan's architectural guidelines for building location and height near the shoreline (see page 210). There are numerous other inconsistencies between the University's proposal and the draft plan.

The plan should continue to include these restrictions which make the University inconsistent with the plan. However, the plan should be a more forceful statement against unnecessary industrial uses of the riverfront in general. In this way the plan could help neighborhoods and citizens in the Twin Cities enhance the recreational value of the river. While neighborhoods such as Prospect Park East River Road Improvement Association are building park facilities along the river, public institutions like the University should not be rebuilding polluting industrial barriers to recreational development. The plan must help us stop the U's plans.

Specifically, the MNRRA plan should be amended to state:

> **"Industrial riverfront land uses should be removed where a river location is non-essential and where feasible and prudent off-river alternatives exist which would enable the riverfront property to be used for public use and enjoyment."**

This type of policy would bring the MNRRA plan in line with the Minnesota Environmental Policy Act and is especially important for recreational hot spots such as the St. Anthony Falls area, which should showcase recreational use and access to the river.

The National Park Service should recognize how important the MNRRA plan is for the future of the Twin Cities. In an era when central cities are struggling to maintain population and quality of life, the potential value of a great river recreational corridor cannot be underestimated. This plan should provide a vision for the Mississippi River which would dramatically enhance the quality of life for residents and visitors to the Twin Cities. By favoring recreational uses, public enjoyment, urban quality of life, and environmental quality, the MNRRA could attract people to visit, live, and study in Minneapolis and Saint Paul.

The MNRRA, for example, should be a central part of the University's efforts to recruit top-notch students and faculty. In a competitive educational environment, the MNRRA could make the University of Minnesota stand out among institutions of higher education. But unfortunately, on the steam plant issue, the University is ignoring its self-interest. Instead, it has become a leading opponent of recreational reclamation along the riverfront. The University asked the Environmental Quality Board to study alternative industrial uses of the riverfront, which nobody else wanted. The University has emphasized the "working river" aspect of the MNRRA plan to the detriment of recreational opportunities and environmental quality. It is one of the University's most serious black marks that it is taking such a wrong-headed approach on this issue.

The truth is, the University does not understand what a working river is: A "working river" involves river-related commercial uses, like barge traffic and hydroelectric power, not coal-burning heating plants. The MNRRA plan must take care not to grandfather in industries that have been historically exploiting riverfront locations.

I hope this letter and the enclosed comments are helpful to you in finalizing this important plan.

Sincerely.

Robert M. Hogg

Comments on the Draft Comprehensive Management Plan/Environmental Impact Statement for the Mississippi National River and Recreation Area

Robert M. Hogg
Save Our Riverfront Campaign
2500 36th Avenue South #1
Minneapolis, MN 55406-1758

September 5, 1993

I. Make Recreation and Environmental Quality Top Priorities. The plan lacks a clear vision for the Mississippi River corridor which would significantly enhance the quality of life in the Twin Cities. The plan should signal institutions and governments to make recreation and environmental quality their land use priorities. This vision of recreation and environment is spelled out in the Project History, which states (p. 1-2):

> "Congress directed the commission as a coordinator and advisory organization to assist the secretary, the state of Minnesota, and local units of government, to develop policies and programs for:
>
> "(1) the preservation and enhancement of the environmental values of the area
> "(2) enhanced public outdoor recreation opportunities in the area
> "(3) the conservation and protection of the scenic, historical, cultural, natural, and scientific values of the area
> "(4) the commercial use of the area and its related natural resources, consistent with the protection of the values for which the area was established as the Mississippi National River and Recreation Area."

The plan should also recognize that the MNRRA was established because of growing public interest in the river, based on the excellent recreational opportunities in the corridor. According to the Project History (p. 2):

> "In recent years the river has benefitted from a growing public recognition of the value of this resource. Open space, recreation, and entertainment improvements are drawing people back to its banks in record numbers."

This is the context in which the MNRRA plan is being developed: legislative emphasis on recreation and environment and growing public demand for recreational opportunities in the river corridor. The plan should place a strong emphasis on environmental values and public recreation, whereas commercial uses must be constrained by their "consistency" with other values.

II. Address Inappropriate Existing Industrial Uses. The plan does not adequately address inappropriate existing industrial uses of the riverfront. The plan should be amended to clearly disfavor existing industrial or otherwise polluting land uses which are inconsistent with the recreational and environmental values in the corridor, especially when there are feasible and

prudent alternatives. Where the potential for recreational opportunities is highest, the acceptance of existing industrial uses should be lowest.

The plan states (p. 18): "While improvement along the riverfront is desired, this plan should concentrate on new development in the corridor. Existing development should not be substantially changed by the plan." A similar statement is made on p. 20: "The plan recognizes existing development and concentrates on managing new uses . . . " This is a hands-off approach which does not fulfill the legislative purpose described in the Project History.

This hands-off approach to existing facilities also has two other significant shortcomings. First, it means that the plan would have little positive effect in the two urban cities, where existing uses are a much bigger issue than new uses. Second, it protects industrial uses which do not reflect the working river aspect of the MNRRA Act, which is essentially limited to commercial navigation, such as barge transportation, and hydropower. (See pp. 2 and 4) To fulfill the legislation, the MNRRA should only protect river-dependent economic uses, not all existing economic uses. Other existing industrial uses should be managed in a way to remove them from the riverfront or ensure that they have no negative impact on recreational opportunities or environmental quality.

Specific Amendments

- (P. 18) Amend the sixth bullet to say: "Improvement of the riverfront is desired. Industrial riverfront land uses should be removed where a river location is non-essential and where feasible and prudent off-river alternatives exist which would enable the riverfront property to be used for public use and enjoyment." This language would bring the MNRRA plan in line with the substantive standard in the Minnesota Environmental Policy Act.

- (P. 23-24) Amend the fourth sentence in the first paragraph under "Detailed Policies" to say: "Most existing residential, commercial, and industrial development in the corridor would not be significantly changed by this plan so long as the existing development requires a river location or is otherwise consistent with environmental values, recreational opportunities, and the protection of other values for which the area was established ."

- (P. 24) Amend the fifth sentence in the first paragraph under "Location Policies" to say: "This policy would protect many values referenced in the MNRRA act, including existing economic resources which are consistent with environmental values, recreational opportunities, and the protection of other values for which the area was established."

- (P. 48) Add a new bullet: "encourage relocation of riverfront economic uses which do not rely on the river, especially in areas of high visitation or recreational opportunities and where feasible and prudent."

- (P. 12-13) Amend the vision section to state that "continued economic activity" should be "consistent with wise land use management and the values for which the area was established" (p. 12) and should be "encouraged in a manner that does not degrade the natural or cultural resources, recreational opportunities, or environmental values in the area." (p. 13) (underline represents new language).

III. Address Major Facility Modifications and Redevelopment. The plan is unclear whether redevelopment, reconstruction, and rehabilitation projects are considered as existing or new uses. The plan should be amended to treat these types of major modifications as new uses for the purposes of the plan. The National Park Service should strongly encourage redevelopment which is consistent with recreational values and environmental quality.

The economic impact of such redevelopment would be very positive. First, by integrating river concerns into redevelopment planning, dramatic recreational improvements along the riverfront could be accomplished quite economically. It makes no sense to invest millions in industrial riverfront uses when local governments, the state, and the federal government are spending millions to enhance recreational opportunities.

Second, redevelopment which is oriented to quality of life and recreational opportunities will almost certainly be a good source of economic growth and urban revitalization over the next few decades. As the plan states (p. 9): "As water quality improves, recreational facilities and open space along the river will increase in importance." The economic benefits in terms of housing, health, recreational industries, and tourism could be enormous. These issues are particularly important for Minneapolis and Saint Paul as the two cities struggle to attract new residents and to maintain quality of life.

Specific Amendments

- (P. 18) Amend the eighth bullet to say: "New land uses, which include redevelopment, reconstruction, rehabilitation, and other major modifications, should be consistent with recreational opportunities, environmental values, and the other resource and land protection policies articulated in this plan."

- (P. 23-24) Amend the last sentence beginning on p. 23 to say: "The plan would allow businesses and industries in the corridor to expand existing facilities if (a) the business or industry requires a riverfront location, (b) the expansion is consistent with resource protection and site development policies, and (c) the expansion is consistent with long-term environmental quality. If there is a feasible and prudent alternative to the expansion which has a less negative impact on the river corridor, then the alternative should be adopted."

- (P. 23) Amend the first sentence in the first full paragraph to say: "New land use and development . . . , including redevelopment, reconstruction, rehabilitation, and other major modifications, would include those activities . . . ." (underline indicates new language)

- (P. 25) Strike the phrase "however, wholesale redevelopment of the riverfront area is not envisioned." Add new sentences which say: "Wholesale redevelopment is not necessarily appropriate; however, the plan does recognize that there will be special situations in which recreational and environmental values will require large-scale redevlopment and facility relocation. Where there is a feasible and prudent alternative to an existing use which is unrelated to the river or otherwise inconsistent with this plan, relocation will be strongly encouraged. Efforts at relocation will be pursued for riverfront sites which have a high potential for public use and enjoyment."

IV. Provide for a More Prominent National Park Service Role. The checkered record on riverfront planning efforts, such as the critical areas process, is evidence of the need for a more active National Park Service role than called for in the draft plan. As the Project History states (p. 3):

> "[Critical areas] plans and implementation efforts varied, ranging from aggressive land acquisition and trail construction to plans designed to meet the minimum requirements of the legislation. There were a number of problems [with the plans], including lack of funding for coordination and monitoring, lack of implementation, uneven quality of plans and implementation, and minimal enforcement."

The University of Minnesota's critical areas plan, for example, provided for a scenic overlook at its Southeast plant and an east bank trail; however, the University has implemented neither in the fourteen years since it wrote its plan. The Metropolitan Council criticized the University's plan for lack of opportunities for public input, and that could partly explain the failure of the University's plan. The public cannot be expected to ride herd over narrow-minded institutions; the National Park Service should follow up this planning process by forcefully representing recreational concerns.

Specific Amendments

- (P. 18) Amend the fifth bullet to say: "The National Park Service should not necessarily own additional lands under the plan, but riverfront land in areas of potentially high visitor use and recreational opportunity could be acquired by the National Park Service through donation or negotiation, if owner has abandoned or plans to abandon the land."

  Similar language should be added on page 26 in paragraph (3) on inconsistent land uses after the first sentence and on page 33 in the paragraph on "land acquisition concept" after the third sentence.

- (P. 23) Amend paragraph (4) on design guidelines to say: "Design guidelines would be administered at the local level with the support of the National Park Service. . . . The Metropolitan Council, the Minnesota Department of Natural Resources, and the National Park Service would work with communities to further develop these guidelines and apply them to specific areas. The National Park Service would focus on areas with the potential for high visitor use and recreational opportunities."

- (P. 47) Add two new paragraphs at the bottom of the page: "The National Park Service should ensure that existing economic resources in the corridor are consistent with environmental values, recreational opportunities, and other values for which the area was established, especially in areas of potentially high visitor use and recreational development. Where there are feasible and prudent alternatives with less impact on the river corridor, the National Park Service should advocate for the removal of the existing use.

  "The National Park Service should also ensure that redevelopment, reconstruction, and rehabilitation plans and proposals are consistent with the values for which the area was established. Such major modifications to existing resources should be considered as new uses for the purposes of the plan's location and site development policies."

- (P. 48) Amend the eleventh bullet to say: "minimize National Park Service land acquisition except for riverfront lands which have potentially high visitor use and recreational opportunity, if the owner has abandoned or plans to abandon the land."

V. Protect Significant Historical Values Appropriately. Historical facilities are one of the resources for which the area was established. Historical preservation and interpretation should be strongly encouraged where historical values complement recreational and environmental values, although inappropriate uses of historical structures have the potential for conflict with other values in the area. Historical preservation should be prioritized based on the level of interest by the public in a particular facility which will indicate potential for visitor use.

Specific Amendments

- (P. 11) Amend the vision section to: " . . . adaptive reuse of historic structures consistent with protection of natural resources and environmental values in the area." (underlining indicates new language)

- (P. 48) Amend the second bullet to: "protect historical buildings for adaptive reuse which is consistent with environmental quality and recreational opportunities." (underlining indicates new language)

To: Mississippi River Coordinating Commission

From: Douglas Deth

Date: September 3, 1993

Please consider this letter to be part of your written testimony regarding your draft plan for the MNRRA.

I live on the river in the City of Anoka. My comments are as follows:

(1) A specific goal of the plan should be to reduce the high noise and high wakes produced by high-powered speed boats. The boats are dangerous to children (including mine) that wish to float down the river in tubes. Canoeing is also dangerous in this Anoka area. The wakes continue to erode our shoreline. Hauling in rock will only detract from the natural beauty of the shore from the river.

(2) The local ordinances already address setbacks from the river, etc. Our local government already cares greatly about maintaining the integrity of the river. A disaster~~ous~~ fire should not restrict rebuilding.

In summary, the high powered boats are a major issue to the [illegible]

August 31, 1993

Dear MNRRA review commission,

I have received and reviewed the summary of the comprehensive management plan and would like the opportunity to make brief comments.

Environmental protection in the proposed plan could be enhanced and strengthened by adoption of Alternative B. The Mississippi is a unique river, largest on the continent, important as a flyway, as a source of human drinking water, and as a dumping ground. Raw sewage due to cities' antiquated sewers and toxins/heavy metals from factories due to less stringent controls flow into this river and cause fish to die, people to experience health problems, birds to decline. The management of the river is not one that bespeaks sustainability. Just look at St. Louis & Baton Rouge, cities without Natl. River and Recreation Area protection. The National Park Service has an opportunity to be a strong role model for other conservation projects if it adopts a strong resource preservation management of the Twin Cities Corridor. Not only does our action near the headwaters of the Mississippi affect - positively or negatively - the area manipulated,

but also indirectly affects all our neighbors - communities living in the proverbial "backyard" down river.

Plan ahead to be a role model for other cities. Adopt alternative "B" and work toward stewardship of this resource in such a way that sustainability of life and health is championed in such a way that will truly make this metropolitan region unique and on the cutting edge of conservation, with the future - not short-term gain - in focus.

Sincerely,
Chris Bennett, Eden Prairie

Partial Bibliography:

Silent Spring, Rachel Carson

Where Have All The Birds Gone?, Terborgh

Better Homes and Gutters

The Christian and the Environment, Cal deWitt

Sept. 3, 1993
8301 Riverview Terr.
Fridley, Mn. 55432

Superintendent,
Mississippi Nat. River & Rec. Area
175 East Fifth Street, Suite 418
Box 41
St. Paul, Mn. 55101

Dear Superintendent,

I will support equal rights to everyone's usage of the Mississippi River Corridor as s. d below:

1. Boat traffic through the Coon Rapid dam (both ways) with docking facilities at south end of dam.
2. Fishing piers should be of many on the River Corridor. I am in favor of this governmental agency making it plain to the lawyers that this recreational activity will be available to our children.
3. Bike and hiking trails (yes) if their is no disruption to permanent residences also <u>advance</u> rules and laws on restricted behavior.

This attitude of our youth has to be considered (foul language in front of my house will not go) throwing trash down will not go, having a party will not go - I have seen it all and I mean all.

4. It is in the interest of every community along all our water ways to stop erosion. I have not met one governmental Administration that has the guts to even talk about it. This agency should not follow these very stupid environmental people that say: Hey let it flow all the way to the gulf of Mexico. Yes, washing away shore lines, trees and banks. It seems that their brain stopped on: No don't put cement steps, platforms or anything that will rearrange the water way - not giving a damn about the trees, dirt falling and washing to the gulf. I hope the point will be taken for its worth.

5. Our residence rest on the east side of the Mississippi Corridor, there has to be equal treatment of both east and west residences along the river.

6. The driving force to establish this corridor should benefit all citizens equally (our youth, family activity, the many joggers, the dog walkers (of the dogs are chained) bird watches and etc.

In summation I would like to see residence owners have necessary control of the river (in front or behind their home) to maintain a positive environmental effect. If this agency has intent to make changes that will allow my residence to become a dangerous place, speed zone, a hang out for the disruptive I would like to sell the residence.

This statement will not be understood by many of you but it is very true. We have four eagles that fly on this river, south of the Coon Rapids dam, many beavers, woodchucks, mink, muskrats, Red foxes, deer, blue herrons, and some unknown. Before the video games came to Northtown Shopping Center and the living rooms of our homes it was not possible for these mention creatures to exist around my neighborhood.

I have witnessed this change on the river, as I have been here since 1968. As I think of what is loss to the youth I see what is gained for the neighborhood and environment. I will make myself available to repeat anything I have said at any time to Any-one. I would clean up this river and dridge some places out.

Sincerely Yours
Leonard A. Moore Jr.

Superintendent, Mississippi Nat River &
Rec. Area
Box 41
175 E. 5th St.
St Paul, MN

Dear Sir,

I would favor Proposed alternative B, emphasizing more resource preservation.

Thank you for your work on this project. My family & I live along the Mississippi and greatly enjoy its natural beauty.

Sincerely,

Mark H. Brakke,
3508 Mississippi Dr. N.W.
Coon Rapids, Mn. 55433

September 7, 1993

Superintendent, Mississippi National River and Recreation Area:

I offer the following comments on the Draft Comprehensive Management Plan.

I think it would be a good thing to have some river access points in the wide, Spring Lake stretch of the Mississippi.

The present undeveloped spot at Grey Cloud Island and the steep road, somewhat-developed site at the bottom of the bluffs on the south side of the lake are both difficult and unsafe to use. My car has been vandalized at both sites.

I would very much like to see, in time, and with the cooperation of Sheely Gravel Company, a river access park on Grey Cloud Island.

I would expect that this could be accomplished under the Draft Plan.

Art Vandersteen
2213 Dellridge Avenue
St. Paul, MN 55119

Sept. 7, 1993

Dear Ms. Kyral,

I appreciate your efforts to involve the public in your plan review. I have studied the various proposals, and would recommend the adoption of Plan / alternative 'B'. I live close to Mississippi River and have seen significant changes over the last several years. I believe that additional planning needs to be done & include other agencies and their resources.

Good Luck!!

Kevin Gregerson

KEVIN GREGERSON
3208 33RD Ave So.
MPLS MN 55406

John R. Swanson
400 Edmund Blvd.
Minneapolis, MN 55406

3 September 1993.

Superintendent
Mississippi National River and Recreation Area
Saint Paul, Minnesota 55101.

Dear Sir,

Please accept my following Comments concerning the
Draft Comprehensive Management Plan &
Draft Environmental Impact Statement,
Mississippi National River and Recreation Area.

The Mississippi National River and Recreation Area contains
outstanding scenic, wildlife, and recreation resources of certain
national significance.

And to fully protect the scenic, wildlife and cultural attributes of this
national area, I urge that the National Park Service add its
"veto" authority concerning the planning and management of this
unique and varied area.

establish a national trail plan and program.
to develop an environmental vitality plan and program.
to promote biological diversity in this national area
with preservation conservation at the heart of the area management.
to manage this area as a natural - Historical Preserve.
to acquire all essential and vital inholdings.

With the actual management of the Mississippi National River
and Recreation area to be controlled by the National Park Service,
to assure proper planning and management.
I ask to fully protect plants and all life.

Sincerely,
John R. Swanson

John R. Swanson
3400 Edmund Blvd.
Minneapolis, MN 55406

October 1993

Mississippi National River and Recreation Area
P.O. Box 65456
St Paul, MN 55165.

Dear Sirs:

Please accept my following comments concerning the Mississippi River Coordinating Commission's draft plan for Mississippi National River and Recreation Area.

I urge that all aspects of management of the river be the sole responsibility of the National Park Service with all inholdings, and other lands acquired by the National Park Service.

To assure that all local permits be managed - controlled by the National Park Service.

As the National Park Service MUST be in complete control of all aspects of the Mississippi National River and Recreation Area, so as to properly manage this important scenic, wildlife, and historic area.

Sincerely,
John R. Swanson.

August 30, 1973

To: Minnesotans for the Mississippi River:

I have been unable to attend the hearings held by the Mississippi River Coordinating Commission. However, I would like to voice my opinions.

Point number 1: It would seem to me that to restrict landowners in the corridor while allowing St. Paul to deposit its sewage into the river, even though it is treated (and occasionally it is not) is not equal treatment.

Point number 2: I love the Mississippi is a beautiful river. The view from its bluffs is spectacular. However, should one landowner be penalized because his neighbor has over built? If the general public, or any group wishes to restrict land use for any reason, they should be willing to pay for that land on the basis of what three separate appraisers would judge the value of that land to be if used as the owner would have chosen to use it.

Sincerely,

Sally O. Elwood

September 5, 1993

Superintendent

Mississippi National River and Recreation Area

175 East 5th Street

Suite 418, Box 41

St. Paul, MN 55101

re: Mississippi River Coordinating Commission and N.P.S.

Having read the draft summary of the work of the commission we believe the best plan is A, followed by plan C.

There are enough agencies to see to the protection and proper use of the river. In these times of Federal and local budget constraints our tax dollars can be better used in other areas. We do not need another layer of administration to fix what is not broken.

Susan and Abbas Tabibi

Susan Tabibi Abbas Tabibi

1709 West Lane

Anoka, MN 55303

Gary Wenisch
2714 Russell Ave. N.
Minneapolis, MN 55411
(612) 529-8068

August 29, 1993

JoAnn M Kyral; MNRRA

Dear Mrs. Kyral:

I have read the Comprehensive Management Plan/Environmental Impact Draft for the proposed Mississippi National River and Recreation Area; D18 (MISS). I have found the proposal very interesting and exciting, as I am currently involved with Hennepin County Regional Parks' ADA accessibility study and implementation.

I have a background in park and recreation and environmental education, and since a diving accident in 1978, a disabled user of the park system. I have found the local area to be rich in both culture and resources. Our park and trail systems are a proud example of the balance of natural resource preservation and human use.

I was reminded of this delicate balance while visiting the Fort Snelling area. While reviewing the trails around the Mendota Bridge, I stopped and chatted with a fisherman on the Minnesota river. He landed a 18+ pound northern pike. After I took a picture of his catch for him, he released the fish, and talked of the hope of a cleaner river. An hour later, I was talking to a man organizing the setup of the annual week long American Indian Movement campment. The teepees being raised on the grounds below the hammering of bridge construction, combined with the overhead jet traffic was an environment to ponder. To make one think of past and present, and a reminder of our need to preserve in the path of progress.

I have enclosed some brief notes on the proposed corridor. I do not have extensive knowledge of the feasibility of easement development, but I am familiar with all the trails and facilities from the Coon Rapids Dam through Fort Snelling. I believe with dedicated federal, state, county and local involvement, a continuous trail can be achieved. I also believe a limited recreational emphasis would be prefered for less impact on the environment. By limited I refer to emphasis on trails, fishing piers, scenic overlooks, signage/interpretive stations and environmentally friendly restrooms/areas were needed.

I would like to be involved in the progress of the proposed park and will offer my knowledge of the existing trails and facilities with an insight of an environment for young and old to enjoy.

Sincerely,

Gary a wenisch

enc.

The proposed plan of a continuous trail along or near the river will be feasable with cooperation of local existing trails and future development plans of these communities. The northern stretch of the river would be the the exception. The comprehensive regional trail plan will be instrumental in achieving the needed cooperation for this project. I assume the funding for this will not be a large obstacle for the project.

In general, I agree with the proposed plan of NPS involvement in the effort to provide additional pedestrian and bicycle paths, aquiring abandoned rail road for trail/open space needs, and continued use of existing marinas and river access sites. I do not however, foresee the development of new marinas or large visitor recreational facilities as an attraction for tourists. Theses may be more of an environmental intrusion than an attracting feature of the corridor.

The (ROS) recreation opportunity spectrum, may be used to measure recreational activities available in the proposed corridor. But because of the varied setting within the corridor, urban to semi-primitive, recreational activities vary widely. And the management approach to establish a particular framework defining recreational needs and opportunities in one specific area of the corridor will not be consistant with other areas. This should be considered in the overall plan, since some areas within the corridor will offer or even demand a different recreational experience.

Commercial navigation uses based on the desired balances listed in the proposal and reviewed by Corps of Engineers and DNR for conformity, should take into account general water quality. Under the proposed plan would NPS monitoring be more stringent than existing water quality standards? Or would existing local water quality standards be used as a measure. Other forms of impact such as noise pollution would be at a minimum if plans such as alternative #C are avoided.

The proposal did not specify particulars of it's impact on the private sector. I would assume business as well as individual land owners each have their interests to protect. Just as a more highly developed recreationally oriented plan may enhance the opportunitities of some businesses, the homeowner may see this as an intrusion. The environmentalist as a scorn. Emphasis on a continuous coordinated effort on all levels of government and private sectors is essential to the success of this plan.

In conclusion, I feel the proposed plan will benefit both the environment and the opportunities it has to offer. I however, am sincerely concerned with the rather 'high profile' plans of the NPS interpretive center. No monies have been allocated for an interpretive center at Fort Snelling, although plans are underway for such development. The other centers, using existing facilities seem fine for the purpose of interpretation. But could the center at Harriet Island be scaled down, and unspent monies go elsewhere in the corridor? Will the interpretive materials at the center be 'user friendly', or on a scale geared for the more intellectual tourist? The center will host a large minority population. Will they have the opportunity to participate in the environmental interpretive process? And will the displays be on a level that is understood by school-age visitors and minorities with limited cultural and linguistic knowledge? These questions/concerns were expressed by various individuals and professionals in the environmental education field.

Concerning the ADA compliance of the proposed center, trails, interpretation and other facilities, I assume such references as the Design Guide for Universal Access to Outdoor Recreation and other currently published materials

have been

James E. Hard
5940 Pioneer Rd.
St. Paul Park MN 55071
Grey Cloud Island Township
Sept. 6, 1993

JoAnn M. Kryal, Superintendent
Mississippi National River & Recreation Area
175 East Fifth Street, Suite 418
Box 41
St. Paul, MN 55101

Dear Ms. Kryal:

Having just received the draft comprehensive management plan/DEIS for the MNRRA, I would like to make a few comments on it before the end of the comment period, which is September 10.

The report notes that the affected environment includes exotic plants such as Eurasian watermilfoil and purple loosestrife, and threatened and endangered species such as the Higgins eye mussel and the Uncas Skipper(whatever that is). Also included in the report are discussions of the benefits to visitors to MNRRA and what business owners "of an inconsistent land use" can do if they wish to move away, but nowhere in the document do I see an analysis of the environmental impact on the current residents of these areas! Since there are about 300 of us living in Grey Cloud Island Township, and since from what I can see in the report, you have not even mentioned our existence, what can we conclude from this omission? Was it deliberate? Are the opinions of those of us who live here and who would be affected by MNRRA not important? I believe that MNRRA owes us a very detailed explanation. Unsupported statements such as "Additional recreational use in the corridor would cause increases in noise; however, these would be insignificant, especially when compared to the existing background noise in a large urban area." are not very meaningful in a township where the loudest noise on some days is the honking of Canada geese 10 yards up! Or, how about impacts relating to visitor use, "Increased personal accountability should result in reduced levels of vandalism and other destructive behavior, and increased citizen monitoring of environmental and social conditions." At a time in Minnesota history where Park Rangers are being shot only because they are doing their jobs and where a walk in Minnehaha Park at any time of day becomes a lesson in jungle survival, to say that we will be safer with MNRRA is a ludicrous statement.

For all of these reasons and many more, and since the residents of Grey Cloud Island Township have not even been given the courtesy of a briefing by the MNRRA planners before the end of comment period, I conclude that in my opinion the appropriate action to be taken is that described in Alternative A(No Action). We can manage very well without MNRRA, thank you!

Sincerely,
James E. Hard

J. E. Hard

THOMAS C. KAYSER
466 South Mississippi River Boulevard
Saint Paul, Minnesota 55105

September 8, 1993

Mississippi River Coordinating Commission
National Park Service
Mississippi National River and Recreation Area
175 East Fifth Street, Suite 418
Box 41
Saint Paul, Minnesota 55101

Ladies and Gentlemen of the Commission:

I have lived at the above address for almost 23 years and have been active in a variety of matters that affect the Mississippi River Boulevard in Saint Paul.

I recently received a draft copy of the Comprehensive Management Plan and Environmental Impact Statement published by the Commission. I also recently had the opportunity to meet with Ms. JoAnn M. Kyral and Mr. R. Michael Madell. They were extremely helpful in clarifying for me and one of my neighbors various issues that were of concern to us relative to the impact of the draft plan on our neighborhood. We are most appreciative of the assistance given to us by both of them.

While I understand there was publicity given to the meetings of the Commission, neither I nor other neighbors who have been involved in Mississippi River Boulevard matters had any idea that those meetings were, in fact, taking place. I am concerned that the Commission has not had the benefit of an exchange of views with the people who might be affected by this plan living on both sides of the Mississippi River in Minneapolis and Saint Paul. To the extent that we are affected by anything that is finally passed by this Commission, I think we deserve to be consulted prior to its happening.

I would suggest that there be some opportunity for either the Commission or a subcommittee thereof to meet with residents living along the Mississippi River in both cities and fully explain the impact of this plan on their properties. In addition, it would probably also be useful to fully develop the interaction between

the federal government and local governments affecting not only the Mississippi River in that area but the streets on either side of the river in the Twin Cities. In other words, if the City of Minneapolis or Saint Paul wishes to do something on the River Boulevard in their respective cities that conflicts in some fashion with this management plan, who prevails?

I appreciate your consideration of these matters.

Respectfully submitted,

Thomas C. Kayser

TCK:blg

cc: Ms. Nancy Kapps

Mickman Brothers

Quality Wreaths Since 1934

9-6-93

To Whom it may concern:

I live at 1168 Benton street in anoka. I purchased the property 4 years ago and because of the location and my 150 feet on the river I paid a premium price for the property.

I understand that there is a possibility that there might be a trail built right in my back yard that will infringe on my right to enjoy my property and lower my property value. I want to go on record saying that I oppose this plan and I do not want my enjoyment of my property or property value to suffer. Thank you for your time.

Sincerely,

Chris Mickman
1168 Benton st.
Anoka MN 55303

Dennis L. Potter

14200 Bowers Drive NW ✦ Anoka, MN 55303-7211 ☎ (612) 427-1469

September 7, 1993

Superintendent
Mississippi National River and Recreation Area
175 East 5th Street
Suite 418, Box 41
St. Paul, Mn 55101

re: Mississippi River
Coordinating
Commission and N.P.S.

I am a 40+ year resident of the Anoka area and have lived on the Mississippi River for nearly 14 years.

I believe the best and more desirable plan is Alternative A, followed by Alternative C. My comments apply to that portion of the river I know best, namely up river from the Coon Rapids Dam to Dayton.

We have sufficient regulatory bodies involved with the river - let them acquire park land, regulate river front area land use, and promote greater use of the river resource.

I have great concerns for the lack of details in the plan and feel that local bodies can more effectively deal with related river issues in my area. I see no need for interpretive and administrative facilities in the Twin Cities.

Sincerely,

Dennis L. Potter

Ronald J. & Ruth B. Jelinek
10710 Mississippi Blvd.
Coon Rapids, MN 55433

September 8, 1993

Superintendent
Mississippi National River & Recreation Area
175 E. 5th St
Box 41
St. Paul, MN 55101

Dear Sir:

We are Mississippi property owners concerned about the proposed plan to further regulate land and water usage along the shoreline of this river. We believe that the local zoning boards and DNR are more than adequate to this task and that further regulation will only make the system more unwieldy and insensitive to the needs and rights of tax-paying landowners/users along the river.

As I understand it, the proposed plan lacks specifics regarding whose land will be grabbed and what the compensation will be-- if any. It also lacks specifics regarding whom will have the final say insofar as any land use permits are concerned. As it is now, we have two layers of regulators to deal with-- and they can be very inflexible, restrictive, and expensive-- believe us .We do not need further regulation but if it is inevitable we would at least like to know how it is going to affect our own usage of this property and it's market value. We would appreciate your consideration in this very important matter.

Sincerely,

Ronald J. Jelinek and Ruth B. Jelinek

cc: Governor Carlson

Erling Dokken
3568 Mississippi Drive NW
Coon Rapids, MN 55433

September 8, 1993

Superintendent
Mississippi National River
and Recreation Area
Suite 418, Box 41
175 East Fifth Street
St. Paul, MN 55101

Dear Lady or Gentleman:

I am a homeowner living on property located within the 72 mile Mississippi River corridor which is the subject of a comprehensive management plan. I recently became aware of this plan and would like to submit the following written testimony regarding it:

- I support stewardship of the river - but I believe, however, that this process is best controlled at the local level.

  Management of the river has been in the hands of local government for many years. They have done a creditable job in its preservation as witnessed by the number of people who choose to live on its banks and the even greater number who use it for recreational purposes. It seems to me that the "System Ain't Broke" and adding additional supervision to this process is costly and unnecessary. Supervision of this resource by local government, the Minnesota Department of Natural Resources and The Corps of Engineers provides ample opportunity to implement development and conservation of this corridor. Superimpose on this, today's informed citizenry and I am quite certain that an appropriate balance of environmental and economic concerns can be achieved.

- The plan calls for land acquisition within the corridor - but does not describe the process.

  The draft plan recites an intention to acquire land along the corridor. Which land is intended for acquisition? What procedures will be in place to determine economic value of land to be acquired? How will land owners be compensated? There are no descriptions of how these situations will be dealt with in the plan draft and as a homeowner I have concerns about these matters. The plan should be expanded to provide adequate clarification concerning these matters.

- My interpretation of the plan is such that it gives the Park Service veto authority over local ordinances.

  This authority adds another layer of government to an already complicated process and undoubtedly will make it even more difficult for land owners to make modifications to their own property. Further, the draft does not provide for any appeals process in these matters.

- Consider expansion of your mailing list in connection with this plan.

  As a resident and owner of property within the effected corridor, I came to an awareness of this draft in a second hand fashion. I would suggest that the Department's mailing list be expanded to include persons effected by these plans.

Thank you very much for the opportunity to testify.

Very truly yours,

Erling Dokken

ED/mjp

Attn. Superintendent, MNRRA; September 6, 1993

As a citizen of Minnesota and one who lives near the Mississippi, I would like to offer the following comments out the MNRRA Draft Plan.

First, of the alternatives proposed, I favor alternative B and, in general, support the viewpoint expressed by Citizens for a Better Environment.

Please consider the following additional opinions:

(1) Using language that conveys a distinction between what is good for the economy and what is good for the environment is misleading. Ultimately, what serves to protect the natural environment is in the best interests of the state's economy, and certainly its quality of life.

(2) Increasing public use of the corridor is not necessarily a guaranteed "good." The desired level of use should correspond to that limit which is necessary, in the view of ecologists, to preserve the integrity of the natural communities along the riverway.

(3) Please strengthen the language of the plan. Make clear such phrases as "where practical." If every reference to habitat/wetland/water quality protection includes the words "where practical" the plan is meaningless and unenforceable. Be honest. Either there are clear measureable guidelines, or there is nothing but lip service.

Also along the lines of language, please review the use of the word "appearance," e.g. "restoration of the shoreline to a natural appearance." We should be more concerned with the actual health of the shoreline's natural communities, rather than creating a facade that "appears" natural.

(1) (over)

(4) Specifically how would the guidelines of MNRRA be enforced? How would individuals and corporations be held accountable? This process should be described in detail in the plan.

(5) Please evaluate the impact of a contiguous trail system that runs the full length of the corridor, as to whether such an unbroken system is in the best interests of wildlife. There may well be need for areas along the corridor where a trail would be inappropriate, ex. in an area utilized as eagle roosts. This aspect of the plan should be evaluated for its specific impact on habitat areas along the river. Perhaps a trail could be re-routed away from the river in sections where it is desirable to view the land as a wildlife sanctuary.

(6) I would suggest that zones be established to identify the relative protection granted to different areas ranging from complete protection to areas that could withstand greater use/development.

Centuries from now, if we have managed to preserve and improve the quality of this riverway, it will be perceived as an act of unprecedented development of human wisdom. That is precisely the kind of development that I urge you to place as a priority in this plan and its enforcements.

Thank you for your consideration

Carrie Allman

Afton, MN

MNRRA Comment Sheet

Name: Cl Brandt

Group/ Company: (If Any) Renewable Energy Activist

Address: 11650 Yukon St NW

~~Coon Rapids Minn 5~~

City/State zip Coon Rapids Minn 55433

-755-5676

Comments

In Minneapolis this project is basically about this history of hydro power yet I find not one word about your views on redeveloping hydropower in this area. Minnesota has the largest + 2nd largest retired hydros in America which are both in this project. Our Country has a humongous deficit crisis and you would propose we borrow money for this? I watch 20,000 dollars of hydropower go to waste everyday - The grand total (Retail) of

-over-

National Park Service
Mississippi National River & Recreation Area
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

Hydropower wasted at Coon Rapids + Lower St Anthony Falls is over 100 million dollars.

What are your positions on hydropower?

Superintendent
Miss. National River + Rec. Area
175 East Fifth St. Suite 418
Box 41
St. Paul, MN, 55101

Dear Sir;

I have lived on the Mississippi River for three years now + I love the Natural beauty of the area. My concerns for the future are as follows:

1. I will eventually Not be able to afford the taxes along with the increases and will be forced to move.

2. I feel the local citizens and local government should control And legislate the future of the Area. I do not believe the DNR or another branch of Government should have veto power to any changes the citizens + local gov. approve of.

3. I feel Private ownership of Riverfront property should always be a choice. Public Park property along the River is wonderful and I have never objected to the view of the Houses on the River. I think we can share the River, public + private ownership is best.

William R. Kenny
7036 N. Willow LN.
Brooklyn MN 55430

9-6-93

William R. Kenny

September 6, 1993

Superintendent
Mississippi National River and Recreation Area
175 East Fifth Street
Suite 418, Box 41
St. Paul, MN 55101

Dear Superintendent:

I wish to comment on the proposed draft of the comprehensive management plan for the MNRRA. As a resident of Minneapolis and a frequent user of the Mississippi river I have a dream that some day in the future I will be able to take my two children to a beach on the Mississippi river and go swimming. I live less than two blocks from the river and every day I look down upon its beauty and think, what a waste.

In the past, industry and progress were the rule, with little knowledge of ecology or the problems of pollution. We understand a little bit more these days and have the technology to run our factories without polluting the river. At this point it is not a matter of ignorance, it is a matter of dollars and values.

I want a river that is fishable, swimmable, and a pleasure to be around. I will spend more for this through taxes and higher priced goods (like electricity) because I value a cleaner environment over a higher income.

I hope you will choose your Alternative B management plan. If you don't choose Alternative B, stay with the one you are currently proposing, do not go with Alternative A or C.

Thank you for your consideration of my comments.

In cooperation,

Tim Starr
3125 East 22nd Street
Minneapolis, MN 55406

September 7, 1993

Steven M Begich
10750 Mississippi Blvd
Coon Rapids, MN 55433

Superintendent
Mississippi National River and Recreation Area
175 East 5th Street, Suite #418
Box 41
St. Paul, Minnesota 55101

Dear Superintendent:

I love the Mississippi and want to keep it clean and natural. I want the river to be used by the people of the United States and Minnesota for both commercial and residential purposes. I am writing as a concerned citizen about the comprehensive management plan/draft environmental impact statement for the Mississippi River corridor from Dayton to Hastings.

I am a home owner along the river, and it is very unclear what improvements or additions I could make to my existing home or property from your draft. I am concerned, as a residential property owner that I will be unable to make improvements to my property because of these new proposed regulations. I believe that there must be some assurances that property owners who presently own homes along the Mississippi river be allowed to continue to use their property as it was initially intended when they purchased that property.

It is unclear from the draft whether home owners will be allowed to make changes to their property because they would not comply with the proposed plan, but would comply with present local zoning rules. This would inhibit the property owners from expanding their homes to meet the needs of their families, as was initially planned when the property was purchased. The plan

would seem to restrict the building or replacing of retaining walls that prevent erosion and protect property.

It is because of these concerns that I strongly recommend that the local communities have primary control and local governance over the river way. I recommend that all present owners be allowed to continue to function under the current zoning rules. If newer more restictive rules are adopted then they would go into affect after the property is sold.

Please keep me informed of the progress of this proposal. I would like a copy of the final plan.

Sincerely,

Steven Begich

Steven Begich

JENSEN, HICKEN, GEDDE & SCOTT, P. A.

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† REAL PROPERTY SPECIALIST CERTIFIED BY MINNESOTA STATE BAR ASSOCIATION

†† FELLOW OF THE AMERICAN ACADEMY OF MATRIMONIAL LAWYERS

September 8, 1993

Superintendent
Mississippi National River and Recreation Area
175 East 5th Street
Suite 418, Box 41
St. Paul, MN 55101

RE: Mississippi River Coordinating Commission and N.P.S.

Dear Sir or Madam:

My family has lived on the shore of the Mississippi River in the City of Anoka for twenty one years. During this time we have enjoyed the recreational and natural features of the river and also have paid substantial real estate taxes for the enhanced value of our property because of its location.

Now I learn that there have been plans proposed that would drastically alter and diminish the benefit for which we have paid for so dearly, and have enjoyed for so many years.

After having reviewed the draft "Alternatives Summary by Issue", I would recommend that the Agency adopt Alternative A. A reluctant second choice would be Alternative C. Any other alternative would impact severely on the thousands of people who lose the opportunities provided by the river as it is, not to mention the drastic effect on their property values.

Be assured that we, along with countless others, will pursue this goal to the limit. Thank you for your consideration.

Yours very truly,

JENSEN, HICKEN, GEDDE & SCOTT, P.A.

Jeffrey P. Hicken

JPH:jph

cc: Mark Nagel
Anoka City Manager

Harley Jensen, (612) 721-4017
Dennis Wood, (612) 459-7444

Professional Design and
Quality Craftsmanship

RAMSHORN
CONSTRUCTION INC

2946 West River Parkway
Minneapolis, MN 55406

7 Sept. 1993

Superintendent
Mississippi National River & Recreation Area
175 East Fifth Street, Suite 418, Box 41
St. Paul, Minnesota 55101

Atten; JoAnn M. Kyral

This letter is in response to our telephone conversation of August 26, 1993, regarding the proposed 72-mile development plan for the Mississippi river. At that time I informed you of the fact that I am an ajacent property owner and that I have an 'invested' interest in this project. I also mentioned to you that I had developed a proposed design study for the Lake Street Bridge Replacement Project.

I have enclosed a copy of that study for your review. My original position was that I was not inclined to support a vehicular underpass for West River Parkway traffic. However, after further study by the Minneapolis Park Board and through their communications with the neighborhood community, I decided to support the proposal.

I have reviewed the Commission's plan/draft that you sent to me, and I do not believe that I have any major objections to this proposal. I may add that I also speak as a retired, professional architectural designer; employed as a senior project designer with a local architectural firm.

However, I do have one major concern about adjacent property development. My property taxes escalated upwards dramatically this year, and I have begun to wonder if I am being asked to pay for more than my share of your project. With what little knowledge I have about other cities in the U.S., I have observed that high property taxes along the rivers have resulted in expensive high-rise developent, since that is the only way to support the excessive tax rate. I also observed in your study somewhere that you did not want the same thing to happen here, however, I did not see any solution to the problem. May I suggest that your office recommend that low-rise development be allowed along the river corridor, and/or multiple dwellings of two to four units. This action could assist me in obtaining spot zoning for a duplex unit on my lot, otherwise this lot will not be able to support future tax rates.

Another concern that I have, is that your study suggested that any future bridges over the Mississippi be stone arch bridges if at all possible. As a professional designer, may I suggest that this approach would be rather rigid and limiting to a very creative designer. With that kind of thinking, it would never have been possible for the U.S. to have put men on the moon. My enclosed Lake Street Bridge proposal is an example in kind. It was not intended to be a final solution, but a very creative possibility.

My own personal taste and opinion is that the original Lake Street Bridge was a rather elegant, steel lattice structure. Some people even proposed that it be placed in the National Register of Historic Structures. As an architect, I loved it so much, that I took several stereographic slides of it before it was demolished. Who is to say that a stone arch bridge is more beautiful than a steel lattice structure? The answer to that question is obvious. It should be decided by someone who is a multidisciplinarian who is experienced in several fields of creativity, of which I am one. Do I have something against stone arch bridges? No, of course not. The secret is in knowing when to use one over the other, without excluding other possibilities.

I wish you the best in your exciting poject.

Sincerely,

H.R. Jensen

Harley R. Jensen

JULY 7TH, 1980

SUBJECT: PROPOSED LAKE STREET BRIDGE REPLACEMENT AND ALTERATIONS TO WEST RIVER PARKWAY.

TO: ALDERMAN 2ND WARD, JUDY M. CORRAO; STATE REPRESENTATIVE, DONNA PETERSON; HENNEPIN COUNTY COMMISSIONER, JEFF SPARTZ; MINNESOTA DEPARTMENT OF TRANSPORTATION; MINNEAPOLIS PARK AND RECREATION BOARD; MINNEAPOLIS PUBLIC WORKS DEPARTMENT.

NEIGHBORHOOD MEETING OF JULY 9, 1980, OF 7 P.M. AT ST. ALBERT'S CHURCH, 2833 32ND AVE. SO., MPLS., MN.

FROM: HARLEY R. JENSEN, FREE LANCE ARCHITECTURAL DESIGN CONSULTANT
RESIDENT OF 2946 WEST RIVER PARKWAY, MPLS., MN. 55406. (612)721-4017

RE: A VIABLE ALTERNATIVE.

TO WHOM IT MAY CONCERN;

FIRST OF ALL, I WOULD LIKE TO STATE THAT IT IS NOT MY INTENTION TO TAKE AN ADVERSARIAL ROLE IN THIS PROJECT, BUT ONLY TO ADVANCE SOME CONSTRUCTIVE THOUGHTS ON THE MATTER.

IT IS IN MY OPINION, THAT THE PROPOSED NEW LAKE STREET BRIDGE SHOULD NOT BE CONSIDERED AS JUST ANOTHER BRIDGE REPLACEMENT. I BELIEVE THERE ARE TOO MANY INTERRELATED FACTORS INVOLVED THAT CAN HAVE A DEFINITE INFLUENCE UPON IT'S FINAL DESIGN SOLUTION. I WILL TRY TO STATE THESE CONCERNS CLEARLY, BUT NOT NECESSARILY IN THEIR RELATIVE ORDER OF IMPORTANCE.

ITEM 1. ONE IMPORTANT CONSIDERATION IS THE REQUIRED MOTOR VEHICLE ACCESS TO THE MPLS. ROWING CLUB AND THE MPLS. SANITARY SEWER PUMPING STATION. BOTH OF THESE STRUCTURES ARE LOCATED ON THE RIVER FLATS JUST NORTH OF THE PRESENT BRIDGE. NOW FOR THE EXISTING VEHICLE ENTRANCE AND ACCESS ROAD TO REMAIN AT IT'S PRESENT LOCATION, AT THE VERY INTERSECTION OF LAKE STREET AND WEST RIVER PARKWAY, IS TOTALLY UNACCEPTABLE FROM A TRAFFIC STANDPOINT. (SEE EXHIBIT 'D')

I BELIEVE A REASONABLE ALTERNATIVE OR SOLUTION WOULD BE TO RELOCATE THIS ENTRANCE WITH A NEW ACCESS ROAD TO THE SOUTH SIDE OF LAKE STREET COMING OFF OF THE PARKWAY. THIS ACCESS ROAD OR RAMP WOULD BEGIN AT A MUCH LOWER EXISTING ELEVATION; SOMEWHERE NEAR THE BOUNDARY LINE BETWEEN MINNEHAHA ACADEMY AND THE DANEBO HOME PROPERTY. THIS ROAD WOULD THEN RUN NORTH UNDER THE EXTREME WEST END OF THE NEW BRIDGE TO SERVICE THE ROWING CLUB AND THE PUMPING STATION. THIS SOLUTION MAY ALSO ELIMINATE THE SHARP AND NEAR IMPOSSIBLE HORSESHOE TURN ON THE EXISTING ROAD. IT WOULD FACILITATE THE EASY DELIVERY AND PARKING OF THE EXTREMELY LONG BOAT TRAILERS HAULING THE VERY DELICATE ROWING SHELLS TO THE CLUB'S LAUNCHING SITE.

IT SHOULD BE POINTED OUT THAT THIS NEW ROAD SHOULD NOT BE CONSIDERED AN EXPENSIVE GIFT TO A SPECIAL INTEREST GROUP BECAUSE OF THE VERY PRESENT NEED FOR VEHICLE ACCESS TO THE PUMPING STATION ITSELF AND ALSO FOR POLICE VEHICLES AND POSSIBLY LONG LADDER FIRE TRUCKS.

7 SEPT 1993. A LONG LADDER FIRE TRUCK ATTEMPTED TO ACCESS THE NEW ~~SERVICE~~ ROAD TO THE ROWING CLUB ONE TO TWO MONTHS AGO, IN ORDER TO ATTEND TO A FIRE AT THE ROWING CLUB - IT WAS UNABLE TO DO SO, BECAUSE OF FAULTY DESIGN OF THE ROADWAY IT COULD NOT MANEUVER THE SHARP TURN OFF THE PARKWAY UNDERPASS ROADWAY, THE MPLS. PARK BOARD HAD THIS INFORMATION 13 YEARS AGO

ITEM 2. NOW IF THIS CONCEPT SOUNDS REASONABLE AND ACCEPTABLE, IT WILL THEN SOLVE ONE LAKE STREET INTERSECTION PROBLEM, BUT IT WILL ALSO REQUIRE AN UNDERPASS UNDER THE EXTREME WEST END OF THE NEW BRIDGE. THIS MAY OR MAY NOT REQUIRE THE BRIDGE ITSELF TO BECOME SOMEWHAT LONGER.

ITEM 3. WITH THE ACCEPTANCE OF THIS NEW UNDERPASS ROAD FROM THE SOUTH; IT NOW BRINGS UP THE QUESTION OF WHETHER OR NOT TO EXTEND THIS NEW ROAD NORTHWARD AND BACK UP THE RIVER BANK TO TIE BACK INTO THE EXISTING WEST RIVER PARKWAY. THIS WOULD THEN HAVE THE EFFECT OF SEPARATING THE WEST RIVER PARKWAY CROSSOVER TRAFFIC FROM THE LAKE STREET INTERSECTION, AS HAS BEEN SUGGESTED IN ALDERMAN CORRAO'S LETTER OF JUNE 17, 1980, TO THE NEIGHBORHOOD.

IF THE DECISION IS TO ACCEPT THIS UNDERPASS ROAD EXTENTION IT WOULD THEN BRING UP THE QUESTION OF JUST EXACTLY WHERE THIS NEW ROAD SHOULD TIE BACK INTO WEST RIVER PARKWAY ON THE NORTH SIDE OF LAKE STREET.

PERMIT ME NOW TO SUGGEST THAT THERE MAY NOT BE ONE RESIDENT IN THIS AREA THAT WOULD WANT THAT NEW RAMP ENTRANCE RIGHT IN FRONT OF HIS OR HER OWN PERSONAL HOME, WITH MYSELF INCLUDED.

I HAVE PERSONALLY LIVED IN THIS AREA FOR THE PAST TWENTY YEARS APPROXIMATELY. I SAW WHAT WAS DONE ON THE EAST END OF THE EXISTING BRIDGE IN SAINT PAUL WHERE ALL THE TREES WERE INDESCRIMINATELY REMOVED AND A TASTELESS DEVELOPMENT FORCIBLY IMPOSED UPON THE LANDSCAPE WITHOUT ANY REAL AESTHETIC CONSIDERATIONS INCORPORATED INTO THE FINAL SOLUTION. WE DO ADMIT THOUGH, THERE WAS A VERY APPARENT AND REAL NEED FOR BUILDING THIS UNDERPASS UNDER THE BRIDGE IN SAINT PAUL. AUTO AND BUS TRAFFIC WOULD BECOME BLOCKED ON THE HILL, ADJACENT TO THE GOLF CLUB, IN THE WINTER WITH EACH NEW SNOWFALL. TRAFFIC WOULD BACK UP ACROSS THE BRIDGE AND THEN SOMETIMES EVEN FOR ANOTHER SIX OR SEVEN BLOCKS INTO MINNEAPOLIS. NOW ON THE WEST END OF THE BRIDGE I DO NOT BELIEVE WE HAVE THAT KIND OF A MAJOR PROBLEM, AND THEREFORE MAY NOT HAVE THE NEED FOR THE TOTAL MOTORIZED VEHICLE UNDERPASS ROAD.

IT ALSO APPEARS FROM PAST HISTORY, AND FROM OTHER COMPLETED PARK BOARD PROJECTS, THAT THE PARK BOARD HAS A LONG STANDING POLICY OF WANTING TO DISCOURAGE MOTORIZED TRAFFIC FROM THE USE OF THE PARKWAY IN DEFERENCE TO JOGGERS AND BIKES. I DO NOT HAVE ANY MAJOR OBJECTIONS TO THAT KIND OF A POLICY, BUT TO NOW SUGGEST OR ENCOURAGE THE CONSTRUCTION OF A CONTINUOUS MOTORIZED VEHICLE ROADWAY UNDER THE WEST END OF THE NEW BRIDGE WOULD NOT SEEM TO BE CONSISTANT WITH THE FORMER POLICY OF DISCOURAGEMENT TO VEHICLES.

ON OCCASIONS WEST RIVER ROAD HAS BEEN BLOCKED OFF TO ALL MOTORIZED TRAFFIC FOR THE PURPOSE OF WALK-A-THONS AND BIKE-A-THONS. NOW IF IT IS THE DEPARTMENT'S DESIRE TO ELIMINATE THE PROBLEM OF THIS KIND OF PEOPLE TRAFFIC FROM CROSSING OVER THE LAKE STREET VEHICLE TRAFFIC, THEN I THINK THE PEOPLE OF THIS AREA COULD SUPPORT THE CONSTRUCTION OF A CONTINUOUS PEDESTRIAN AND BIKE PATHWAY RUNNING UNDER THIS END OF THE NEW BRIDGE, BUT NOT FOR MOTOR VEHICLES.

NOW IF A CONTINUOUS PEDESTRIAN AND BIKE PATHWAY IS BUILT, THEN I BELIEVE A GREAT DEAL OF CARE SHOULD BE TAKEN SO AS TO NOT END UP WITH A MAJOR BREAK IN THE EXISTING TREE LINE ON THE PARKWAY, NOR TO REMOVE A GREAT AMOUNT OF TREES ANYWHERE FOR THIS TOTAL PROJECT. IT CAN BE ARGUED THAT YOU CAN ALWAYS PLANT NEW TREES, WHICH IS TRUE, BUT IT ALSO MUST BE SAID THAT IT TAKES 40 OR 50 YEARS FOR THOSE TREES TO MATURE.

LET ME STATE ANOTHER FACT HERE, MINNEAPOLIS IS NOT SAINT PAUL. BASICALLY ON THE EAST END OF THE BRIDGE YOU HAVE THE BACKSIDE OF A GOLF CLUB BUILDING FACING THE RIVER, A PARKING LOT, AND AN OLDER APARTMENT BUILDING WITH LITTLE ATTRACTIVE LANDSCAPING. ON THE MINNEAPOLIS SIDE YOU HAVE A NEWER, ATTRACTIVE APARTMENT BUILDING WITH GOOD LANDSCAPING, THE STANDARD OIL STATION, AND THEN ATTRACTIVE, WELL CARED FOR RESIDENCES. MAY I SUGGEST THAT WHEN THIS BRIDGE PROJECT IS DONE THAT WE WILL HAVE AN AREA THAT IS EVEN MORE ATTRACTIVE THAN IT IS NOW!

ITEM 4. NOW IF THE SOURCE OF MY INFORMATION IS CORRECT, WHICH I RECIEVED ABOUT A YEAR AGO, IT APPEARS THAT THE BEST WAY TO BUILD THIS NEW BRIDGE WOULD BE TO CONSTRUCT IT RIGHT ALONGSIDE ON THE NORTH SIDE OF THE EXISTING BRIDGE. THIS WOULD BE DONE IN ORDER TO HAVE CONTINUOUS BRIDGE AVAILABILITY ACROSS THE RIVER. NOW THIS WOULD NECESSITATE THE REALIGNMENT OF THE CENTER-LINES OF LAKE STREET AND MARSHALL AVENUE RESPECTIVELY. THIS REALIGNMENT WOULD REQUIRE THE REMOVAL OF THE STANDARD OIL STATION IN MINNEAPOLIS AND THE TAKING OF PART OF THE GOLF CLUB'S PARKING LOT IN SAINT PAUL.

THERE ARE SOME PEOPLE WHO MAY NOT OBJECT TO THE LOSS OF THE OIL STATION SINCE IT MAY ALSO OFFER THE OPPORTUNITY OF DEVELOPING A MORE "PARK-LIKE" CHARACTER TO THIS END OF THE BRIDGE, BUT THERE ARE OTHERS WHO FEEL VERY STRONGLY THAT THE AREA WOULD BE HURT AESTHETICALLY WITH THIS PROPOSED JOG IN ALIGNMENT AND WOULD PREFER THAT THE NEW BRIDGE BE BUILT IN THE SAME LOCATION AS THE EXISTING BRIDGE. IT IS NOT FELT THAT THE LOSS OF CONTINUOUS BRIDGE AVAILABILITY ACROSS THE RIVER WOULD BE A GREAT INCONVENIENCE AND WOULD BE WORTH THE PRICE, RATHER THAN TO HAVE A NEW BRIDGE LOOK LIKE AN ERROR BY APPEARING TO BE LOCATED IN THE WRONG PLACE. IT WOULD BE LIKE HAVEING A BAD JOG IN YOUR DRIVEWAY AND NOT ENDING UP IN FRONT OF THE GARAGE DOOR.

ITEM 5. ANOTHER SUGGESTION WOULD BE TO ALTER THE EXTREME EAST END OF DORMAN AVENUE BY ELIMINATING THE NORTH/SOUTH SECTION WHERE IT TIES INTO LAKE STREET AND REROUTE IT STRAIGHT EAST TO TIE INTO THE WEST RIVER PARKWAY.

THIS ALTERATION WOULD DO FOUR THINGS:

A. IT WOULD ELIMINATE CONFUSION AND DANGEROUS TRAFFIC ON LAKE STREET BECAUSE OF DORMAN'S EXTREME CLOSE PROXIMITY TO THE EXISTING INTERSECTION AND ALSO TRAFFIC FROM THE ACCESS APRON TO THE STANDARD OIL STATION.

B. THIS ALTERATION WOULD HOPEFULLY ELIMINATE UNNECESSARY, NOISY, AND EXCESSIVE TRAFFIC GENERATED BY THE OIL STATION BACK THROUGH THIS EAST END OF DORMAN AVENUE, WHICH INCIDENTALLY, IS HISTORICALLY AND BASICALLY AN ALLEY AND CHILDREN'S PLAY GROUND.

C. THIS ALTERATION WOULD NOW EXIT DORMAN AVENUE FURTHER AWAY FROM THE INTERSECTION AT LAKE STREET AND THEREBY GIVE BETTER CONTROL OVER VEHICLE TRAFFIC FOR GREATER SAFETY, BOTH ON LAKE STREET AND ON DORMAN AVENUE, AS WELL AS THE INTERSECTION ITSELF.

D. IT WOULD ELIMINATE THE BLIND CURVE ON DORMAN AVENUE AND THE RESULTING DANGER TO CHILDREN WHICH IS CAUSED BY THE OIL STATION'S SOLID WOOD FENCE. DORMAN AVENUE WOULD THEN BECOME A STRAIGHT AND SAFER DRIVE THROUGH TO SOUTH 46TH AVENUE.

ITEM 6. NOW I WOULD LIKE TO ADDRESS YOUR ATTENTION TO THE PROPOSED NEW BRIDGE ITSELF AND SOME RELATED PARKWAY FACTORS.

IT IS IN MY OPINION THAT THIS NEW BRIDGE PROJECT COULD VERY EASILY BECOME A MODEL FOR THE NATION AS AN EXAMPLE OF BEAUTY, INTEREST, QUALITY, PERFORMANCE AND EQUITY.UNFORTUNATELY THOUGH, IT APPEARS, IN ORDER TO DO A QUALITY JOB IT ALWAYS SEEMS TO COST MORE MONEY. I ALSO UNDERSTAND CORRAO'S LETTER TO SAY THAT "THERE WILL BE NO ASSESSMENT AGAINST ANY MINNEAPOLIS RESIDENT FOR THE BRIDGE REPLACEMENT PROJECT". MAY I POINT OUT THOUGH, THIS IS STILL BEING PAID FOR BY TAX DOLLARS, AND ULTIMATELY THESE TAX DOLLARS STILL COME OUT OF EACH OF OUR POCKETS THROUGH VARIOUS REVENUE PRODUCING MECHANISMS, AND THERE ARE ALWAYS MORE PROJECTS ALWAYS REQUIREING MORE TAX DOLLARS. PERMIT ME TO SAY HERE THOUGH, THAT IF OUR GOVERNMENT WAS RUN LIKE PRIVATE BUSINESS IS RUN, EVERY GOVERNMENT PROJECT WOULD BE A PRODUCER AND NOT JUST A CONSUMER OF FINANCES ONLY.

SO, IDEALLY THEN, IT WOULD BE DESIREABLE TO CONSTRUCT A BRIDGE THAT WOULD PRODUCE IT'S OWN REVENUE AND BECOME MORE OR LESS SELF SUSTAINING. THIS IS NOT A NEW IDEA AND HAS BEEN ACCOMPLISHED IN THE PAST BY ESTABLISHING A FEE FOR USE. THIS IS COMMONLY CALLED A TOLL BRIDGE. NOW LET ME PUT YOUR FEARS TO REST RIGHT HERE, I DO NOT PROPOSE THAT THE NEW BRIDGE BECOME A TOLL BRIDGE. WHAT I DO PROPOSE HOWEVER, IS THAT WE SERIOUSLY LOOK FOR OTHER WAYS IN WHICH OUR PROJECTS, SUCH AS THIS BRIDGE AND PARKWAY DEVELOPMENT, CAN HELP PAY THEIR OWN WAY THROUGH LIFE JUST AS YOU AND I MUST DO EVERY DAY. IN THIS DAY OF INFLATION, RECESSION AND SHAKY ECONOMY,WE MUST HAVE PROJECTS THAT DO NOT ADD TO OUR OVERALL TAX BURDEN, BUT PROJECTS THAT ACTUALLY GENERATE FINANCIAL INCOME FROM VARIOUS SOURCES FOR THE PEOPLE, THE CITY AND THE STATE. EVEN THE PRESIDENTIAL CANDITATE JOHN ANDERSON HAS BEEN HEARD TO SAY THAT "THIS NATION CAN NOT CONTINUE PRIMARILY BEING JUST A CONSUMER WITHOUT ALSO BEING A PRODUCER AS WELL".

OK, BEFORE WE CAN LOOK FORWARD WE MUST LOOK BACKWARD FOR JUST A BRIEF MOMENT. YEARS AGO A LOT OF LAKE STREET BUSINESSES SUFFERED AND SOME CLOSED AFTER TRAFFIC SHIFTED TO THE NEW I-94 BRIDGE WHICH OPENED UP A NEW WAY TO ST. PAUL. NOW WE CAN'T BRING THAT TRAFFIC BACK TO HELP LAKE STREET BUSINESS, NOR WOULD WE NECESSARILY WANT TO DO THAT, BUT I THINK WE CAN DO SOMETHING ABOUT ATTRACTING A DIFFERENT KIND OF CLIENTELE.

WE ARE TOLD THAT IF OUR CENTRAL CITIES ARE TO SURVIVE THEN WE MUST STOP THE EXODUS OF RESIDENTS TO THE SUBURBS. WE MUST INCREASE THE TAX BASE IN ORDER TO PAY FOR OUR RISING COSTS OF CITY SERVICES. WE MUST GENERATE MORE JOBS IN THE CITY. WE MUST ATTRACT BUSINESS BACK INTO THE CITY. I BELIEVE THAT IN ORDER TO SATISFY THESE CRITICAL NEEDS WE WILL HAVE TO BE OPEN TO DOING THINGS DIFFERENTLY THAN THE WAY WE HAVE DONE IT IN THE PAST. IT MAY BE SAID THAT SOMETIMES UNUSUAL PROBLEMS OFTEN REQUIRE UNUSUAL SOLUTIONS.

I BELIEVE THAT I HAVE A PROPOSAL THAT MAY BE ABLE TO HELP SOME OF THESE PROBLEMS IN SOME SMALL WAY, BUT IT WILL TAKE A GOOD DEAL OF COOPERATION BY ALL PARTIES INVOLVED.

MINNEAPOLIS AND SAINT PAUL HAVE A TREMENDOUS ASSET HERE WITH THE MISSISSIPPI RIVER RUNNING THROUGH THE CITIES. I BELIEVE IT IS A SHAME THAT WE HAVEN'T APPRECIATED IT MORE AND DEVELOPED IT MORE FOR PUBLIC USE AS SOME OTHER CITIES HAVE WITH THEIR WATERWAYS AND HARBORS, BOTH IN THE U.S. AND IN OTHER COUNTRIES. ONE EXAMPLE IS THE NEW INNER HARBOR DEVELOPMENT IN BALTIMORE,(SEE EXHIBIT 'A'), WHICH SOME OF YOU MAY BE AWARE OF.

I WOULD LIKE TO PROPOSE TO THIS ASSEMBLY THAT ALLOWANCES BE MADE IN THE BRIDGE AND PARK DEVELOPMENT PROGRAMS; THAT WILL PERMIT THE CONTACTING OF ONE OR MORE PRIVATE DEVELOPERS WITH THE INTENT OF OBTAINING THEIR ASSISTANCE AND COOPERATION TOWARDS MAKING THIS BRIDGE/PARKWAY DEVELOPMENT A PROFIT ORIENTED PROJECT. I DO SINCERELY BELIEVE THAT IT IS POSSIBLE TO INCORPORATE INTO THIS PROJECT THE NECESSARY FACTORS THAT WOULD ATTRACT BUSINESS CAPITAL INVESTMENT IF THE VARIOUS DEPARTMENTS WOULD PROVIDE THE NECESSARY OPPORTUNITY AND COOPERATION.(SEE EXHIBIT 'B')

YOU MAY RECALL OF HAVING SEEN PICTURES OF BRIDGES IN CITIES OF EUROPE WHERE THEY HAD SMALL SHOPS LINED UP ALONG EACH SIDE OF THE BRIDGE, SOME HANGING OUT OVER THE EDGE SOMEWHAT PRECARIOUSLY. THE ADDITION OF THESE SHOPS WERE DUE PRIMARILY TO A LACK OF DEVELOPMENT SPACE. WE LOOK BACK AND CALL IT QUAINT, BUT THEY RETAINED A HUMAN, COMMERCIAL AND SOCIAL RELATIONSHIP IN THIS WAY, WHERE IN SOME WAYS I THINK WE HAVE LOST MUCH OF OURS. THIS PRACTICE ALSO TENDED TO BRING A DIVIDED CITY BACK TOGETHER AGAIN. A SOMEWHAT FEEBLE ATTEMPT SIMILAR TO THIS WAS DONE WITH THE NEW WASHINGTON AVENUE BRIDGE, WHERE A PEDESTRIAN WALKWAY WAS PROVIDED TO TRY AND TIE THE WEST BANK CAMPUS BACK INTO THE MAIN PART OF THE UNIVERSITY OF MINNESOTA ON THE OTHER SIDE OF THE RIVER. ITS SUCCESS OR LACK OF IT REMAINS DEBATEABLE, DUE TO A POSSIBLE LACK OF ADEQUATE FUNDING.

I BELIEVE IT IS POSSIBLE TO INCORPORATE INTO THE NEW LAKE STREET BRIDGE, ENTIRELY OUT OF PRIVATE FUNDING, A PROPER COMBINATION OF APARTMENTS OR CONDOMINIUMS, SPECIALTY SHOPS, A UNIQUE RESTAURANT AND CHARGE PARKING. IT WOULD BE LIKE A LITTLE SELF CONTAINED VILLAGE. IT WOULDN'T HAVE TO BE MUCH DIFFERENT THAN A DELUXE HIGH RISE APARTMENT BUILDING, EXCEPT THAT IT WOULD LAID OUT HORIZONTALLY, ALL BURIED INTO THE BRIDGE SUPERSTRUCTURE WITH VEHICLE TRAFFIC RUNNING OVERHEAD. (SEE EXHIBIT 'C').

THE COST OF CONSTRUCTION TO THE PRIVATE DEVELOPER SHOULD BE LESS THAN NORMAL BECAUSE THERE WOULD NOT BE ANY EXPENSIVE LAND TO BUY, PLUS MUCH OF HIS STRUCTURE WOULD ALREADY BE THERE IN THE FORM OF THE BRIDGE SUPERSTRUCTURE WHICH IS REQUIRED ANYWAY. HE MAY ONLY HAVE TO PAY FOR THE ADDITIONAL ENGINEERING AND MATERIAL IN BEEFING UP THE STRUCTURE, PLUS A POSSIBLE ANNUAL LEASING FEE.THIS ARRANGEMENT SHOULD MAKE THE WHOLE BRIDGE PROJECT SELF SUPPORTING AND NOT A CONTINUEING TAX BURDEN. BY MAKING THE PROJECT LARGER IT WOULD ALSO GENERATE MORE JOBS AT A TIME WHEN UNEMPLOYMENT IS BECOMING EVEN MORE OF A PROBLEM.

THERE ARE ALREADY EXISTING APARTMENTS AT EITHER END OF THE BRIDGE, AS WELL AS INDIVIDUAL RESIDENCES THAT WOULD LEND A PERIPHERAL FINANCIAL SUPPORT BASE. IT WOULD ENJOY A COMPETITIVE ADVANTAGE DUE TO A LACK OF CONVENIENT AND ATTRACTIVE SHOPPING IN THE NEAR VICINITY.

I THINK THIS LITTLE VILLAGE SHOULD HAVE A NAME TOO, SO FOR THE LACK OF SOMETHING BETTER I THINK WE WILL CALL IT "TROLL VILLAGE". YOU SEE, EVERYBODY KNOWS THAT ONLY TROLLS LIVE UNDER BRIDGES.

A JOINT MEETING WITH SAINT PAUL PEOPLE IS ALSO DESIREABLE IN ORDER TO GET THEIR INPUT. THEIR COOPERATION IS NECESSARY ON ALL FRONTS SINCE THEY TOO WILL BE BENEFITING FROM THE PROJECT. THE PARTICIPATION AND COOPERATION OF THE TOWN AND COUNTRY GOLF CLUB WOULD BE A VITAL FACTOR. WHERE ELSE CAN A PRIVATE DEVELOPER PUT A PROJECT UP RIGHT NEXT DOOR TO AN EXISTING GOLF COURSE AND SWIMMING POOL? THE GOLF CLUB'S PARKING LOT COULD TIE INTO THE "TROLL VILLAGE" PROJECT AS A SITE FOR A POSSIBLE PARKING RAMP. A SMALL RAMP WOULD ALSO GENERATE ADDITIONAL INCOME FOR THE GOLF CLUB.

THE DEVELOPMENT OF A PARK-LIKE SETTING IN SAINT PAUL AT THE BRIDGE IS ALSO ESSENTIAL. THE BRIDGE BEGINS AND ENDS ADJACENT TO PARK BOARD PROPERTY, BUT THIS PARK-LIKE CHARACTER HAS ALMOST BEEN LOST ON THE SAINT PAUL SIDE. THE OPPORTUNITY EXISTS THERE TO TIE THE BRIDGE AREA INTO THE EXISTING GOLF COURSE FAIRWAY AREA WITH A GREENWAY WHICH WOULD HELP REGAIN SOME OF THAT WHICH HAS BEEN LOST.

NOW FOR THE DEVELOPER, THE "TROLL VILLAGE" SHOPS SHOULD NOT BE HARD TO RENT NOR THE CONDOMINIUMS HARD TO SELL DUE TO THE REALLY VERY BEAUTIFUL VIEW BOTH UP AND DOWN THE RIVER. THE OVERALL VIEW OF THE WHOLE BRIDGE ITSELF COULD VERY WELL BE MUCH MORE ATTRACTIVE LOOKING THAN THE RATHER BUSY LOOK OF THE EXISTING BRIDGE. THE "VILLAGE" WOULD BE WELL LOCATED SINCE IT IS CLOSE TO DOWNTOWN MINNEAPOLIS, THE SAINT PAUL MIDWAY AREA, THE UNIVERSITY OF MINNESOTA AND THE INTERNATIONAL AIRPORT. THE PROJECT WOULD NOT BE A HIGH BLOTCH ON THE SKYLINE AND WOULD NOT OBSTRUCT ANYONE ELSE'S VIEW, NOR WOULD IT OBSTRUCT ANYONE'S SOLAR RIGHTS.

THE "TROLL VILLAGE" WOULD NOT HAVE TO BE AN ENERGY CONSUMER LIKE SO MANY OTHER PROJECTS, BUT COULD ACTUALLY BE AN ENERGY PRODUCER. THE HORIZONTAL SOUTH FACE OF THE BRIDGE IS ABSOLUTELY IDEAL FOR PASSIVE SOLAR COLLECTION, FOR MOUNTING ACTIVE SOLAR COLLECTOR PANELS AND PHOTOVOLTAIC ELECTRICAL GENERATING CELL UNITS. IT MAY EVEN BE POSSIBLE TO INSTALL A HYDRO-ELECTRIC TURBIN IN THE BASE OF THE BRIDGE PIER SUPPORT IN THE MIDDLE OF THE RIVER TO RUN OFF THE RIVER CURRENT. AGAIN, SINCE MOST OF THE STRUCTURE WOULD HAVE TO BE THERE ANYWAY THE EXTRA COST TO THE DEVELOPER SHOULD BE RELATIVELY SMALL. I ALSO SUSPECT THAT WITH WITH SOME FACTORY OUTLETS UPSTREAM DUMPING HEATED WATER INTO THE RIVER IN THE WINTER, THAT YOU COULD MAKE MIGHTY GOOD USE OF SOME HEAT PUMPS INSTALLED IN THE RIVER TO HELP HEAT THE "VILLAGE". IN THE SUMMER YOU REVERSE THE PROCESS AND PROVIDE COOLING AND ELIMINATE THE EXTRA LOAD ON N.S.P.

THIS PROJECT WOULD BE IN KEEPING WITH ALL OUR NATIONAL GOALS OF ENERGY INDEPENDENCE. IT WOULD NOT DEPLETE A NATURAL RESOURCE, IT WOULD NOT LOWER ANYONE'S QUALITY OF LIFE NOR WOULD IT ALTER THE ENVIRONMENT. IT WOULD NOT PRODUCE A HAZARDOUS WASTE NOR REQUIRE THE CONSTRUCTION OF A NEW NUCLEAR PLANT. IT MAY EVEN PRODUCE A SURPLUS OF ENERGY. IF THE PRIVATE DEVELOPER PICKS UP THE TAB FOR ALL ADDITIONAL COSTS, WHICH HE SHOULD, THEN THE NET RESULT TO THE CITY AND STATE SHOULD BE THAT THE BRIDGE SHOULD NOT COST A PENNY MORE TO BUILD THAN A CONVENTIONAL BRIDGE, AND MAYBE EVEN LESS. YOU WOULD THEN HAVE AN INCOME PRODUCING STRUCTURE, AN ENERGY PRODUCING STRUCTURE AND AN ASSET TO THE SURROUNDING COMMUNITY, TO THE TWIN CITIES AND TO THE STATE OF MINNESOTA. NOW DOESN'T THAT SOUND BETTER THAN JUST ANOTHER BRIDGE REPLACEMENT WHICH WILL CONTINUE TO BE A TAX BURDEN BECAUSE OF MAINTENANCE COSTS?

ITEM 7. NOW LET'S LOOK AT SOME ASPECTS OF THE RELATED PARKWAY DEVELOPMENT. THE RIVER FLAT AREA OFFERS EXCELLENT POTENTIAL FOR AN ATTRACTIVE PROJECT THAT WOULD BE IN CONCERT WITH THE PARKWAY TRAIL SYSTEM, RIVER DEVELOPMENT AND THE "TROLL VILLAGE" PROPOSAL.

A. THE MINNEAPOLIS ROWING CLUB IS ALREADY ON LOCATION, AND I WOULD HOPE THAT THEY ARE PAYING RENT TOO BY THE WAY. THE CLUB COULD BE AN EXCELLENT LOCAL ATTRACTION FOR A REGATTA IN CONNECTION WITH THE MINNEAPOLIS AQUATENNIAL. THE NEW BRIDGE COULD BE DESIGNED TO GIVE AN UNSURPASSED VIEW OF ALL THE EVENTS FOR THE SPECTATOR, AS WELL AS WATCHING OCCASIONAL BARGE TRAFFIC AND ETC.

B. AN ELEVATOR COULD BE DESIGNED INTO THE BRIDGE PIER SUPPORT AT THE RIVER BANK AREA. AT IT'S BASE COULD BE A WELL DESIGNED DOCK AREA WITH A LAUNCH RAMP. THIS COULD BE A DEPARTURE POINT FOR CHARTER BOAT RIDES UP AND DOWN THE RIVER. THIS WOULD BE ESPECIALLY ATTRACTIVE IN THE FALL WHEN ALL THE LEAVES ARE TURNING COLOR. THE CHARTER BOAT WOULD PAY A DOCK FEE OF COURSE.

C. THIS DOCK AREA COULD ALSO BE A SMALL HARBOR AND MARINA WITH RENTAL SLIPS FOR A LIMITED NUMBER OF SMALL MOTORIZED BOATS. A RESIDENT OF "TROLL VILLAGE" COULD TAKE HIS BOAT TO WORK IN DOWNTOWN MINNEAPOLIS INSTEAD OF HIS CAR. HE COULD ALSO VISIT THE VETERAN'S ADMINISTRATION HOSPITAL, DOWNTOWN SAINT PAUL OR EVEN HOLMAN FIELD AIRPORT. MOTORIZED CRAFT ARE NOT ALLOWED ON CITY LAKES SO THIS COULD BE A VERY ATTRACTIVE ALTERNATIVE.

D. A CANOE RENTAL FRANCHISE COULD ALSO BE EXPLORED FOR THIS DOCK AREA, AGAIN UNDER A LEASE AGREEMENT.

E. THE STERN WHEELER PADDLE BOAT FROM THE UNIVERSITY COULD ALSO DOCK HERE AND FROM TIME TO TIME PRESENT SOME OF THEIR RIVER BOAT PLAYS.

F. IT MIGHT ALSO BE CONSIDERED WHETHER OR NOT TO PROVIDE MOORINGS FOR A LIMITED NUMBER OF HOUSE BOATS, SIMILAR TO WHAT IS DONE IN SAN FRANSISCO OR PARIS, WITH A MOORING FEE ATTACHED.

G. THE WHOLE RIVER FLATS AREA SHOULD BE UPGRADED AS A SCENIC AREA. IF THIS WERE DONE YOU MAY ALSO FIND ROOM FOR A SMALL RECREATIONAL PUBLIC PARK GROUNDS. IT MAY EVEN BE POSSIBLE TO PROVIDE A RESTRICTED CAMP GROUNDS FOR CANOERS AND BACK PACKERS, SCOUTS AND ETC. UPGRADEING THE RIVER FLATS FOR GREATER PUBLIC USE SHOULD NOT MEAN DESTROYING IT'S WILDERNESS OR NATURAL BEAUTY. THE INCOME FROM THE AREA SHOULD PROVIDE FOR BETTER SURVEILLANCE AND MAINTENANCE. SINCE IT WOULD BE SELF SUSTAINING THE MONEY ALSO SHOULD NOT BE SPENT ELSEWHERE, BUT REINVESTED TO IMPROVE THE PROJECT. IT IS IN MY OPINION THAT MONIES ALLOCATED FOR A POSSIBLE VEHICLE UNDERPASS TO REROUTE RIVER ROAD TRAFFIC WOULD BE BETTER SPENT TO IMPROVE THE RIVER FLATS AND REALIZE SOME FINANCIAL RETURNS, ALSO SINCE THE CONTINUOUS UNDERPASS ROAD APPEARS TO BE OF A QUESTIONABLE NATURE.

LET ME CONCLUDE BY SAYING THAT I CAN'T THINK OF A BETTER TIME OR PLACE, OR A BETTER SITUATION IN WHICH TO TAKE ADVANTAGE OF A VERY RARE SET OF OPPOTUNITIES IN WHICH TO DO SOMETHING REALLY WORTHWHILE AND MEANINGFUL, PRODUCTIVE AND CONSTRUCTIVE ON THE MISSISSIPPI RIVER AND FOR THE PEOPLE OF THE TWIN CITY AREA. I WOULD LIKE TO ENCOURAGE ALL DEPARTMENTS INVOLVED IN THESE PROJECTS TO SERIOUSLY CONSIDER THE POSSIBLE AND FAR REACHING BENEFITS THAT MAY BE DERIVED FROM THIS ALTERNATIVE PROPOSAL. ABOVE AND BEYOND THE OBVIOUS ECONOMIC RETURNS ARE THE INCREASED RECREATIONAL, CULTURAL AND SOCIAL ASPECTS; PLUS POLITICAL AND STATE RECOGNITION AND PROMOTIONAL BENEFITS.

NOW, DOESN'T THIS SOUND BETTER THAN JUST ANOTHER BRIDGE REPLACEMENT PROJECT? IF IT DOES, THEN IT SHOULD ALSO BE WORTH THE EXTRA COST OF DOING A FEASIBILITY STUDY. IF SUCH A STUDY IS INDEED AUTHORIZED, MAY I SUGGEST THAT I WOULD LIKE TO CONTINUE TO BE INVOLVED AND HARMONIUSLY WORKING TOGETHER WITH ALL, TO SEE THESE PROJECTS BECOME A REALITY.

SINCERELY, HARLEY R. JENSEN
ARCHITECTURAL DESIGN CONSULTANT

Minneapolis Tribune
Sun., June 29, 1980

EXHIBIT 'A'

Baltimore has hopes for festival market

By Neal R. Peirce

Baltimore
Fifteen years ago the Inner Harbor of this famed old port city was clogged by derelict buildings, rotted piers and sunken boats — a repulsive symbol of the worst of urban decay.

But this Wednesday an important event for Baltimore — and perhaps, by example, for cities across the nation — takes place on the waterfront of handsomely rebuilt Inner Harbor. Developer James Rouse's Harborplace, a $20-million commercial center — two glass-enclosed pavilions with 120 restaurants, cafes, specialty markets and shops — will open its doors.

Baltimore's leaders have great hopes riding on Harborplace. If it has the catalytic effect they're predicting, tens of thousands of residents, tourists, sailors and conventioneers will be attracted daily, creating a center-city focal point of intense nighttime as well as daytime activity. Success for the project would undergird Baltimore's already impressive downtown and neighborhood revitalization.

The message for the outside world could be even more important: that even an old city, burdened with a blue-collar, workaday image and an ample share of the poverty and racial problems that outsiders say doom older cities, can rebound and turn its center into a vital place for urban people.

Cynics may claim that Harborplace represents just another commercial opening, and not an entirely original one at that. It will bear strong resemblance to Boston's Faneuil Hall Marketplace, the highly successful, 150-store extravaganza on Boston's waterfront that draws 15 million visitors annually, also developed by the Rouse Company with Benjamin Thompson as architect. And many will detect Harborplace's thematic descent from San Francisco's Ghirardelli Square, the modern-day pioneer of what one critic disparages as "the hanging plant, scented candle, boutique syndrome."

Scented candles or not, the first task of city builders is to attract people. As Rouse sees it, "In Harborplace, we'll discover whether the excitement of the Faneuil Hall Marketplace reveals the special spirit of Boston or a yearning of people in cities generally for a festival marketplace. If we can prove that there's a comparable response — and I think we will — then there's a potential for a festival market in every American city, even down to metropolitan areas of a half-million people or less."

Similar Rouse projects are scheduled to open in Santa Monica later this year, Milwaukee next year, and later at the South Street Seaport on Manhattan's East River waterfront. If the success trail continues, a host of imitations can be expected. Similar themes — collections of colorful shops, pleasant pedestrian environments, frequent restorations of old buildings for retailing — are springing up in inner-city revival projects across the country.

But "festival markets" alone cannot a successful city make, as Rouse himself is quick to note. Indeed, they're unlikely to emerge at all unless other critical elements are present. Business leadership, for example: Baltimore businessmen became alarmed about the city's progressive deterioration in the '50s and then formed the Greater Baltimore Committee, which in turn drew up the two great plans which have "saved" the inner city.

The first was for Charles Center, a huge, 15-building office and apartment development in the center of downtown, and the second for the Inner Harbor. On the government side, Baltimore has been fortunate to have a strong-mayor form of government and a string of able mayors. Since 1971, Mayor William Schaefer has been a near hero for his dedication to city renewal. The city wisely focused all housing and urban-renewal powers in a single housing and community-development authority, led for several years by Robert Embry, now U.S. assistant secretary of housing and urban development.

Employing homesteading and other innovative housing programs, Embry and his successors have stimulated new construction or rehabilitation for thousands of families of all income groups. They've been skilled at federal grantsmanship, but government money can't explain the amount of housing restoration now under way. In old Baltmore neighborhoods, it's difficult to find a street where some houses — often cheek-by-jowl with the ugliest slum structures — aren't undergoing restoration.

There are some drawbacks: "Gentrification" is forcing poor blacks out of some inner-city neighborhoods, causing overcrowding elsewhere in the city. All the downtown efforts have failed to revive the old retail center at Howard and Lexington, where two of the city's four major department stores closed, leaving hulking, abandoned buildings. And in such neighborhoods as "Little Italy," there's fear that Harborplace will draw off valued restaurant trade.

Harborplace's single greatest virtue is that it fits Baltimore's economy and tone of life so well. The city has a well-diversified economic base. But the harbor — one of the world's largest, receiving over 5,000 ships each year — gave birth to Baltimore and remains its strongest asset. Around the globe, great harbor cities are known for their color and diversity. Harborplace will accent those qualities for a city that has not exploited them well for generations.

Other projects already built or planned around the Inner Harbor should build on the same strengths. They range from the 30-story World Trade Center to the Maryland Science Center, from floating restaurants and a new fish market to an aquarium that will include a glass-enclosed Amazon rain forest. And beside Harborplace is the permanent berth of the frigate Constellation, the first commissioned warship of the U.S. Navy.

Thirteen ethnic festivals — Ukranian, Finnish, Czech, German and others — are held on the Inner Harbor or at Charles Center each summer. The city's celebration of itself culminates each September with perhaps the grandest urban event in America, the annual Baltimore City Fair. Over 2.5-million city residents and visitors come to hear concerts, to view dozens of neighborhood arts and crafts exhibits and to sample Chesapeake Bay seafood delicacies and ethnic foods.

Developer Rouse hyperbolically claims that "Baltimore in two years will be recognized as the most dazzling center city in America — in a place that a few years ago wasn't going anywhere." We'll see. But one point remains: If Harborplace draws people even half as well as its promoters hope, it could transform Baltimore's celebration into a year-round event.

Neal R. Peirce is a columnist who writes on state and local government.

EXHIBIT 'B'

Minneapolis Tribune
Sun., June 15, 1980

Real needs of cities elude candidates

By Neal R. Peirce

Washington

The flurry of presidential politicking that surrounded the annual meeting of the U.S. Conference of Mayors in Seattle last week was essentially irrelevant to the real and immediate needs of cities caught in the throes of recession and a set of tough urban problems.

Ronald Reagan came to advocate the turning of programs and tax sources back to cities, thus disentangling them from federal red tape. The idea might have long-term potential, but for a mayor now struggling with double-digit unemployment it's thin gruel indeed.

But Democratic candidates, who suggest that Washington might do more for the cities through targeted anti-recession aids, may be indulging in deception. A Democratic Congress has already rejected President Carter's proposal to target to hard-hit cities some $500 million of the money saved from terminating the states' share of revenue sharing. Washington is striving to balance its budget; defense spending is rising. A dramatic change in congressional mood — beyond the capacity of either a Carter or Edward Kennedy to engineer — would be necessary to give the cities substantial relief beyond the multi-billion-dollar programs they're already receiving.

Wise cities will now concentrate on home-grown rather than federally incubated remedies for the long list of problems now afflicting them:

■ Fiscal crisis. Massive potential deficits are reported in such cities as Philadelphia ($118 million), Cleveland ($111 million), San Francisco ($100 million) and Detroit ($140 million). New York's fiscal outlook is again darkening. But the congressional Joint Economic Committee reports a nationwide worsening of the urban fiscal outlook and suggests that some causes of the stress that afflicted older industrial cities are spreading to cities, as well as suburbs, in every region.

The roots lie in the heady government growth of recent years. Federal aid propelled local revenue growth forward in the '70s as citizens got a taste for much higher environmental and social-welfare standards. But federal aid peaked in 1978 and has since declined. Citizens are resisting any property-tax increases to take up the slack. Yet inflation inexorably continues to drive up costs for payrolls, welfare, mass transit, sanitation, police and fire services.

Fiscal solutions are hard, but not impossible to find. Some cities — Cleveland most recently — have benefited greatly from expert business counsel on finances and management; all should. Contracting out government functions, including to neighborhood groups, can result in savings. Budgets for schools with declining enrollments must be cut.

And city officials are beginning to sight some partial solutions to the ever-grimmer problem of "deferred maintenance" of urban water mains, sewer systems, streets, bridges and mass-transit systems. Examples: "enterprise funds," or earmarked user charges that must be used for maintenance and can't be diverted to the city's general budget. Or establishing, as Cincinnati has done, a multi-year capital investment plan.

■ Government unions. Bitter strikes in 1979 and 1980 in such cities as New Orleans, New York, Toledo, Nashville, Kansas City and Chicago (the first fire-fighter strike in that city's history) point up the contentious, difficult labor-relations atmosphere predicted to last through most of the 1980s.

Public unionization has spread rapidly, most recently through police ranks. Wages and benefits outpaced inflation to the mid-1970s, but have fallen behind since 1978. Cities lack funds for wage boosts, even if they'd like to grant them. An era of layoffs and city hall demands for union give-backs of worker benefits, such as short work weeks, has dawned. Thus the flash point in city-labor relations is more quickly reached than ever before.

Cities have little choice: They must hang tough in dealing with unions. They must be willing to face up to strikes; experience shows that laws banning them are ineffectual. They must maintain management prerogatives, resisting unionization of supervisory personnel. And they must combat widespread abuse in disability pensions.

■ Social strife. The Miami riots were a grim reminder of the racial tensions and inequalities that still afflict cities. Minority youth unemployment remains the country's most dangerously neglected social problem. And now the burden of a major share of the 100,000-plus Cuban refugees lands on city shoulders.

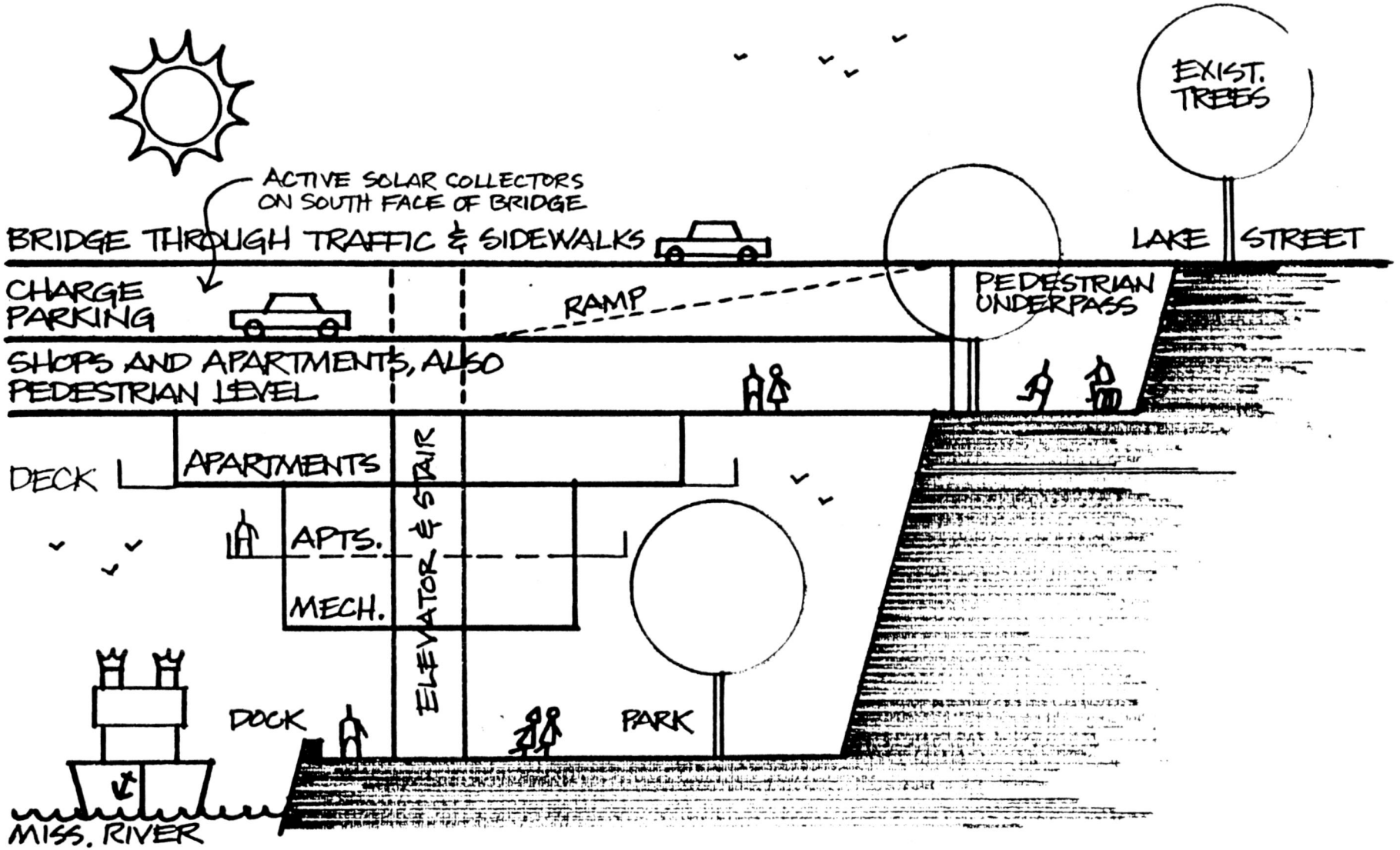
To address over-all black and Hispanic economic problems, cities have every right to demand targeted national investments, such as defense contracts and synthetic-fuel expenditures. For minority youth, says New York Municipal Assistance Corp. Chairman Felix Rohatyn, the country won't "get anywhere" unless it starts "to close the loop between the educational system and the employer."

■ Housing. In Los Angeles, it's called "hotbedding" — two or three families in a single small apartment, sleeping in shifts because there isn't space for everyone to sleep at once. In scores of inner cities, poor people and the elderly are squeezed against the wall, sometimes literally, as the rental housing market falls victim to mounting condominium conversions to house affluent young professionals of the baby-boom generation. Investors shun new apartment construction because of tight credit, high building costs, tenants' low incomes and the specter of rent control. Middle-class flight no longer opens up neighborhoods for the poor, and the refugee influx compounds the overcrowding.

Even multi-billion-dollar federal housing subsidy programs seem unequal to the magnitude of the problem. In the short term, cities can alleviate displacement of the poor and elderly by requiring apartment-building owners to give ample advance notice of conversion plans and by showing tenants how to form housing cooperatives. Another approach, pioneered in California, is called inclusionary zoning — a city requirement that some 10 percent of units in a large new development be sold well below cost to moderate-income families.

Many of these city efforts can, of course, be aided and abetted by fine tuning of federal tax and grant programs. But the presidential candidates offer little along that line. Reagan lacks the knowledge — even one of his chief mayoral backers in Seattle lamented that Reagan knows virtually nothing about how cities operate. And the Democratic contenders seem unable to lay to rest the hope of Washington riding to the cities' rescue with billions in new aid.

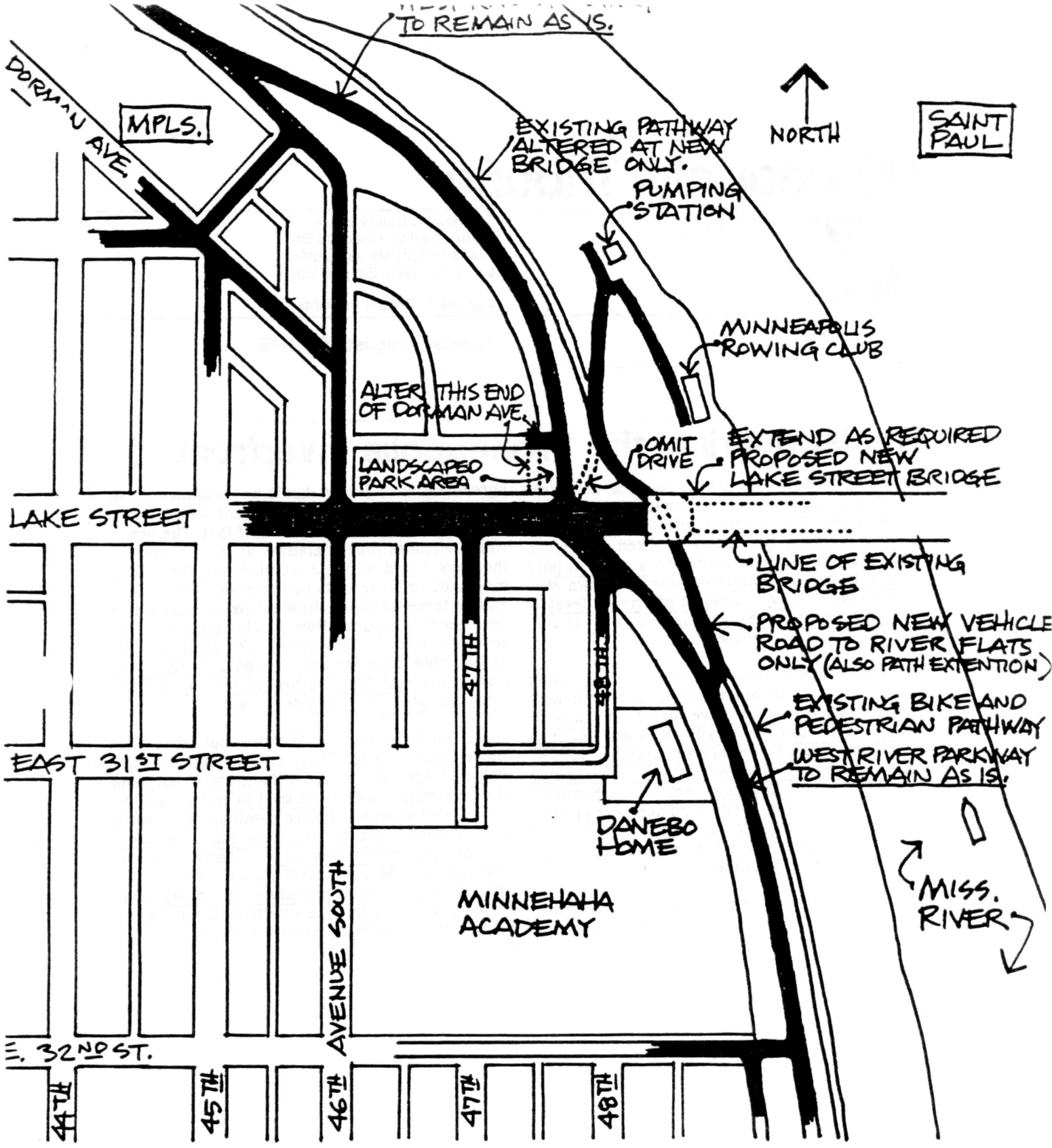
Neal R. Peirce is a columnist who writes on state and local government.



PROPOSED LAKE STREET BRIDGE REPLACEMENT AND ALTERATIONS TO WEST RIVER PARKWAY.

NO SCALE / H.R. JENSEN - DESIGNER / JULY 7, '80

EXHIBIT 'C'



PROPOSED LAKE STREET BRIDGE REPLACEMENT
ID ALTERATIONS TO WEST RIVER PARKWAY.

NO SCALE / H.R. JENSEN - DESIGNER / JULY 9, '80

EXHIBIT 'D'

Minneapolis Tribune

Established 1867

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Leonard Inskip Editorial Editor

Donald R. Dwight Publisher

20A

Sunday, August 19, 1979

Rediscovering the Minneapolis riverfront

Mayor Hofstede's budget proposals for next year include $30 million for development along the Mississippi River. That's just the latest sign of renewed interest in the city's long-overlooked riverfront. Other indications include work on a regional park along both banks of the river near downtown Minneapolis and the lively interest of private developers in riverfront properties long given over to railroad tracks and warehouses.

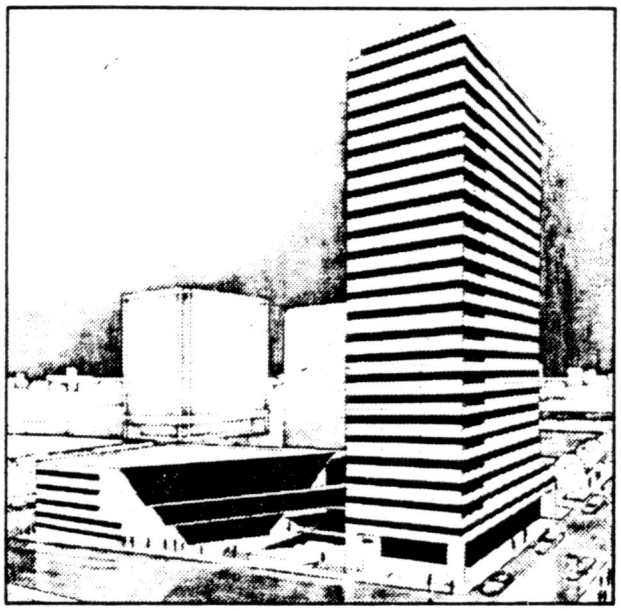
The riverfront's rediscovery, and its reclamation for the people of Minneapolis, is a welcome change. European cities have long known how to use a river for commerce without foreclosing it as a pleasant retreat for fishermen, strollers, picnickers, lovers and idlers, or as a strip of nature adding grace to an urban landscape. Americans, however, hurried to develop their new land and gave priority to industry, discovering too late that they had walled their rivers with brick and asphalt, closing them off from the life of the city.

But agreement that the Minneapolis riverfront should be reclaimed doesn't necessarily mean agreement as to *how* it should be reclaimed, or by whom, or for what. The Riverfront Development Coordinating Board is evidence of that. The board, which includes representatives of the city council, the park board and the Housing and Redevelopment Authority, reflects disagreements within and among those agencies. How much land should be developed as a park? How should remaining land be used? Who should develop it? Should the city help finance development, or should it rely on the private market? Will the proper kind of development take place if the city does the latter?

Those questions may be difficult, but we're glad they're being asked. They indicate that city officials no longer take the river for granted, but think of it as a major asset, to be used to best advantage. Out of the discussion of those questions can come a well-considered plan that balances competing ideas and interests for the good of all. Exactly what the riverfront will become is still unclear; there is time for citizens to make their preferences known. What is clear, though, is that the riverfront will not again be the city's forgotten, neglected backyard.

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Richard F. Gates
M. M. Vanderhoof Gates
6668 East River Road
Fridley, Minnesota 55432

September 8, 1993

Superintendent
Mississippi National River and Recreation Area
175 East 5th Street, Suite 418
Box 41
Saint Paul, Minnesota 55101

Re: Mississippi National River and Recreation Area (MNRRA)

Dear Sir:

My husband and I have worked industriously all of our lives rearing our families and saving money in order to be able to enjoy our retirement in peace and quiet and, hopefully, seclusion - free from harrassment. At last --- the first day of spring of 1992 we moved into the home of our dreams at 6668 East River Road, Fridley, MN-- on the Mississippi River - I have dreamed of living on that river ever since reading Tom Sawyer and Huckleberry Finn as a youngster years ago. July 15, 1993 we both retired and are now enjoying our beautiful home and river view.

It has come to our attention that our dream could possibly be shattered by the "Draft Comprehensive Management Plan Environmental Impact Statement" prepared by the "Mississippi River Coordinating Commission and National Park Service" which concerns development, management and maintenance of a 72-mile-long corridor from northern Anoka County south as far as Hastings, Minnesota - along the Mississippi River.

Our home and property lie within that area, in Fridley, MN bordering the south side side of Manomin Park, on the east side of the river. MY HUSBAND AND I WOULD BE DEVASTATED IF A WALK-WAY OF ANY KIND WERE TO BE RUN THROUGH OUR PROPERTY ALONG OUR RIVER FRONT! This would take away the very reasons we purchased our home;i.e,peace, quite and privacy of natural seclusion which we now enjoy - and thank Almighty God for daily!

Please note that on Page 19 of the Draft, lower paragraph, is stated: "This plan includes protection for all resorces listed in the act, and it recognizes that most of the land in the corridor is and will remain privately owned. This plan respects the right of private property owners to determine appropriate uses of their land subject to adopted community land use regulations...." and so on; also, on page 23 is stated in first paragraph "A variety of....uses could exist near the river. These would include recreational, educational, residential, and so on". The plan continues on the bottom of page 23 to state that "Most existing residential, commercial and industrial development in the corridor would not be significantly changed by this plan...." and other equally vague references to property owners' rights; however, nothing truly specific that we can find.

We do find, however, on page 19 top paragraph clearly stated as follows: "EMINENT DOMAIN should only be used as a last resort to protect corridor resources as specified in the MNRRA legislation..." and so on. Also stated on page 86, bottom paragraph, "There is a possibility that land acquisition costs would be incurred if eminent domain proceedings

are required to protect threatened resources under the terms of the MNRRA legislation and this plan; however, eminent domain would be used only as a last resort in very limited circumstances,...." and so on however, clearly indicating "eminent domain" can be forced on the homeowners!

We find no specific language to protect us as homeowners, from our land being usurpped. For this reason alone, we are against this draft!! We do not agree that anyone should be allowed to take all or any of our property for a National Parkway System; not even if we were reimbursed the so-called "Market Value".

Our home does lie within the 300 foot River Front Area, as described in the Glossary on page 240. If the Shoreline Setback Area of 100 feet, also described in the glossary on page 241, were taken from us, it would use up all of our yard beyond our deck from which we view the river. This would totally destroy the sanctity of our existance. It would also drastically reduce the value of our home - who would want to buy it then?? Would you????

My husband and I have always been promoters of clean air and water and wish to contribute in any way possible to environmental clean-up. We long for the day when all people can swim and fish the rivers without fear of contamination.

Lastly! what of the tremendous expense to tax payers = Where will the money come from??? We have read recently in the daily papers that the funds for maintaining Yellowstone National Park as well as other National Parks, also, State Parks, have been so drastically reduced

that much needed Park Rangers and other personnel have had to be curtailed resulting in vandalism in the Parks, and so on.

WE CAN'T AFFORD THE PARKS WE HAVE NOW!!!

Please consider that home owners living along the Mississippi River pay a great share of the taxes needed to maintain surrounding areas already in existance. Are they to be taxed more? Are they to lose some of their land? or be forced to move?? Local governments are in need of these monies.....

In conclusion, we wish to reaffirm our objections to this "Draft". We are very concerned that the language is not at all specific enough about many items and policies.

The entire draft is much too vague; contradictory in parts; incohesive in others.

Respectfully yours,

Mr. & Mrs. Richard Gates

Mr. and Mrs. Richard Gates

P S. We are against any more Federal Laws and regulations concerning our river corridor. We are doing a good job locally and wish to continue working on that level.

9/9/93

Dear Sirs:-

Please be informed that I am opposed to the new plan for the Mississippi River corridor.

Sincerely,

Patricia Steele
229 E. River Pkwy
Champlin, Mn. 55316

September 6, 1993

Dear Sirs,

I am concerned that the plan for management of the MNRRA does not reflect the original intent of the law. For instance, the law directs the Plan to build upon existing local plans and programs for local zoning and variance decisions. However, the Plan adds <u>new</u> "veto" authority to the Department of Natural Resources and the National Park Service. Why should we add a new process for local control and add a new level of bureaucracy and cost when the current process is working well? I believe we should not add the "veto" authority.

Sincerely,

Gregory D Potasek

Gregory D. Potasek
310 - 62 WAY
Fridley, MN. 55432

Sept. 6, 1993

Dear Sirs:

After reading the Draft of the MNRRA Proposal, I would like to express a Few opinions on it.

Residential concerns are not adequately addressed. Current homeowners need to have their property rights protected. Many of us built our homes long before MNRRA.

Alternative B is not acceptable. The NPS is granted too much power. It is costly. Its' land acquisition programs are vague and open-ended.

I don't feel the public was adequately informed. I received notice at the end of July. Why weren't we and more of my neighbors properly notified of the MNRRA proposal?

Sincerely,
Lynnette Schack

Lynnette Schack 685 Glencoe St. NE Fridley, MN. 55432

Superintendent of the Mississippi
National River & Recreation Area

Per the "proposed plan" being considered for Mississippi Area.
I feel, as many others, that we need no V.P.S. facilities in St. Paul & Mpls.
From the alternatives Summary Sheet which I received —
I feel Alternative "A" best meets & suits the nature of the Mississippi in the Champlin / Anoka Area

Sincerely

DEANE SCHWALENBERG
12100 No. Miss DR
CHAMPLIN, MN 55316

cc City of Champlin
US Congressman Rod Grams
State Representative Charlie Weaver

GREEN-WAY TURF NURSERY INC.

522 River Lane • Phone (612) 427-4210 • Anoka, Minnesota 55303

Superintendent
Mississippi National River and Recreational Area
175 East 5th Street
Suite 418, Box 41
St. Paul, Mn. 55101

RE: Mississippi River Coordinating Commission and N.P.S.

As a homeowner on the Mississippi in Anoka, we feel that Alternative A best suits the nature of the Mississippi in our area.

Sincerely,

Robert R. Peterson

RRP/s

L. EDWARD EVANS, D.D.S., P.A.

Practice Limited to Oral & Maxillofacial Surgery

September 9, 1993

Superintendent
Mississippi National River & Recreation Area

Dear Sir:

I have had the opportunity to review the alternative summary by issue sheet which listed the issue, the Proposed Plan, Alternative-A, Alternative-B, and Alternative-C.

I definitely would favor Alternative-A with Alternative-C a far second and Alternative-B as totally non-acceptable, invasive, highly cost ineffective, terribly spendy of already overstressed taxpayers' resources, along with adding humongous costs to use of the river.

I have been a lifelong liver on the river and at present I am 56 years of age. I was born on the Mississippi in Sauk Rapids and for the last 15 years have lived directly on the Mississippi River in Anoka, as well as have had a boat on the river for 16 years previous to that that I have been a resident of Anoka. Last Sunday I had the privilege of paddling a canoe from Monticello down to our home in Anoka with a lad from Austria. I have found the river to be a much more exciting place than it was a number of years ago. I have found the river to be a much more exciting place than it was a number of years ago. I have found the river to be much cleaner in that there is little or no open sewage dumped into the river above the I-694 bridge. I have been on the river through the lochs with my power boat all the way down as far as Lake City, as well as up to St. Croix. I do get the St. Paul paper and realize that there is a tremendous amount of sewage dumped in the river by the Pigs Plant in St. Paul, as well as by the city of St. Paul. Therefore, I do not use the river other than just to boat in it and refuse to swim in it south of there due to the government NOT ENFORCING ALREADY IN PLACE RULES AND REGULATIONS. It is one of the reasons why I do not see any reason for more rules and regulations when those that already exist are not being enforced by the powers that control the river at this point.

The river provides an array of entertainment and activity for many people. There are Bass fishermen, Walleye fishermen, floaters, swimmers, walkers, park users visually as well as physically that are on the river. The river is used by a multitude of people in different ways and I would definitely hate to see any restrictions placed on the river. Because of being a lifelong user of the river I am finally seeing the river starting to be used much more than it ever has been in the past, but not in a detrimental way, but in a very positive way.

It would be my concern that any further regulatory bodies, acquisition of private land in front of already existing homes or any type of ideas allowing people to trespass across property that is adjacent to the river, being that on many of the older lots the homes are very close to the river, which

Osage Professional Building
11441 Osage St. Northwest
Coon Rapids, Minnesota 55433
Phone 757-7360

Cambridge Office
116 East 1st Ave
Cambridge Minnesota 55008
Phone 689-3797

would allow for the opportunity of theft, garbage being thrown in your yard, boats being taken, etc.. It would certainly turn the river into a "shopping center" for thieves. There is a problem with stealing at the present time and we certainly do not need to put our wares out for the public to walk or ride by and select where they would like to hit that evening.

If you are going to propose anything or follow up on anything, I feel Alternative-A is the position to be in. As I wanted to say earlier in the letter, at the present time we are having problems with bankwash and erosion and the regulations are such that it is making it difficult for us to follow up and do what we need to do to stop these banks from eroding and losing land, a property which we already have, due to all of the hoops and regulations which we must jump through. Therefore, we certainly do not need Alternative-B or C, which in turn would only add to the already "boatload" of restrictions that do exist on the river at the present time.

L. Edward Evans, D.D.S.

705 Bradford Avenue
Champlin, Minnesota 55316
08 September 1993

Superintendent
Mississippi National River and Recreation Area
175 East Fifth Street. Suite 418
Box 41
Saint Paul, Minnesota 55101

Dear Sir:

My name is Keith D. Graham and I am a homeowner on the edge of the Mississippi river in Champlin. I have received the Draft Comprehensive Management Plan Environmental Impact Statement. I have many concerns about the plan and the new authorities it recommends for governmental agencies above and outside our local government. I would like to see the plan curtailed as much as possible, even to the extent of deauthorizing the MNRRA.

In terms of the plan's alternatives (p. vii), my choices (in decreasing order of preference) are as follows:

- Alternative A-no action (with luck, leading to deauthorization of MNRRA)
- Proposed plan-because it is balanced between more extreme alternatives
- Alternative B-because if an extremt view wins, I'll opt for conservation
- Alternative C

Now to be more specific. First, I understand that the enabling legislation directs the plan to build upon existing local plans and programs for local zoning and variance decisions. Yet the report is liberally sprinkled with statements that the NPS and/or the DNR shall have review authority over plans and decisions of local government. This implies veto authority for the NPS and/or the DNR, to which I am strongly opposed. It is another level of bureacracy that is not necessary, hence it is undesirable. It is unneccessary because the local governments (at least on this northern section of the river) are almost draconian in enforcing current regulations along the river. I have witnessed my own city's planning commission and council be totally picayune in not even permitting my neighbor to change from a swinging door to a sliding door on his "gradfathered" riverfront porch. Yet, I know the council has spent time consulting with other councils along the river to become convinced that their actions are generally consistent with other local governments. In short, the local councils are protecting the riverfront very carefully. And the homeowners also are generally careful about protecting the river. If we don't take care of our riverfront, the river takes it away during periods of high water.

I have read true and authenticated horror stories (e.g. in Farm Journal and National Geographic) about problems of landowners fighting off severe restrictions on land use or the actual taking of land by governmental agencies. I don't want there to be any new opportunity for that to happen here. And such things do eventually happen when authority for them is granted to some agency.

Keep control of the river local. Current regulations require the local governments to follow a careful and balanced policy. That is appropriate and that is enough.

I am concerned about the report's lack of specifics., particularely with respect to private residential private property.

I think there should be clear and reasonable appeal processes spelled out for all property owners and local governments who may be affected by any new authority granted to non-local agencies (e.g., NPS and DNR).

We have a generally balanced approach now between community economic and environmental interests in managing the riverfront, and it is being done well by local governments. We should keep it that way. If we are forced to follow the path of increased governmental activism and additional outside authority, a balanced approach in weighing the needs of the communities along the river. Extreme views are almost always unwise, whether they be those of the greenest environmentalist or the promotingest real estate developer.

Very truly yours,

Keith D Graham

Keith D. Graham, PhD

National Park Service
175 East 5th Street
Suite 418, Box 41
St. Paul, MN. 55101-2901

Dear Mississippi River Coordinating Commission;

I am excited to learn that efforts are being made to protect and preserve the Mississippi River through the National Mississippi River and Recreation Area (MNRRA). I am also encouraged that the river will be a designated area for the enhancement of recreation and the protection of wildlife.

I think that in order to make the management plan a success it is important to ensure water quality in the river and protect the health of ecosystems. Specifically, the issue of toxics in the river must be addressed. Protection and restoration of wetlands also must be a key provision in MNRRA management plan.

I support plans to create a trail and greenbelt system along the entire river corridor. I believe that linking the trail to existing neighborhood parks and trails will greatly increase public access. It is important to insure access for the diversity of neighborhoods and communities who enjoy the river.

It is also important to encourage non-motorized recreation on the river by adding no-wake zones and horsepower limits.

Please incorporate these elements in the MNRRA plan. Thank you for your efforts in protecting the river.

Thank you,

Dick & Carol Hart

Concerned Citizen

September 8, 1993

Dear Director and Commissioners:

We favor local management and control of the River corridor with input and review from the Mississippi River Commisssion. The issue of "veto" authority given the Commission over the local management group is not well explained and is very controversial.

As homeowners and taxpayers living along the great Mississippi River bank we are oppossed to the condemnation of private property along the residential sections of the river to provide a public hiking and bicycling trail.

The concern of residents about these issues should be recognized and addressed as many stories and interpretations are currently being advanced.

Thank you,

Mary Joy & Bill Kinney

Mary Joy and Bill Kinney
4060 115th Ave.N.W.
Coon Rapids, MN 55433

Superintendent
Mississippi National River
and Recreation Area
Suite 418, Box 41
175 East Fifth Street
Saint Paul MN 55101

14280 Blaine Court
Rosemount MN 55068
Sept, 7, 1993

JoAnn M. Kyral, Superintendent
Mississippi National River & Recreation Area

The draft comprehensive management plan/DEIS contains elements that could enhance the Mississippi River corridor for future generations. Our children will look back to our generation and say that we were good land stewards, if the Alternative B is selected. The present oversite by the DNR and the Met Council has led to the present degraded condition of the Mississippi River. The plan must recommend a strong Federal involvement in the corridor with enough resources to coordinate with and consider the activities of the local entities. The present levels of monitoring, implementation and enforcement are insufficient. The MN Dept. of Natural Resources and the Metropolitan Council will need to have important parts in the MNRRA, but the overall control and administration of the Recreation Area must be the responsibility of the National Park Service.

There must be a reduction in the pollution coming into the river from sources along the river. A goal for the river should be that the water quality at Hastings be no worse than the water quality at the beginning of the corridor at the Crow River. The problems of the poor water quality of the Minnesota River, due to agricultural runoff, needs to be addressed by the MNRRA plan. The corridor must be a model for the nation to prove that river pollution can be prevented and controlled. A new review of the currently approved discharge permits into would allow a base line to be established, so the total toxic load on the River could be determined. There must be a declining level of toxic loading in the River. In the future, new developments that would add toxic loading on the River would require a balanced reduction of toxic loading from other existing toxic sources.

The Recreational value of the River would be greatly enhanced by a continuous System of Trails and Green Belts along the side of the River. Acquisition of land along the corridor must be given high priority to add to the Trail System. Private land owners must be given incentives to

grant easements to permit the extension of the Trail. A higher priority must be established to grant Public Access to the River over demands for the enlargement of Industrial and private uses. The Public Access must be limited into Critical Habitat and Wetland areas.

Open Space and Wetlands within the corridor must be restored, enhanced and protected. No net loss of Wetlands policy must be more than just rhetoric. The Plan must state specifically how the policy will be accomplished and implemented.

Land uses that degrade the river's natural qualities through pollution must be halted. Existing protection of critical areas must be strengthened and where these protections are stronger than the MNRRA plan, then the local regulations must remain in place.

The problems of Non-Point sources of water pollution must be addressed with a plan for the reduction of these toxics from these sources. The restoration of degraded wetlands could be employed to clean up these sources prior to discharge into the river.

The present management of the portion of the Mississippi River flowing through the Twin Cities can not be considered successful when it is not healthy to swim in the river or eat fish that have been caught in the river. The present management of the river can not be considered successful when the public has few opportunities to see the river closeup because of improper development along the banks.

Congress has determined that the MNRRA is of national significance and importance. We must not permit local commercial, industrial and governmental interests to block the creation of a truly national river corridor. We have an opportunity to make an urban river corridor that would be a national model to demonstrate that environmental improvement and economic health can coexist.

Sincerely yours,

Paul Wright

Paul Wright

Sept 8, 1993

To whom it may Concern,

We are home owners whose property extends to the Mississippi River. As with others who live on the river, we take pride and do everything we can to keep the bank natural so that people using the river can enjoy it.

Almost every day, spring thru autumn, we see people enjoying the river. I do not see how the Federal Government can improve upon the use of the river in our area. There are many parks, wild areas and boat landings that people make use of right now.

We have beautiful hiking and biking trails near by in the Elm Creek Reserve.

Please leave the authority over the river in the hands of our capable local officials. We vote for Plan A.

Sincerely, Jerry + Judy Johnson
1128 Benton St
Anoka Minnesota

FORESIGHT
CONSULTING GROUP

To: National Park Service
Attn: JoAnn Kyral, Superintendent
Mississippi National River and Recreation Area
175 E. Fifth St., Suite 418
St. Paul, MN 55101

**Written Statement of Mike Priesnitz, President, Foresight Consulting Group, Inc.
for the Hearing Record concerning
the Mississippi National River and Recreation Area Draft Plan/EIS.
September 10, 1993**

*"It's Deja Vu all over again."
- Yogi Berra*

The reason I find the Yankees' catcher's statement so apropos is that I've been involved in a leadership capacity with this issue since 1979. At that time I was asked to undertake a consultant role to refashion a community consensus around the National Park Service's "Reconnaissance Study." My participation was funded by private foundations and at the specific request of congressional offices which were dismayed by the inability to get a consensus on the NPS study. Consensus around a framework for multiple use of the Mississippi River Corridor was finally achieved after considerable time and effort. Now, nearly a decade later, that hard-bargained consensus has evaporated.

As MRCSC project manager through its existence; as the chief staff person leading the interagency work group's drafting of what was to become P.L. 100-696; and as an interested citizen and volunteer who wants to see the MNRRA designation and plan be a positive force for enhanced recreational opportunities and economic growth, I believe the MNRRA draft plan/EIS departs significantly from the intentions of and goals for the management of the riverway.

My major objection to the draft plan is this: in central policy issues such as land acquisition, land use regulations, intergovernmental relationships, and the balancing of competing interests, the MNRRA plan/EIS abandons the local consensus arrived at earlier, which made passage of P.L. 100-696 possible. As the chief staff person responsible for fashioning a community-based consensus for the passage of P.L. 100-696, I urge you in the strongest way to adopt the draft plan changes recommended in the Stakeholders' position paper. I believe that only if the plan is realigned with these earlier principles and objectives will it have an opportunity for successful, efficient implementation. The draft plan will require state

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St. Paul Office: Suite 303, 93 W. Little Canada Rd., St. Paul, MN 55117, (612) 486-8366
Doris Hanson Office: HC58, Box 40, Northome, MN 56661, 1-800-775-3052
Grand Rapids Toll Free 1-800-347-1291 St. Paul Toll Free 1-800-347-1290**

legislation and cooperation from local, regional, and state governments and the private sector in order to work. The likelihood of such cooperation without the changes recommended by the stakeholders is problematic.

The lack of responsiveness to the concerns of the diverse interests in the MNRRA will be evident in the broad-based, determined opposition voiced to the draft plan. The Superintendent has speculated that a single company is somehow the sole source of this opposition, but this is not credible, and this theory will not be believed by decision-makers. Moreover, advancing this notion as the genesis of the dispute trivializes the hours of study invested by an array of businesses, trade associations, labor unions, local governments and others, all of whom have reached a similar conclusion, each from their own perspective.

In closing, I recall the final MRCSC policy analysis retreat which was held to discuss what would be the substance of the MRCSC recommendations. Chief among the recommendations was the designation of the Mississippi River as a National River. Along with this was the issue of who should be the lead federal agency. On this point, my meeting notes of the retreat show that Peter Gove made a motion, based on a staff recommendation, that the U.S. Army Corps of Engineers be recommended as the lead federal agency. The Gove motion was not made as any criticism of the NPS. No, the minutes show that the rationale advanced by Gove was that (1.) the USACE already had a presence on the river; and (2.) he and others on the MRCSC felt the Corps of Engineers would be better able to fashion a plan which provided for the special economic development considerations of an urban river like the Mississippi.

It never occurred to me that this second concern Gove expressed in 1985 would become an issue. But it has. The Denver planners assert that the plan adequately provides for economic utilization of the river corridor and balance of competing uses. Surely this outside evaluation must be reexamined in light of the great preponderance of local business, labor, economic development and related interests who feel the plan is unbalanced and will damage economic interests.

It is now time to take the concerns seriously. Regardless of the number of interest group meetings the NPS attends, if the plan is not made responsive to these concerns, the affected parties will judge it to be a failure.

The opportunity still exists for the MNRRA plan to articulate a realistic strategy that accommodates all of the varied interests. The effort should be made to do so, and I, for one, will continue to offer my time and energy in this pursuit.

Sincerely,

Michael F. Priesnitz

Michael F. Priesnitz, President
Foresight Consulting Group, Inc.

September 7. 1993

JoAnn M. Kyral, Superintendent
Mississippi National River and Recreation Area
175 East Fifth Street. Suite 418
Box 41
St. Paul. Minnesota 55101

Floyd L. Anderson
9208 West River Road
Brooklyn Park, Minnesota 55444

Dear Ms. Kyral,

I live on the West bank of the Mississippi. I wholeheartedly support the proposed management plan for the Mississippi National River and Recreation Area (MNRRA). Several neighbors I've talked with unanimously support the proposed plan. Our neighborhood has fought unwanted development in the past without very much success. We welcome the National Park Service who with the DNR will provide coordinated and long needed oversight. I believe that we need a watchdog with a "preserve and protect" philosophy like our own to bring some order and communication to a multi-jurisdictional area like MNRRA.

I am disturbed by several mailings that I have received from a group (or individual?) called Minnesotans for the Mississippi that seem to advocate "do nothing, leave things alone, everything is just fine". I called and only got a recording. They said they didn't want any money. I left my name and phone number and asked someone to call me. I wanted to ask who were members of the group and what was the source of their funds. Unfortunately, no one returned my call. It is my opinion that this effort is a well financed but thinly disguised special interest group that is more interested in themselves than in the welfare of the River.

Sincerely,

Floyd L. Anderson

10 September 1993

JoAnn M. Kyral, Superintendent
Mississippi National River and Recreation Area
175 Fifth Street East, Suite 418
St. Paul, Minnesota 55101-2901

Dear Superintendent Kyral,

In reference to D18(MISS) the Draft Comprehensive Management Plan Environmental Impact Statement:

It is a matter of the greatest importance that the final document supports the earliest restoration of the water quality of the River.

We must act from the understanding that the water cycle is not separate from ourselves, our health or our cultural and spiritual well being.

Our behavior as individuals and as organisations must change. We can change our industrial, agricultural and transport practices. What we have done to the River, we have done to ourselves. What we do for the River we will do for ourselves and our children.

It requires vision and courage to act, not for the moment, but for the future. Let our actions reestablish a spiritual relationship with the River. Collectively we can help restore the health of the River, the Oceans, the Sky, the Planet and ourselves.

Sincerely,

David Luce
Hawthorne Neighborhood
Minneapolis

September 9, 1993

JoAnn M. Kyral,
Superintendent, Mississippi National River & Recreation Area
175 East Fifth Street, Suite 418, Box 41
St. Paul, MN 55101

Dear Ms Kyral

Let me first compliment the Coordinating Commission, Contributors, Planning Team, and Publishers for the excellence of their efforts in the preparation of the draft document. I also apologize for not finding the time to review the document and prepare my input in the detail that it deserves.

My observations are those of a twenty-two year resident of Champlin, MN residing along the shores of the Mississippi on what I refer to as "Lake Haviland", the pool above the Coon Rapids Dam. My comments are limited to that perspective and the impacts as I perceive them from that experience.

I find myself favorably inclined to the general and overall aspects of the plan, and although I may disagree with some of the specifics, I will limit my observations to topics which I feel should be included in the plan, but are not.

Plan Purpose and Visions (p.10):
Although the plan recognizes the extensive private ownership and residential development above the I-694 bridge, the Purpose and Vision of the plan do not recognize and validate private residential ownership as an appropriate use. Neither does it outline any plan for respect of privacy or quality of the residential environment, but emphasizes only public access and use.

Trail System (p. iv; p. 33):
The plan recommends the use of utility easements for public access through residential areas. My home, like many of the older homes in the area, is located within 50 feet of the edge of the river bluff, yet an earlier proposal by Hennepin County Parks Department recommended a dual trail system through the properties along the river. Horses and cross-country skiing were recommended for the trail between the houses and the street. Jogging and Snowmobiles were recommended for the trail between the houses and the river, fifteen feet from our living room, den, and bedroom patio doors. Such a proposal shows little respect for private residential ownership.

Visitor Recreational Use (p. v):
The plan recommends an emphasis on the encouragement of additional recreational use. The recent restrictions imposed on the BWCA would indicate that the environmental impacts, on an already heavily used and polluted resource such as the Mississippi, must be carefully considered prior to any encouragement to increase its use.

Riverbank Erosion (p. 37, Item 3):
The problem of bank erosion is recognized in the section addressing Commercial Navigation but should also be addressed for recreational areas. I do not know if the reference on p. 41, item 19 to "streambank protection" should

be interpreted to address this concern. The enormous increase in recreational boating activity over the years has significantly increased the rate of erosion along the shores of "Lake Haviland" and as a result many residents have had to install a variety of fill and shoring to slow the process. The result is most often in conflict with the shoreline preservation and restoration aspects of the plan.

Noise Impacts (p. 38, Item 4):
The problem of noise impact is recognized in the section addressing Commercial Navigation and should also be addressed for recreational areas that adjoin residential areas (as on p. 40 item 8 but more specifically as they impact residential areas). The extensive use of high speed recreational boats, along the narrow sections of the lake between the bluffs, results in noise impacts that are well above the levels generated by barge operations. Specific plans should be developed to address noise pollution in the high use recreational areas.

Threatened and Endangered Species (p. 41):
I applaud the inclusion of this section of the plan but would like to see the concept expanded to include wildlife in general and waterfowl specifically. The preservation and restoration of the riverbank and the requirement for natural vegetation in the setback area will do a great deal to accomplish this but it should be a specific goal of the plan. The river area has enormous potential for wildlife and waterfowl production and there should be specific recommendations, and encouragements, for the development of nesting areas on both public and private lands.

Interpretive Facilities at the Coon Rapids Dam
Plans for the interpretive facilities, and the recreational activities at the Coon Rapids Dam location seem to ignore the fact that Hennepin Parks, in their letter of June 9, 1993 to "Coon Rapids Dam Neighbor" has indicated that the future of the dam is in question. In the enclosed flyer they state, "Hennepin Parks may have no choice but to remove the Coon Rapids Dam..." if hydro-electric generation is not feasible. This would seem to be a point of significant potential impact and should perhaps be addressed in the plan.

Thank you for the opportunity to participate in the process, and keep up the good work!

John M. Haviland
11136 West River Road
Champlin, MN 55316

c: City of Champlin, MN
Minnesotans for the Mississippi

September 7, 1993

Superintendent, Mississippi National River and Recreation Area
175 East Fifth Street,
Suite 418
Box 41
St. Paul, MN 55101

Dear Sir:

I have been reviewing the Draft of the Comprehensive Management Plan Environmental Impact Statement dated June 1993. It list three alternative federal actions:

Alternative A--no action

Alternative B-- resource protection, more restrictive land management etc.

Alternative C--increased development, increased tourism and new commercial and industrial development etc.

I feel the best course of action has two parts (1.) Alternative A--no action and (2.) kill the whole program at the federal level. My reasons are listed below. The list is not necessarily in the order of importance.

1. Page 2 "...However, in spite of the excellent efforts of individual cities, there is a general lack of coordination in the corridor.... that this plan seeks to correct."

   The text of the entire project is that somebody in the "Beltway" has a better idea on how the local people should be doing things. Therefore, we ("we in the beltway") are going to take it away from them (the state and local populace) and have the UPS do it properly. The UPS does have a proven track record of increasing traffic flow into an area. And we all know that the more people in an area the more damage to an area is done. Sounds like a great plan--bring in more people into a fragile area.

   To better understand the thought process of how the "Beltway" feels about the abilities of the locals read page 4. "...As use of the river and adjacent lands in the corridor grow, there is increasing potential for conflicts between uses." I ask --"who is better equipped to resolve these differences? Someone locally or someone in Washington."

   Solution--consistent zoning laws written and enforced. I am

not saying the river is not fragile. But I am saying it is better done at a local level. With this act the local say is of no importance. Despite what I say or any others who may object to this project--the UPS will control all decisions.

2. Page 10 "...One issue raised periodically during the course of this planning process but not addressed in the plan is the concern that this project is the first step by the National Park Service to gain control of the entire Mississippi River from Lake Itasca to the Gulf of Mexico. **There is a separate study currently being undertaken by and independent congressionally established commission, the Mississippi River Study Commission, to determine the feasibility of designating the entire river as a national heritage corridor. The National Park Service is providing some staff assistance to that commission, but it does not control the results of the study."** **THERE IS REASON TO BE CONCERNED!**

As an example, consider the fact that currently rumors have it the U.S. Fish and Wildlife have a hidden agenda to gain control of as many waterways as possible through the use of the endangered species act. The U.S. Fish and Wildlife's internal memo's concerning these matters are considered "privileged" and are not accessible through the freedom of information act.

Having read what congressman Penny has been saying about the power of the bureaucrats and their lust for more it is easy for me to assume the same to be true of this whole project. It is only the tip of the iceberg. I have yet to see less government involvement--in anything.

3. Finances

Page 85	Harriet Island	$10,000,000
	St. Anthony Falls	2,300,000
	Wayside exhibits	180,000
Page 86	Annual NPS salaries	1,288,000 per year
	Maintenance	180,000 per year
	DNR Salaries	300,000 per year
	Cost of land	**NO ESTIMATE POSSIBLE**

This is a typical boondoggle. The government wants to start a project without a cost on the main ingredients--the land to put the buildings on nor the land they want to condemn and take into the corridor. The taking of land is another story--we need but ask the American Indian how honorable the U.S. Government is when it comes to taking land.

Page 20 "...Unlike many floodplain management programs where the long term goal is to remove structures from the 100-year floodplain, this plan is to preserve existing conditions." This could be interpreted to maintain the Coon Rapids Dam. While I enjoy the benefits that dam brings to me I don't think

the taxpayers in other parts of the country should pay for its replacement. I know people in positions of authority will say it won't happen--stranger things have happened.

4. The idea of continuous bicycle trails etc. along the river sounds romantic. However, the more people brought into an area the more damage they do. The banks of the river are fragile. Let's protect them in a manner that is consistent with good ecological sense--that is don't make the land easily accessible.

5. The idea that only the federal government can provide us with this corridor is wrong. If there is to be a corridor along the Mississippi--let the people of Minnesota do it. We have the people and the talent. If the will is there we can find the moneys to do it--and do it better and more economical than the U.S. Government.

6. By doing nothing we can save $12.5 million dollars in construction expenses--not to mention land expenses and trails etc. Using President Clintons math of reducing the need for staff at $1.768 million per year--by the year 2,000 we will have reduced the deficit by over $23 million dollars. The way the government works it probably will be more.

Sincerely,

John D. Tracy, Ph.D.

cc: Carlson, Durenberger, Wellstone, Grams

September 9, 1993

United States Department of the
Interior - National Park Service
Mississippi National River and Recreation Area
175 East 5th Street Suite 418 Box 41
St Paul MN 55101

Dear Superintendent,

Regarding Draft for Mississippi National River Comprehensive Management Plan.

I am very happy that this plan has been developed. Returning the river and river front to its natural state is wonderful. The Mississippi River is one of our greatest assets and we need to do what we can to preserve its beauty and keep it clean. It is exciting that people will have a way to better enjoy this natural wonder.

As a part of this plan, I support the following concepts:

-Offering support, assistance and resources to cities, towns, and groups of individuals who are working to have recreational trails that will connect communities and parks up to the river trail.

-Helping communities develop policies to protect natural resources and historic sites.

-Offering technical assistance and education to communities interested in raising creeks that have been buried in the storm sewer system.

-Promoting non-motorized use of the river.

-The potential of many other trails being developed to connect with this trail.

-Providing all citizens with an opportunity to enjoy the river.

-Considering recreational uses of the river as being of the same importance as economic uses.

-Restoring and protecting natural wetlands.

-Protecting our needed open spaces.

Thank You
Sincerely,

Karin DuPaul

Karin DuPaul
668 Greenbrier
St Paul MN 55106

September 8, 1993

Superintendent
Mississippi National River & Recreation Area
175 East Fifth Street, Suite 418
Bay 41
St. Paul, MN 55101

Sir/Ms.

As property owners on the Mississippi River for over 28 years we are extremely concerned about the proposed plan for the Mississippi.

The plan lacks specific information and indicates that additional authority will be given to the Department of Natural Resources and the National park service which will consequentially create more paper work, more confusion, more delays as well as the lack of concern for the homeowners.

The management of the

Mississippi River Corridor, has been recognized as having preserved the river in good condition, Why not work with the existing organization and not create an organization or add so many new groups to the existing organization that the original gets so divided it becomes ineffective, cumbersome and wasteful.

Sincerely,
(Mrs) Jean W. Mahaney
Dwight W. Mahaney

Sept 9, 1993

Dear Superintendent

I am writing concerning the Mississippi River corridor.

We live on the river and have never received notice of proposed changes or additional regulation as would apply to our property.

Visiting at the MRCC booth at the State Fair I was informed that local governments would <u>always</u> have the final say in any proposed changes. Also they informed me that bike paths etc. would never be put in front of existing homeowners river property. I would like to see that in writing.

It seems that local management of the River corridor has preserved

the river in good condition for over 140 years. Why spend our tax dollars with another layer of government? I understand ten people have been hired so far for this unnecessary task.

Sincerely,
A concerned tax payer
Carol Wallestad

Keith Harris
394 N Cleveland, #10
Stp, MN 55104

MNRRA-comment
175 E. 5th St STE 418 Box 41
STP MN 55101

To the Commissioners

I have only recently heard about the MNRRA plan and as someone who has lived in this area for about 12 years I would like to express my thoughts. I have not had time to review the plan as closely as I would like to and so will be general in the nature of my comments.

I endorse the idea of a plan for development of the Metro area River corridor. This area has grown rapidly and without an orderly plan will, I believe, lose many of the attributes which have made this a good area to live in.

I support the idea of a strong central authority to govern the River in the metro area. The many competing agencies have to often not completed the job of river protection. Their are many abuses along the River that are only a technical compliance and any reasonable person can see that they are degrading water quality. I think one agency should have a charge to oversee the others and have some sort of leverage on decisions made by other agencies.

Living near the River I support a continuing of the trail system along the corridor. The idea of trails appears to have become a standard metro wide and the River should be updated as all the suburbs now also have trail systems. The River system should be the key and the goal of other suburban trail systems.

I object to the barge industry use of single hulled barges in the corridor. It should be mandatory that these be removed from this area. The barges are subsidized to a great degree by low fuel prices and taxes that do not reflect the cost of keeping the River open to their navigation. In the light of all that, I see no reason why they should not agree to this small concession.

I support the economic features of the plan especially those that support small business. I have changed careers several times in the 1980's and no longer believe that big business will provide any jobs. They are just not hiring people and when they do its temporary. The plan should consider the needs of small businesses and especially those which might benefit from the general improvement of the area and more tourism.

Sincerely,

Keith Harris

September 10, 1993

Superintendent
Mississippi National River and Recreation Area
175 E. 5th Street
Suite 418, Box 41
St. Paul, MN 55101

RE: Mississippi River Coordinating Commission and N.P.S.

I am writing this letter to explain my position, as a homeowner on the Mississippi in Anoka, and as a lifelong (48 years) resident of the Anoka area of the Mississippi. We have owned our 185 feet of river frontage since 1985, but I can tell you that the Mississippi has been known to me and my friends and relatives intimately for four generations.

I have used the river as a fishing hole, a water skiing lake, a swimming area (had my first swimming lessons at Rice Street Beach), and love the way the River has been accessible to me, my fellow Anokans, and my friends from other communities.

I detest any idea that smacks of making this a "wild and scenic" area or one controlled more extensively than it has been by any governmental agency/agencies. The Mississippi has been used for recreational and commercial purposes in our area since the 1840's - Anoka, because of its position in commerce on the Mississippi, at one time having been considered as the State Capital.

The way the river used today is, without question, the best use of this resource and should continue.

I would make only one suggestion. There is a need for policing of individual homeowners and companies dumping refuse and human solid waste into the river upstream of Anoka. I was going to say "stronger policing", but I have not witnessed any policing to date.

Thank you for your hard work and planning. We are very concerned about any approach that limits our use, but we are pleased that you have taken an interest.

Sincerely

Ronald G. Chamberlain
1707 Levee Avenue
Anoka, MN 55303

MNRRA Comment Sheet

Name: Karen Kvavik

Group/ Company: (If Any) 11 Greenway Cables

Address:

City/State zip Mpls MN 55403

Comments

I Support MNRRA - managed by Nat'l Park Service.

Improvements so far are wonderful but it needs an overview & coordination of MNRRA plan

Thanks

K

-over-

National Park Service
Mississippi National River & Recreation Ar
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: Jeff Koon

Group/
Company:
(If Any)

Address: 1662 Blair Ave.

City/State
zip St. Paul, MN 55104

Comments

Keep it as pristine as possible. And clean.

-over-

National Park Service
Mississippi National River & Recreation Are
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: Greg Busacker

Group/ Company: (If Any)

Address: 731 Cleabrook Ln
VADNAIS HTS MN 55127-3512

City/State zip

Comments

MNRRA Tighten up the Ambiguities in the Draft Comprehensive Management Plan ECS* I Am very concerned that future regulations will broadly interpret the Management plan to be more restrictive than was originally intended* This could result in negative ie. (NEPA Significant) economic impacts to the regional economy*

-over-

National Park Service
Missisippi National River & Recreation Are
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: Sally Potter

Group/ Company: (If Any) Small business owner (sports store - not camping, etc.)

Address: 624 Forest St.

City/State zip East Lansing, MI 48823

Comments

- there are always places for business.

There is never enough green space.

Do not give in to politicians and business people.

Keep lots of wild space, green space, places for long hikes - away from everyone (I was just at Glacier = Wonderful!)

- And once it's gone, it's too expensive, and hard to bring back. So it's not brought back.

And we all suffer. -over-

National Park Service
Missisippi National River & Recreation Are
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: Al Schulz

Group/
Company:
(If Any)

Address: 1572 Madison

La Crosse WI 54601

City/State
zip

Comments

Charge barges fair fees to
cover federal tax dollar
that now subsidize barges

-over-

National Park Service
Missisippi National River & Recreation Ar
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: Sara Grace

Group/ Company: (If Any) (none)

Address: 2916 33rd Av. S.

City/State zip Minneapolis MN 55406

Comments

Reduce pollution, clean up the river, return it to natural state, maintain/improve wildlife habitat, limit industrial/commercial/housing development

-over-

National Park Service
Missisippi National River & Recreation Are
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: Bruce Hendrickson

Group/ Company: (If Any)

Address: 311 19th Ave No

City/State zip St Cloud MN 56303

Comments

We need to spend and take great care of our river and lakes. As they are a great resource for All to enjoy and generate revenue for many people

-over-

National Park Service
Missisippi National River & Recreation Are
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: Jason Gabler

Group/
Company:
(If Any)

Address: 277 Babcock St, Box 1692

City/State
zip Boston, MA 02215

Comments

Lights are not always on along River Road at night. Otherwise great.

-over-

National Park Service
Mississippi National River & Recreation Are
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

MNRRA Comment Sheet

Name: _____

Group/
Company:
(If Any) _____

Address: _____

_____

City/State
zip _____

Comments

Provide off-road biking or
allow access to mountain bikes

-over-

National Park Service
Mississippi National River & Recreation Area
Galtier Plaza, Suite 418, Box 41
St. Paul, MN 55101-2901

(612) 290-4160

C-92

RECEIVED SEP 10 1993

To the MNRRA Planning Commission,

As a Minneapolis resident and someone who works in very close proximity to the Mississippi River, I wish to express my grave concern about the state of this vital river. I would also like to say that MNRRA has an extremely important role to play in shaping it's future. Firstly, the water quality is very poor. Stringent environmental controls must be implemented as soon as possible.

I have recently been made aware of the corridor-trail-system proposal and also feel this (as an outdoor enthusiast) is a wonderful plan. Minnesota is so beautiful, this should be shared w/ everyone.

Above any of these concerns is the importance of regional wetlands. The recent flooding is the best evidence of all. Wetlands would allow heavy rains to re-enter the river more slowly, obviously minimizing the impact of flooding. They are also valued as home to thousands of species of birds, insects and mammals. These should be considered state treasures.

Finally, the state of the river would also be helped considerably by the addition of no-wake areas, and general encouragement of non-motorized recreational vehicle use. Canoeing is an important part of our heritage.

I hope you will take these considerations into account when considering the fate of our river. Thank You

Brian Oake

C-93

RECEIVED SEP 10 1993

August 5, 1993

The MNRRA Commission,

The Mississippi River is important to me as a native Minnesotan for several significant reasons. I am deeply concerned for it's future and feel that we must take direct action to preserve and heal the river and save it from further environmental degradation. The minimum standards for survival are not high enough for the largest river in the country. We must take responcibility for our actions and begin to think about our children's futures.

Please address the water quality of the Mississippi River. Right now it is not safe to eat the fish, swim or drink the water from the River. We do not have enough time to wait for another government beaurocracy to save us. They do not depend on or live on the river. A corridor trail system is important for us to appreciate the river's beauty. Children cannot protect and defend something they have not seen.

Preserving and protecting wetlands, which filter out pollution, harbor endangered species and prevent flooding, must also remain priorities.

Respect for other cultures will not be taught by words alone. The Mississippi River is a spiritually necessary piece of Native American life. How can we pretend to value other's culture while systematically destroying their culture. It is insensitive and unjust.

Thank you for your work and please take the views of the people of Minnesota into consideration.

Sincerely,

Michelle Lee
3250 Ulysses St. NE
Mpls., Mn. 55418

C-94

RECEIVED SEP 10 1993

August 5, 1993

To The MNRRA Commission,

It is my understanding that the MNRRA planning process is coming to a close. It is my concern that the draft plan neglects the needs of the enviroment & citizens in favor of the wishes of large corporations. As the plan is being revised, I urge you to put a stronger emphasis on the following points.

(1) Water Quality — The waters of the Mississippi River are not swimable, & I certainly wouldn't eat the fish from it. This is a disgrace, & must change.

(2) A Corridor Trail System -- This would encourage recreational use of the river in a way that does not harm the enviroment, & it should extend the entire 72 miles.

(3) Protec & Restore Wetlands — This would improve the water quality, provide flood control & protect the many species that live there.

(4) Encourage non-motorized recreation use of river -- Commercial motorize use of the river have made non-motorized use difficult if not impossible. Provisions must be made to allow safe non-motorized use.

(5) Native American Cultural Sites -- These sites have long been ignored & often destroyed in this part of the country. It is important that work is done in cooperation with native American leaders to see that these sights are preseved & treated respectfully.

Please see that these points are worked into the next draft of the plan, and

THANK YOU for YOUR CONSIDERATION.

SINCERELY
Bill Snyder

BILL SNYDER
614 W. LAKE ST # 1
MINNEAPOLIS, MN 55408

C-95

RECEIVED SEP 10 1993

8/5/93

MTRRA Planning Commission:

I am writing to you today to voice my concerns and hopes for your draft plan.

I would like to encourage the Planning Commission to focus upon environmental concerns for the establishment of the Mississippi National River and Recreation Area.

The five areas of main concern for myself and my family are as follows:

1) That MTRRA strongly encourages a standard of water quality in the area.

2) That a corridor trail system for bikers and hikers is established along the full seventy-two mile stretch of the river.

3) That a firm and lasting protection of wetlands resources be put in place to stop any degradation of current wetlands.

4) That non-motorized recreational use of the river be encouraged.

and finally:

5) That a stronger emphasis be placed upon Native American cultural sites; and that Native American input be strongly considered in any decision

where MITRA is concerned.

Thank You for taking time out to consider my concerns in this matter. Please do seriously look at these five points.

Thanks You Again,

Aileen Crowe

C-96

8-5-93

RECEIVED SEP 10 1993

Dear MNRRA Planning Commission,

I am writing this letter in support of the of the corridor trail system along the Mississippi River. The river is one of the states natural wonders and should be made accessible to the general public. I am also deeply in favor of the preservation of the Native American cultural sites.

To enhance the serenity of the river area I also back the non-motorized recreational use of the river. Also we should learn from all the recent flooding that we must protect and restore the wetland areas around the river.

Please consider all these points when you vote on the draft plan.

Seriously,

Mike Rael
1027 14th Ave SE
Minneapolis, Mn 55414

C-97

RECEIVED SEP 10 1993

8/5/93

Dear MNRRA Planning Committee,

In reference to your Draft Plan, I'd like to thank you for any additional emphasis you could place on improving the water quality of the Mississippi River. The current water quality is really shameful - the Mississippi begins here in Minnesota, but is polluted beyond swim-ability by the time it even leaves our borders. What kind of an example are we setting for the other states the river runs through.

In addition, I'd like to encourage your efforts in setting up a corridor trail system and protecting wetlands. Furthermore, your plans for encouraging non-motorized recreational use of the river are a good idea and should be expanded.

Sincerely,

Daniel Hardy

C-98

RECEIVED SEP 10 1993

Aug 5, 1993

To MNRRA Planning Commission

I am writing to you as an avid fisherman, canoeist and cyclist. This past year I have spent $90.00 for a canoe, $500.00 for a new bike and an unknown (although I am sure substantial) amount on fishing gear. I would like very much if I would be able to pursue these hobbies on a non-polluted, non-motorized and fairly pristine stretch of the Mississippi river. It makes us not so much to ask.

Sincerely

[signature]

C-99

8-5-93

MNRRA Planning Commission,

RECEIVED SEP 10 1993

I would like to urge you to include a strong emphasis on the following points in your draft plans for the Mississippi River corridor in the Twin Cities Metro Area:

1. Strong standards to protect water quality
2. An unbroken trail system for pedestrians & bicyclists the entire length of the corridor.
3. An emphasis on protecting and restoring wetlands
4. Encouragement of non-motorized recreational use of the river.
5. Protection/restoration of historic sites, especially native american cultural sites.

Thankyou.

Craig Rivers

C-100

RECEIVED SEP 10 1993

MNRRA Planning Commission: Aug 5, 1993

I would like you to include in the draft plan provisions which include the following:

1. Protecting water quality
2. Restoring lost wetlands and protecting existing wetlands. This is extremely important because of the recent flooding.
3. Encourage non-motorized recreational use of the river.
4. Include Native American Cultural Sites along the way.
5. A Complete Trail system spanning the full 72 miles of the river. This is extremely important to make sure the park is accessable to all. This should include both walking and biking paths.

Thank you for your consideration on these matters.

Sincerely

Mary Brady
2017 Aldrich Ave S #2
Mpls, MN 55405

8-5-93

RECEIVED SEP 10 1993

C-101

TO MNRRA Planning Commission:

I am writing to express my concern about improving the water quality of the area near the Mississippi River.

I support the work being done on the draft plan but would like to encourage much improved water quality, the protection and restoration of the surrounding wetlands and the Native American cultural sites. I also am in support of the corridor trail system and the non-motorized recreational use of the river. The full 72 mile corridor trail system is encouraged.

Please take into account the environmental concerns of this area!

Thank you!

Diane S. Freese

C-102

RECEIVED SEP 10 1993

Aug. 5, 1993

To the N.M.F.F.A. planning commission.

I would like to see a stronger emphasis on the following points:

1. Water Quality.

It's a shame how poor it's become.

2. Corridor Trail System,

Has there been an upsurge of homeless people & derrilicks demanding access into Fridley?

3. Protect + Restore Wetlands,

The main reason for is "Natural" flood protection.

4. Native American Cultural Sites,

Seeing as we seem to have destroyed the land, maybe we could use their insite.

Thank You. A. Stadsvold

RECEIVED SEP 10 1993

1123 Monroe St. NE
Minneapolis, MN 55413

July 28, 1993

C-103

Attention MNRRA Commissioner:

I am concerned with the current MNRRA draft plan. I feel that several issues are not being addressed, and these should be of utmost concern when planning for use of the Mississippi River Corridor.

My concerns begin with environmental quality. Without pollution controls, we may lose the use of this valuable resource for future generations.

Secondly, the development of a corridor trail system is essential for recreational use. As a bicyclist, I would love to be able to travel down the Mississippi on the corridor trail.

Next, the protection of wetland and open areas is vital. We need only look at the serious flood problems this summer to realize the need for wetlands protection.

Fourth, encouragement of non-motorized vehicles should be included in the plan. Because of their minimal damage to the

ecosystem, these non-polluting vehicles are clearly preferred to other forms of transportation.

Lastly, preservation of Native American cultural sites should be a clear goal. These sites have intrinsic historic value.

In conclusion, these five areas must be clearly addressed in the MNRRA draft plan in order to have a complete representation of the Mississippi corridor users. Clearly, the current draft does not address these areas, and I feel it represents corporate interests without considering public opinion.

Sincerely,
Christine T. Canard

RECEIVED SEP 10 1993

C-104

July 28, 1993

The MNRRA Commission:

As a new resident to the Twin Cities, I feel this plan for a park is vital to the cutural history of the area. I grew up on the Missouri, and understand the value a waterway such as the Mississippi has to offer. History and cultural influences help us all remember who we are and the richness of the past remind us all of the friend the Mississippi has been to us. It is time for us, as concerned citizens, to be a friend to the river.

The water quality of our rivers should be an on-going fight. Above all, a national park should be an example, not a continuing embarrassment to existing "fishable, swimmable standards. In this, the protection of the wetlands and open areas are crucial to healthy maintanence to the river.

It only makes sense that this area be enjoyed through non-motorized recreation and bike trails. The river should be part of the natural experiences in Minnesota.

It is a part of the cultural experience of <u>all</u> Minnesotans, Native American included! Please remember

this when considering your final decision. We trust you will decide for the best of the River, and the enjoyment of all the citizens of the State.

Thank you

Deb Hurd
2100 E. Cliff Road #301A
Burnsville, MN 55337

C-105

07-28-93

To MN RRA

Apt # 10 C
1425 Terrace Dr.
Roseville MN
55113

RECEIVED SEP 10 1993

Dear Sir / Madame,

RECEIVED SEP 10 1993

I urge you all to work hard to protect the Mississippi River Area declared as a national recreation by implementing the following key points which are critical to the preservation and sustainability of the enjoyed area for ~~future use~~ use by future generations.

1) First Guarantee and ensure highest standard of water quality along the Mississippi River.

2) Protect and preserve our wetlands

3) Ensure non motorized vehicles on the Mississippi

4) Allow a Corridor trail ie Bicycle trail

I strongly believe that these key points will allow the sustainable use of this enjoyed recreational area, reduce the impact of floods as wetlands act as natural storage areas and most important Set a standard to be implemented by other States throughout the United States of America.

Remember, this will bring tourism and new revenue to the State, which brings this letter to the final Conclusion, that a

Strong enviroment always leads to a strong economy and not vice versa.

Thankyou very much for your assistance & Cooperation I look forward to hearing from you shortly

Yours Sincerely



PETER I. IDUGBOE

RECEIVED SEP 10 1993

C-106

July 28, 1993

To the MNRRA Planning Board:

I'm writing as a concerned citizen regarding the MNRRA Draft Plan. The Plans five points are part of major environmental and cultural concerns to all Minnesotans.

First, the environmental and water quality of the Mississippi River between ~~Coates~~ Dayton and Hastings has become increasingly bad over the years. The Draft Plan would address these issues and work toward remedies to help us reclaim this vital waterway for something other than barge traffic.

Secondly our wetlands are vital. If you doubt that, speak to the flood victims throughout the Midwest whose situations could have been mitigated if more of our wetlands had not been wiped out.

Third, about the last thing required for the health of the Mississippi is more motorized river traffic. Let us enjoy its beauty without the use of engines.

Finally, let us develop and use corridor trails. It's an integral method to allow us all greater use of our river and its surrounding environs.

Thank you for your concern,

Robert Fraser
4908 - 11th Ave. S.
Hopkins, MN

RECEIVED SEP 1 0 1993

C-167

28 July 1993

MNRRA Planning Commission

Living in Minneapolis, any project to be carried out on the Mississippi River will affect me, as it will many others. I realize the need for careful deliberation. I am in support of MNRRA's idea for making a park area of the Mississippi corridor here in Minnesota. But there are a few points that I think should be dealt with very carefully.

I would like to see careful consideration of the following issues:

1. The Quality of our water being maintained.
2. The Protection of our wetland's.
3. The non-motorized use of t[illegible]
4. The possibility of a corridor trail from Dayton to Hastings, Minnesota.
5. Involvement of those people who will uphold The Clean Water Act, regardless of pressure from business enterprises to compromise standards.

I hope that MNRRA will not let business interfere with ~~your~~ original goal: to create a park and recreation area. Please

Stay true to your intentions, much support will follow.

Thank you,

Katherine Dalbey

C-108

RECEIVED SEP 1 0 1993

7-27-93

MRRB Commissioners,

I have recently become aware of this planning commission's steps to create and maintain a National Park along the Mississippi River. I fully support having a park in Minnesota however I urge you to make some important changes to this plan. These are as follows:

a) thorough consideration of water quality in the "corridor" and steps to ensure safer water quality
b) real efforts to restore and protect wetland areas along the river
c) giving adequate time for recreational non-motorized vehicles on the river
d) permitting a bike trail within the corridor so that the river can actually be enjoyed as a natural resource
e) insisting on citizen representation (on the board) from the Native American community, as the river has deep religious and genetic value to the people of their Nation

Please consider these carefully. It is important that all peoples have the chance to enjoy the Mississippi and the areas around it. Please respond.

Kathleen J. Coughlin

Kathleen J. Coughlin
5802 Washburn Ave. S.
Mpls, MN 55410

RECEIVED SEP 1 0 1993

TO: The MNRRA C-109

The Mighty Mississippi is a valuable resource for Minnesota and the entire Country. We must respect and protect this national treasure.

Please incorperate the following points into your plan to enhance this corridor:

1. Strong water quality standards
2. The protection and restoration of wetlands
3. Non-Motorized recreation
4. a Complete bike path
5. respect and recognition of the native influence on the area.

thank-You
Peter Young

RECEIVED SEP 10 1993

C-110

To the Marin County Planning Commission

C-111

July 28, 1993

RECEIVED SEP 10 1993

Members of Congress,

As a concerned citizen of this State I am seriously bothered about the draft plan which is before you at this time From my recollection there a couple of points missing of this plan that needs attention water quality the protection the wetlands there is definetly a need to reduce the amount of motorized vehicles on this Site a connector trail must be created and finally the protection of the Ingenous people site thanks for your support

Jan Aldridge

Ted Aldridge

C-112

RECEIVED SEP 10 1993

Dear. M.N.R.R.A

my name is Raed younis
I'm one of the people how
Like to see change and I agree
about

1) water quality
2) protect wet lands
3) NOW- motorized
4) corridor trail

I wish Luck

Raed

To M.N.R.R.A

1) water quality
2) protect wetlands
3) non-motorized

I'm Raed yours, I'm one of the citizens how want good in.





7/28/93

C-113

RECEIVED SEP 10 1993

MNRRA Planning Commission

The MNRRA Plan needs to emphasize these five points: ① Water Quality needs to be improved to fishable & swimmable standards.

② Wetlands & Open Spaces need to be protected.

③ Non-motorized recreational use needs to be encouraged; ie canoes.

④ As a cyclist, I would like to see a corridor trail through this Park.

⑤ The spiritual and social significance of this river to America's Indiginous Peoples needs to be acknowledged, both out of respect for these folks and as an educational resource for Minnesota's citizens.

This can be a great asset to our state.

Sincerely

Michael Gibbons
2445 313th Ave
Paynesville MN

C-114

To MNRRA commission:

RECEIVED SEP 10 1993

I strongly urge you to consider the non-motorized plan for the recreation Area. By doing this, it will provide a much cleaner and also a quieter piece of river for all to enjoy.

Please also consider the other four very important points of the proposal. As a very concerned + informed citizen, the Mississippi River is a Flowing body of water which needs Your approval on the 5 points.

Thank You,

Scott Wilson

C-115

RECEIVED SEP 10 1993

July 27, 1993

Dear MNRRA Commission,

I am a tax-paying, home-owning, regular voting and long term citizen + resident of St Paul, Minnesota.

Today I am urging your complete support of the MNRRA draft plan with these 5 basic principles:

1. assessment of Native American cultural sites
2. a system-wide trail system for recreational use; ie walking/running/X-C skiing/biking
3. other non-motorized recreational use.
4. protection of wetlands + open spaces
5. protection of water quality + full compliance with Clean Water Act with no waivers + no exceptions.

For goodness sake, we're upstream over 400 miles to literally millions of other US Citizens + residents. This river is precious. This river is the single greatest natural resource in our state. Please think long term + sustainable. Thank you.

Ric Fohrman

Ric Fohrman 1950 Highland Pkwy St Paul

C-116

RECEIVED SEP 10 1993

MRRA Planning Commission,

I support the creation of the Mississippi Recreation Area. If the area is set aside though, it is paramount that the water quality level rise. In addition, protection of wetlands and wildlife habitats within the corridor.

The creation of this area would be unique in an urban setting. Therefore, access needs to be restricted in the form of non-motorized traffic within the corridor, but with provisions for access on land such as a bike path or walkway.

The spiritual and religious significance that the Mississippi holds for Native American belief must not be discounted. At the bare minimum, they must be included in the process. At best, policymaking to include Native proposals, consultation, and recommendations to help make better the corridor for all Minnesotans.

Sincerely,

Terry Kay Hamblee

To:

Mississippi National River & Recreation Area

7/28/93

C-117

RECEIVED SEP 10 1993

I'm writing to you as a concerned Minnesotan resident. I'm ~~appalled~~ deeply disturbed by the MNRRA draft plan which might have disastrous consequences as far as the water quality of the river, the wetlands protection, etc. The discussed piece of land along the river should be protected as the National Park, and preserved for the future generations. I urge you to act promptly on this issue ~~and~~ by taking our "concerned voices" into consideration!

Thank you for your action.

Sincerely,

Miriam Walesko
615 Ontario St. SE, #3
Mpls, MN 55414

C-118

RECEIVED SEP 10 1993

C-119

RECEIVED SEP 10 1993

Dear Sirs

As a Minneapolis resident the concept of a National Park along the Mississippi River electrifies and excites me as it undoubtably does thousands of my neighbors. Unfortunately, as a citizen concerned about our shared environment the plan distresses me greatly. The lack of concern concerning point source pollution, channel dredging, and water quality in general shakes my faith in governmental process and begs my involvement. Please consider the need for a protected National Park and recreational area in the heart of the Twin Cities, it would be a benchmark in urban planning, environmental protection, and social responsibility

Paul G Passman

1530 LaSalle #201
Mpls, MN 55403

RECEIVED SEP 1 0 1993

July 28, 1993

C-120

To: The MNRRA Planning Commission

From: Ellen E. Boroughf
2112 Garfield Avenue South

Please, when making final your plans, pay attention to the name of your commission. It contains the word "Recreation" not the word "Business." Therefore, pay attention to water quality — users will want to swim and fish. Preserve, indeed restore, wetlands. Protect this recreational area from flooding. And, please do restrict barge and motor boat traffic. Who wants to worry about being done-in while having a lovely swim. A bicycle trail would be nice, too. We'd be able to get from scenic spot A to scenic spot B without emitting noise or fumes. One last question: Are any Native Americans involved in the planning? If not, why not?

7/28/93

RECEIVED SEP 10 1993

C-121

The MNRRA Commission-

As a concerned citizen, I urge you to include some specific points into your project.

First, please take into account the need for better water quality and the protection of the wildlife in the Mississippi River.

Second, the protection of the Wetlands is a ~~crutial~~ crucial and vital part of this project. As I hope you understand, the Wetlands provide a natural filteration system for our water quality as well as housing for many endangered species.

Third, it is crutial that [redacted] motorized vehicles be prohibited from this area. Not only are they a major source of pollution

on our rivers and lakes, but to see a calm and quiet river flowing without the blaring of motors and barges is aesthetically pleasing.

Fourth, a bike trail extending from Daton to Hastings would be a major step in encouraging non-polluting forms of recreation. There are thousands of citizens and tourists that travels up and around Minnesota all year that deseave a path to walk, job or bike along a historic river.

Fifth, including Native American voices into this plans is beyond important. The Mississippi is a spiritual location for the Native American Community and [illegible] should be addressed

(p.3)

Please Reply and Inform me on where you stand on creating this plan ~~deal~~ on ~~found~~ this realistic project. Stand strong on the historic and environmental issues.

Please Reply,

Tamra Gilbertson
2002 Garfield Ave. S. #11
Mpls., MN 55405

7/26/93

C-122

RECEIVED SEP 10 1993

MNRRA Planning Commission,

I am a citizen of the state of Minnesota. Every morning I rise and ride my bike from south Minneapolis through downtown and accross the Mississippi river. Every morning I consider what an important journy I am making, crossing the greatest dividing line in our nation's history. Why does it have to be a divider amongst us? A 72 mile corridor with a trail system would be such a benifit to the people of this state. I've tried to ride down the river before, but the traffic and smoke always seemed to get in the way. What's the holdup? We are responsible for this streach of the greatest river in the continent and we are letting it be destroyed by polluters and by carelessness.

As it stands, this river is nothing more than a barge highway. It's come to the point where I'm afraid to touch the water that flows through this state, let's not keep eachother away from the banks of that water too. To the native Americans this is a religious symbol. We at least owe it to them to keep their culture alive and accessable. This river is a source of pride for our state, don't let it be our greatest embarassment —

David Sicherman

C-123

MNRRA Planning Commission — RECEIVED SEP 1 2 1993

As a citizen of Minnesota I am concerned about our nations largest river. ~~[illegible]~~ I feel it is crucial to protect & restore the open spaces & wetlands of the Mississippi. There is so much beautiful & useful ~~[illegible]~~ river area encompassing the entire mid-section of the country, protection is very necessary. I feel that promotion of non-motorized recreation along the river would aid in this protection vs/ massive barge traffic. This motorized traffic does nothing to keep the environment clean. I support alternative methods that do not pollute the environment in which we live.

Thank you for your time & consideration — We all share this space in which we live. We need to keep it clean for not only us, but for generations to come.

Lisa Arnold

RECEIVED SEP 10 1993

C-124

26 July 1993

Dear MNRRA Planning Commission:

I am writing to you as a concerned citizen to let you know what I would like to see happen with the Missippi River Corridor, or Park:

1) We must protect and restore the open spaces and wetlands in this area

2) To accomplish the above, we must: promote non-motorized recreational use of the river, protect and respect Native American cultural sights in the corridor and do everything in our power to protect the environment and restore the water quality in and along the river.

Your immediate attention to my concerns is greatly appreciated. Thank you!

Sincerely,
Ann Shaw

RECEIVED SEP 1 0 1993

C-125

To the MNRRA Planning Commission: 7/24/93

I am writing about the Mississippi Corridor. As a MN citizen I must express my concern with the proposal that ha been brought to my attention. Above all considerations, there must be a definitive dedication to the preservation of the environment and the rights of all people's with any interest in the area to be called the Mississippi Corridor.

There must be an emphasis to protect + restore open spaces + wetlands; promotion of non-motorized recreational use of the river, a corridor trail system (bike trail), Native American cultural sites + environmental + water quality. Please remember that this area is for the use of common citizens for recreational purposes + should be designed according to the goals of Minnesota constituents.

Thank you,

Tami L. Schroeder

Tami L. Schroeder

RECEIVED SEP 10 1993

C-126

7/26/93

Dear MNRRA Planning Commission -

I am writing to you to let you know what I would like to see happen with the Mississippi River "Corridor" (a.k.a. Park)

1.) Please bestow National Park Status upon this area.
2.) Please give less weight to large business interests (like 3M) and more to the people - this is a culturally & historically rich area - preserve it!
3.) Please develop bike & hiking trails along the corridor.
4.) Protect existing open spaces - restore previously open spaces and WETLANDS

I appreciate your Commission's consideration of my [redacted] comments. Please mull them over - and then make them policy!!! ☺

Thanks -

Laurie Barr
37 Nord Circle Rd.
N. Oaks MN 55127
484-5752/623-3666

LAURIE WATSON
1056 JUNO AVE
ST PAUL, MN 55116

RECEIVED SEP 10 1993

L-127

TO: MNRRA COMISSIONER:

I am a concerned citizen writing to you about the proposed Mississippi Corridor plan. The Mississippi River is a national wonder and should be able to be enjoyed by all people. As a citizen I want to ensure it's long lasting beauty & water quality. I also agree with all other core points being: a corridor trail system - protection & restoration of wetlands - Encouragement of non motorized vehicles on the River & Native American Cultural Sites. It is extremely important to me that we as country take seriously the land the we have the opportunity to live on & respect it's resources. We can no longer pretend that water pollution does not effect our health & well being. Thank you for your attention.

Laurie Watson

7-27-93

C-128

RECEIVED SEP 10 1993

Attention MNRPA Commission:

I am concerned about the future of the recreational accessibility of the Mississippi river as outlined by your draft plan and strongly urge you to include the provisions concerning:

1. The environmental quality & clean-ups
2. constructing a corridor trail system for public use
3. protection and restoration of wetlands & open spaces which provide natural flood protection
4. encouragement of non-motorized vehicles & regulation of barges
5. Native American cultural sites ~~xxxx~~ determined with the assistance of the community.

I hope you will take my and other Minnesota citizens' concerns into consideration when determining the final plan.

Thanks!

Sincerely,

Carly Thomas

21000 Blaine Ave
Farmington, MN
55024
(612) 460-6761

RECEIVED SEP 1 0 1993

7-27-93

C-129

Attention MNRRA Commision -

As a Minnesota Resident I Strongly urge you to support these four points:

1. Environmental and water Quality
2. Corridor trail System
3. Prevention and Restoration of wetlands & open spaces
4. Encouragement of Non-Motorized use of River
5. Native American Cultural Site.

Please Do Not Fold to Big Business, This is not a game this is our River.

Thank you

941 Goodrich Apt B
St. Paul MN
55105

RECEIVED SEP 10 1993

7-27-93

C-130

TO THE MNRRA COMMISSION

AS A CONCERNED CITIZEN OF MINNESOTA I WOULD LIKE TO SEE THE FOLLOWING FIVE POINTS INCORPORATED INTO THIS PLAN:

1. STRONG ENVIRONMENTAL QUALITY & CONTROL
2. A CORRIDOR TRAIL SYSTEM INCLUDED
3. PROTECTION & RESTORATION OF WETLANDS & OPEN SPACE
4. ENCOURAGEMENT OF NON-MOTORIZED VEHICLES ON THE RIVER (RECREATIONAL)
5. NATIVE AMERICAN CULTURAL SITES INCLUDED.

THE MISSISSIPPI RIVER IS TOO IMPORTANT A NATURAL RESOURCE TO THIS STATE & THE COUNTRY; NOT INCLUDING THESE POINTS WILL ENDANGER IT FOREVER.

SINCERELY,

JULIE K. JOHANSON
102 E. 19TH STREET
MPLS., MN 55403

C-131

RECEIVED SEP 10 1993

July 27, 1993

Attention MNRRA:

I am a concerned Minnesotan over the current National River Recreation area. I would like to see a few changes such as: an environmental quality corridor trail system, prevention and restoration of wet lands, encouragement of limited use or access to large barges so that people are able to enjoy canoeing or use of other non-motorized vehicles which wouldn't cause pollution, and also to have Native American cultural sites.

I believe these changes would enhance the corridor recreation area and encourage folks to make use of the river and land nearby.

Sincerely,

Angela L. Potas

July 27, 1993

RECEIVED SEP 10 1993

C-137

Dear MNRRA/ Commission members

I am writing this letter in support of a stronger envorimental quality plant to be in place concerning the Mississippi MNRRA plan.

The impact of the envorimental aspects of this project, are fundamental to the well being of the various communities that are effected by this project.

As responsible members of a community, we must respect the envorinment and encourage a responsible interaction between man and nature.

Sincerely

Ernest Gray

TO: MNRRA Commission

RECEIVED SEP 10 1993

7-27-93

C-139

Dear Commission Members:

This letter is written ~~in~~ to ~~hope~~ encourage you to focus your attention on the environmental issue of water quality in the Mississippi river for posterity sake. In addition to this, the perspective of Native American tribes should be strongly considered. The Mississippi river is a strong ⅓ spiritual element in Native American culture ⅓ their voices deserve an audience on this issue.

Cordially,

Dolores L. Chivers

14480 Bowers Dr NW
Ramsey MN 55303

10 September 1993

Superintendent
Mississippi National River & Recreation Area
175 E 5th St Ste 418
Box 41
St Paul MN 55101

JoAnn M. Kyral:

This is in response to your request for public comment in re: the development of a management plan for the MNRRA subsequent to the passage of Public Law 100-696 dtd 18 Nov 1988.

We have a number of concerns about this:

1. The lack of specifics in the plan.

2. The "veto" authority granted to the MN DNR. This agency already is a prime example of bloated bureaucracy which is rampant in this state. We don't need to add another level government meddling in the lives of the citizenry, especially from this department which has exhibited its' willingness to impose its' desires on the people despite their opposition. The DNR has taken the public resources of this state and through manipulation and implementation of fees and regulations reduced the access to these resources to a point where far too many people are not able to partake of something which their taxes have established over the years, ie: re-establishing fishing license fees for people over 65! There are other abuses far too numerous to mention in this comment.

   The current process is working well. "If it ain' broke, don't fix it!"

3. From the selfish standpoint, we fail to see why we, as property owners and taxpayers, should be forced to put up with people from all areas of the U.S. traipsing across the back side of our lot(city street) much less across our water frontage. When we view what they do to their own areas plus the public roadways in this country do you want them trashing your residential area the same way?

Thank you.
Irl & Carol Larsen

Samuel H. Morgan
819 St. Clair Avenue
St. Paul, Minnesota 55105

Office: (612) 223-6454 *Home: (612) 224-7773*

September 13, 1993

Ms. JoAnn Kyral
Superintendent, MNRRA
175 East Fifth Street
Suite 418 - Box 41
St. Paul, MN 55101

Re: Draft Comprehensive Management Plan EIS - June 1993

Dear Ms. Kyral:

Back in late July I received a personal letter from Chairman Peter Gove expressing his hope that because of my longtime interest in our state's resources I would provide some thoughts of my own on the draft plan. However, after being appointed a member of the Minnesota Parks and Trails Council's Ad Hoc Committee composed of Mr. Michael Bosanko, Ms. Peggy Lynch, Ms. Kikie Sonnen, myself, and Council president Michael Prichard as chairman, I felt that the comments of this committee might adequately and accurately cover my own thoughts as to render any separate comments of mine superfluous.

However, upon reading our chairman Mike Prichard's draft comments of September 9, 1993, and discussing them briefly with him, and with fellow committee member Peggy Lynch, I have concluded that some separate comments of mine should be made a matter of record.

First, I might register strong support for the proposed Harriet Island Interpretive/Headquarters facility. For one thing the very fact that the NPS is not expected to be administering any significant amount of parkland in this unique National River and Recreation Area make it crucial, if it is to play a large role in enhancing and protecting this metropolitan area riverway, that it have a publicly visible physical presence. How better can it do this than by having an attractive headquarters and interpretive center in St. Paul, the historic head of navigation, which could be a real drawing card to the just developing Harriet Island-Lilydale Regional Park. It could give a significant boost to our city's entire downtown riverfront developments plans.

Second. I do strongly support the suggestion in the Ad Hoc Committee's comments that Grey Cloud Island be specifically identified as a prospective major new regional park in the riverway, a point I had also addressed in my remarks at one of the public hearings. I am a believer in specifics. The Grey Cloud area is probably the only possible site in the entire metro riverway where a new major park has a chance to be created and now that just since the draft plan was proposed, the Washington County study committee has reached the point of recommending a major new park at Grey Cloud, the time is appropriate for the plan to be revised to name the Grey Cloud area as a prospective major component of this riverway's recreational resources. Such appropriate recognition of Grey Cloud's potential in the Plan could encourage this park's supporters and could give support for the possible federal matching funding that is authorized in the legislation creating the MNRRA.

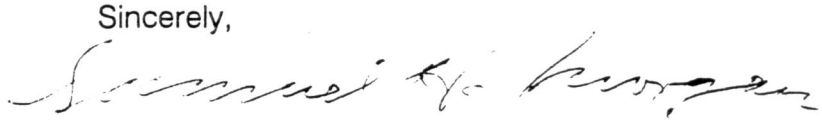
Third. I heartily second our Ad Hoc Committee's concerns with overlapping management. Recent personal experiences I have had in efforts to get all necessary clearances for the St. Croix Scenic Riverway have brought home to me the almost impossible burden citizens face in even trying to find out, much less deal with, all the different governmental entities involved. I can fully understand the concerns some major business interests have expressed. If NPS could help actively to develop in collaboration with the many townships, cities, counties, and other governmental agencies involved as well as with representatives of recreational and commercial interests, arrangements (a) by which citizens could go to one source of comprehensive information about all approvals needed and (b) by which consolidated hearings could be required to save time, expense, and frustration, it would be doing a great service to both environmentalists and those undertaking appropriate new activities and projects within the riverway.

Fourth. I must begin with a confession that my eyes began to glaze over at the thought of trying to go carefully through this 249-page Draft Plan. It would be most helpful to all concerned if the final Plan EIS could begin with a clear, comprehensive and concise summary of about twenty pages. This should be as specific as possible, perhaps with appropriate page references to the whole statement.

Finally. I do want to express wholehearted concurrence with the Ad Hoc Committee's recommendation that the Commission adopt, at least in large part, Alternative B.

I regret that it was not possible to get these comments in until this late date but trust that they can be considered duly received and become part of the record to be considered.

Sincerely,



Samuel H. Morgan

SHM:ar

cc: Mr. Peter Gove
Mr. Michael Prichard
Ms. Peggy Lynch
Mr. Michael Bosanki
Ms. Kiki Sonnen
Mr. Raymond Black

Grosslein Beverages, Inc.

Phone (612) 421-5804/421-5805

13554 Tungsten Street N.W.
Anoka, Minnesota 55303-4592

C-130

September 7, 1993

Superintendent
Mississippi National River and Recreation Area
175 East 5th. Street
Suite 418 Box 41
St. Paul, Mn. 55101

RE: Mississippi River Coordinating
Commission and N.P.S.

I have reviewed the draft summary of the work of the commission. I am a life-long resident of the Anoka area, and have lived on or near the Rum River or the Mississippi River for 60 years.

I believe the best and most desirable plan is Alternate A, followed by Alternate C. My comments apply to that portion of the river I know best, namely up river from the I-694 bridge.

There are to many areas in federal hands, administered by park personnel who must make decisions based upon extraordinarily cumbersome procedures, resulting in inflexible regulations.

We have sufficient regulatory bodies - let them acquire park land, regulate river front area land use and promote greater use of the river resource. With the proposed plan I can read new restrictions on river use and broad range activities in appropriate areas. We do not need N.P.S. interpretive and administrative facilities in St. Paul and Minneapolis. Minnesota already has the largest wilderness area in the United States in the B.W.C.A.W.

This past weekend, in the area I know, we saw fish caught by many people; fish of all types, large and small, boats, jet skis, water skiers, inner tubers, pontoon boats, cabin boats, canoes, swimmers and bank sitters. There were so many different species of birds, to numerous to name; this is real life.

We live in the urban area, upstream from the I-694 bridge and it's wonderful to have a river that is providing so much to so many.

Alternate A best suits the nature of the Mississippi in the Anoka area.

Sincerely,

A. E. Duke Grosslein

A.E. 'Duke' Grosslein
1120 Benton Street
Anoka, Mn. 55303

cc: City of Anoka, Mayor and Council
Governor Arnie Carlson
U.S. Congressman Rod Grams
State Representative Charlie Weaver

Geraldine M. Drewry
24090 Northfield Boulevard, Hampton, Minnesota 55031

Sept. 20, 1993

Joanne Kyral
Superintendent
Mississippi National River and Recreation Area
175 East Fifth St., Suite 418, Box 41
St. Paul, MN 55101

Dear Ms Kyral:

Following are comments on the draft Comprehensive Management Plan Environmental Impact Statement for the Mississippi National River and Recreation Area in Anoka, Ramsey, Washington, Dakota and Hennepin Counties, Minnesota.

Sincerely,

Geraldine M. Drewry

Geraldine M. Drewry

Proactive prevention of potential airport contamination is needed

Overall, the proposed plan seems like a workable balance between total environmental preservation and total development. One area causes concern.

The National Park Service should be proactive during the planning process for a potential new airport. This airport may abut the Mississippi National River and Recreation Area at Hastings. The quantity of potential water runoff and the accompanying probabilities of contamination of the Vermillion and Mississippi Rivers have not been addressed at this time by either the Metropolitan Council or the Metropolitan Airports Commission.

The Comprehensive Management Plan should include requiring the MAC to contain and recycle deicing materials at both the present airport and the possible future site.

The plan should require that runoff from the acres of concrete planned for the new airport not contaminate either river. The treatment system for runoff and the size of required holding ponds have not been included in any public discussions of the airport up to this time. There may not even be space for adequate holding ponds between the runways and the rivers. The costs of these pollution-prevention measures are not included in the cost estimates for a new airport.

The National Park Service should be a participant in the Dual Track Airport Planning Process. It should have the ability to suspend or otherwise affect that process if it does not address protection of the Vermillion and Mississippi Rivers.

4138 41st Ave So
Minneapolis, MN 55406
September 8, 1993

Superintendent
Mississippi National River and Recreation Area
175 E 5th St, Suite 418, Box 41
St Paul, MN 55101

Re: Comments on Draft Comprehensive Management Plan for MNRRA

Dear Superintendent and Commissioners:

The Mississippi National River and Recreation Area (MNRRA) opens a new chapter in National Park Service experience, and offers both enormous challenges and fantastic opportunities. I want to offer my general support for the Alternative B form of the MNRRA plan, and to propound that the defining focus of MNRRA should be environmental education that is tied to positive environmental actions.

My perspective is as Minneapolis resident who has lived within a short walk of the Mississippi River in Minneapolis for twenty years. I am also studying elementary education and am a practicing part-time elementary teacher.

It is appropriate that the Mississippi River be recognized as the preeminent natural feature of the central Great Plains of North America. It is the hub of the ecological web of the Midwest. To designate this urban stretch as a National River Area draws significant attention not only to the natural history and the human history entwined with the river, but also specifically to the *interface* between the two. And therein lies MNRRA's uniqueness, its challenge and its opportunity.

How shall we, as a human culture, live with nature, and specifically with this river? Are we living in a sustainable manner? What answers does the Mississippi River offer? MNRRA's challenge is to help ask and address these key questions exactly in the face of apparent conflicts, and in the face of a sick river.

The MNRRA corridor juxtaposes two million people with a vital natural feature. MNRRA's opportunity is not only the immediate community of millions, but also the fact that the river offers a close, tangible feedback mechanism. The river's health reflects our own health as a human community. If two million people can learn to live harmoniously with the river (we *can*), our success offers a wellspring of hope for our children (many of whom struggle with despair) and for the future of humankind. Offering *hope* is MNRRA's greatest opportunity.

Successful environmental education does not end with beautiful interpretive signage, interactive computer simulations, nor even with the best understanding of complex ecological processes. Environmental education must be coupled with action. If it is not, people learn that it is okay to talk good talk without doing anything differently; or the lesson may be that

addressing difficult (albeit crucial) problems is not, after all, realistic. But if it is coupled with action, people will find hope. And hope begets more action.

Action in the form of proactive pollution prevention and river restoration activities should be the hallmark of MNRRA. To this end, MNRRA should designate specialist personnel in these areas to work alongside environmental education personnel. I strongly support the MNRRA plan's proposed policies and actions regarding Natural Resource Management (pp. 40-41) and the Alternative B refinements in this area (pp. 96-97).

Consistent with the previous comments, I suggest that the General Concept of the MNRRA Management Plan (pp. 17-18) be rewritten in the manner of Alternative B, but with a focus on environmental education. (E.g., *The central concept of MNRRA shall be to emphasize environmental education which is coupled with aggressive resource protection and enhancement*...) I fear that the "balanced use" and "managed growth" terminology of the proposed plan is a subterfuge which will lead to a further sacrifice of river ecosystem health (and human health as well).

Regarding Visitor Use and Interpretation, the "visions" referred to under the subheading "Interpretation, Education and Visitor Services" (p. 52) are incomplete. The visions should include the following:

The public understands the interconnections of the river with their own lives, and supports their understanding with actions.

The public is aware of the basic requirements for a healthy river ecosystem, and identifies the health of the river as a symbol of a successful relationship with nature.

*MNRRA visitors gain **motivation** to take personal actions that benefit the river ecosystem.*

The second vision statement of the draft plan, related to "multiple uses" of the river (p. 52), is confusing and should be deleted. The Alternative B suggestions should be incorporated into this section. The Interpretive Themes (pp. 53-56) of this section — especially numbers 3,6, and 7 — are essential assets to the MNRRA plan.

I am pleased that the National Park Service (NPS) will soon have an opportunity to help bring the natural world into the lives of urban people who increasingly feel estranged from it. It is my hope that MNRRA will be fashioned as a model for a sustainable relationship between humans and the rest of nature. I hope that with MNRRA's help, our community on the riverbanks will be able to see ourselves as a part of nature, not apart from it; and that we may learn that whatever we do to the river we do to ourselves. We will live together, the river and the city, as two healthy communities, knowing that both must be healthy for either to be.

Thank you for your consideration.

Sincerely,

Lyndon Torstenson

Lyndon Torstenson

Please note: All underlining denotes suggested language.

9-6-93

Superintendent - MNRRA,

Dear Sir,

We are homeowners living on the Mississippi in the City of Ramsey. There are many rumors circulating as to what might take place in and around our properties. We have seen the draft plan (MNRRA) but no specifics for our immediate area were listed (major ones) so it's a little difficult to comment.

What many of us would like to see are some regulations of power driven crafts during the high water seasons. During this unusual year of high water our river banks are taking a beating not only from the river currents, but also from the wakes from the many

boats taking advantage of the high water to get upstream – especially the larger boats.

Around twenty years ago we had representatives from the DNR and the Corps of Engineers out to see if something could be done to divert the fast and deep water near our shores. They said it could be done by blowing an island out upstream – which was out of the question. It's hard to sit and watch the erosion process eating itself north.

We surely don't need more complicating things along the river.

When will we find out what the specific plans are for our area?

Thank you –

Don and Molly Anderson

Don & Molly Anderson
'440 Bower's Dr. N.W.
Ramsey, MN 55303

Rhona Wetherille
3600 Edmund Boulevard
Minneapolis, Minnesota 55406

(612) 721-2186

October 4, 1993

JoAnn Kyral, Superintendent
Mississippi National River & Recreation Area
175 East Fifth Street, Suite 418
Box 41
Saint Paul, Minnesota 55101

Dear Superintendent Kyral:

I have read the draft of the comprehensive management plan for the Mississppi National River and Recreation Area of Minnesota. I was alarmed at the main proposal and wonder whether we need the proposed additional tourist activity in the Twin City Metropolitan Area. One can quickly imagine the huge amounts of money which would be spent on the project, starting with the two proposed major interpretive centers. Do we really need to allocate federal funds for such a project in this time of federal fiscal belt tightening? I think not. Therefore, my recommendation is Alternative A--take no action.

Living along the river in Minneapolis as I have done for the past 20 years has given me somewhat of a feel for the amount of traffic already on the river, both commercial and recreational. I also have friends who live on the river near Anoka, and have heard them talk of the boat traffic. I have been boating on the river and found it a harrowing experience, especially near the locks, where many boats mills around awaiting their turn to go through the locks. My friends sold their power boat after only a year of use as they found the recreational traffic too heavy. With these observations in mind, I believe we do not need to encourage more water traffic on the river.

Finally, I must state my philosophy on government. I believe in government at the lowest practical and possible level and state we do not need to add an additional layer of government to the river in our area. I believe we can do any development along the river with local governments. Each time I pass the main United States Post Office downtown I am reminded of the federal government's folly in building that huge building right on the banks of the river where we should have had a park setting. Why wasn't the federal government more concerned about the river away back then? No, leave the federal government out of this river development.

Sincerely,

Rhona Wetherille

October 1, 1993

Superintendent
Mississippi National River & Recreation Area
175 East Fifth Street
Suite 418
Box 41
St. Paul, MN 55101

As a resident of Coon Rapids that lives on the Mississippi River, I am greatly concerned about the draft plan for the River.

Following is an outline of my concerns:

1. Coon Rapids Dam - It is imperative that the dam be repaired and maintained in its present state.

2. Winter water elevations - to minimize the flooding and bank destruction the locks must be lowered to the current level.

3. Federal Government Control - We do not need any additional government control. Keep control at local level.

I encourage the commission to view the many improvements done by the numerous property owners to enhance the beauty and protect the natural river bank. Millions of dollars have been spent to enhance property values and help keep the river as a valuable natural resource.

Sincerely,

Llarrie G. Nettum

Llarrie G. Nettum

LN/co

To Whom it May Concern

The taxpayer cannot afford to buy out 3 nursing homes, businesses, and homes. Saying nothing about all the jobs lost at these businesses. I'm one of the employees that work at Crestview Nursing home. Over 80 some residents there, used 4 out Camden Care.

My house is fully paid for. I've done a lot of improvements on my house. I have no intention of selling.

Candace M. Cabayan
4857 Lyndale Ave N
MPLS, MN. 55430
522-2368

October 4, 1993

Superintendent, Mississippi National River and Recreation Area
175 East Fifth Street, Suite 418
Box 41
St. Paul, MN 55101

RE: Anoka area of Mississippi River

I think the river is being controlled just fine at this point. I would not encourage the federal government to get control of it, there is plenty of other lands the National Park Service can control in this state.

My main concern is the Coon Rapids Dam which I feel should be upgraded and controlled by the Corp of Engineers.

We do not need some body of government in Washington telling us what land and usage is needed up river from the Coon Rapids Dam. We have a lot of wild life and good fishing in this part of the river.

Larry Baden
670 Benton Street
Anoka, MN 55303

LB/akt

Oct. 7, 1993

Supt. Mississippi Natl River & Recreation Area
175 E Fifth St. Suite 148
Box 41
St. Paul, Mn. 55101

The draft plan for the Natl River & Recreation Area leaves several questions unanswered that are important to all the homeowners, businesses and entities along the river. These questions must be fully addressed and settled before any final plan be implemented.

Control of the river must remain with the local officials.

Acquisition of land along the river must be negotiated and compensated to the satisfaction of the owners.

Approval of local permits must rest with local officials.

Another layer of management for the river is the last thing we need.

Lee R Conner

LEE R. CONNER
4500 EDMUND BLVD.
MINNEAPOLIS, MINN.
55406



Joel & Frances Torstenson
2015 Riverside Avenue #305 • Minneapolis, MN 55454
Telephone: 1-612-376-0145

Superintendent
MNRRA
175 - East 5th Street Suite 418, Box 41
St Paul, Mn. 55101

Dear Madam/Sir:

As a Professor Emeritus in Sociology & Metro-Urban Studies at Augsburg College — and now a resident near the Mississippi River — I have been keenly interested in the MNRRA development prospects! It seems to me that such a development can become a model for similar developments in other parts of country.

I have read the July 18, 1993 Public Testimony of the Citizens for a Better Environment concerning your Comprehensive Management Plan and Environmental Impact Statement, and am familiar with the three alternative plans alluded to in that document.

I strongly favor developments indicated in alternative "B". We cannot afford to pass up this strategic moment for developing an environmentally sound plan that fully recognizes the Mississippi River as a great national if not global treasure.

Thanks for your leadership.

Respectfully yours
Joel S. Torstenson

10/06/93

To:

Superintendent, Miss. National River and Recreation Area

Commissioners,

As a landowner along the Mississippi I am greatly concerned about recent proposals that deem to acquire land against the owner's wishes. I believe that there now exists enough public lands that are in need of development for public uses without the additional expense of acquiring more property.

To hold a virtual sword of Damacles over land owner's heads that their property could be taken away against their will and at a price that might not reflect the true value as it exists now will destroy the value of their homes and property in the future. If this process is carried through, landowners along the river will lose the value of their investments, the government will lose needed monetary resources to develop land already public, and more land along the river will be neglected to the detriment of the public good.

As I see it there is no reason for federal intervention in local control of the Mississippi Corridor other than the waste of tax dollars and the erosion of local real estate values.

Sincerely,

Thomas Robert Ericksen

Thomas Robert Ericksen
10654 Grey Cloud Isl. Dr. S.
St. Paul Park MN 55071



Nicollet Restoration, Inc.
~~2500 Washington Avenue N.~~
~~Minneapolis MN 55411~~
1 Ross Island
St. Paul, MN 55102

October 5, 1993

Superintendent, Mississippi National River & Recreation Area
175 East Fifth Street
Suite 415
Box 41
St. Paul, MN 55101

We recently received a letter referring to the draft plan from the National Park Service with respect to the Upper Mississippi River. We own the land known as Island Station at mile 841 and would appreciate a copy of this draft plan. We have not received one previously.

Since there is probably not time for us to receive this draft plan and submit comments, we would like to merely state that we believe the Mississippi is a multiple use resource. We believe there is plenty of room on the Mississippi for diverse uses. We believe that a large amount of publicly owned wilderness and public usage land is good for the river. We likewise believe that other uses, perhaps in smaller stretches of river, are appropriate. These uses should include industrial, private housing, etc. We especially think that uses that provide access from the land to the river and from the river to the land should be encouraged. Before attempts to regulate the amount of boat usage, the conduct of boaters should be regulated by licensing, as was done with motor vehicles in about 1910.

Sincerely yours,

John J. Kerwin

JJK:mf

Dan McGuiness
2160 Ogden Avenue
St. Paul, MN. 55119

October 7, 1993

JoAnn M. Kyral
Superintendent
MNRRA
175 East Fifth Street
Suite 418
Saint Paul, MN 55101

Re: Draft Comprehensive Management Plan
Review Comments

In response to your letter of June 30, 1993 and the notice of the extended time for review of the draft Comprehensive Management Plan for the Mississippi National River and Recreation Area, I am providing the following comments as a resident of Saint Paul and a private property owner of residential property within the legal boundaries of the MNRRA area.

1. General Comments About the Report Development Process

Against incredible odds and with every assurance that you would not be able to satisfy most of the people most of the time, the National Park Service staff and the Mississippi River Coordinating Commission has reached this critical stage of releasing a draft report for public scrutiny and review. As a landowner in the area with a direct interest in this process and its outcome, I extend my thanks to the staff and Commissioners who have worked long hours toward this end. I think you have done a commendable job of sorting through a reasonable set of options and recommending one that is consistent with the founding legislation.

2. General Comments about the Report

The report is well organized yet concise. It presents a wealth of information and a discussion of alternatives that enables the average reader to compare alternatives and impacts. Given the complexity of the political puzzle and the diversity of interests, you have provided about the right amount of information.

3. Specific Comments Regarding Bluffland Protection

(a) Of all the issues addressed on pages 3-10, the three (related) issues I belive are most in need of acknowledgement and a defined course of action are the following (listed on pages 4 and 5):

> The corridor includes many outstanding vistas, areas of scenic beauty, and tranquil places in the midst of a great urban area. These scenic and aesthetic resources can be adversely affected by uncontrolled development, incompatible design, high speed roads and poor land use practices. (page 4)
>
> Unrestricted development on the slopes or near the edge of the bluffs causes soil erosion and diminishes the quality of the view from the river or opposing overlooks. Residences are built often near the bluff-line to take advantage of river views.
>
> Indigenous vegetation along the shoreline, in wetlands and along the bluffs is important to the visual character of the corridor and support of natural systems. Unrestricted development can strip vegetation if established regulations and guidelines are not followed.

The Mississippi River in the Twin Cities is more than the water and the riparian shoreline, it is a greenway of ecological, economic, scenic, historical and recreational importance. The MNRRA plan recognizes this fact and the recommended plan takes this into consideration.

(b) The sample design guidelines in Appendix C should be promoted by federal and state agencies, adopted and enforced as regulations by local units of government (with technical assistance from the National Park Service, Metropolitan Council and the DNR) and MNRRA landowners should be advised of the guidelines through some form of MNRRA landowners guide, available to current landowners and provided to new purchasers via some mechanism such as lending institutions and realtors, or, perhaps, mailed to them with their real estate tax statement.

(c) To assist MNRRA in implementation of its plan, MNRRA agencies should explore cooperative efforts with one or more local nonprofit land trusts who can help serve as partners in protection of critical resources in the corridor.

(d) The land use and protection policies expressed on pages 20 - 29 address an array of threats to the MNRRA corridor and they should become a part of the final plan and integrated into its implementation strategies.

4. Specific Comments Regarding Open Space and Trails

Second only to bluffland natural and scenic protection, the coordinated planning for, and creation of, a corridor trails and open space system, can be of immense economic, recreational and environmental benefits to the Twin Cities natural and cultural resource base. A high priority focus should be given to creating the trail system envisioned in this plan. Having access to this resource will engender awareness of its beauty and importance. That awareness, in turn, will enhance people's understanding of the need for protection, which will, in turn, engender for resource protection a desire for action. Secondary benefits will accrue back to the resource from those who enjoy it. The National Park Service can play a valuable role as technical advisor, coordinator, and possibly a conduit of funds for this vision to become reality.

5. Commercial Navigation and River-Dependent Industry and Trade

This Plan has been met with expressions of great concern by those who believe that, for the future, its adoption will infringe upon their ability to make a livlyhood from the river and its resources. The right to ply the river for business and pleasure is in no way diminished by the proposed plan. If anything, it is, once again, acknowledged as an important part of the river's culture and as an important part of our urban and agricultural economy. People should examine carefully the arguments of those who would run this plan aground with exaggerated fears of economic adversity. I don't think commercial navigation or existing industrial uses of the river will be hampered by the adoption of this plan. If anything, all current uses can only be further acknowledged and accepted as they become part of the accepted vision for the future.

6. Conclusion

The Mississippi, Minnesota and St. Croix Rivers are tremendous assets to the Twin Cities Metropolitan Area. They may, at times, impede our ability to move about in the region, but what they give us in return are far in excess of any problems they cause. This plan brings the Mississippi River into the ranks of rivers in this state acknowledged for their remarkable role in our cultural and natural history and in our present quality of life. We now have three rivers in the metro area that are acknowledged by the U.S. Congress to hold special qualities worthy of our care and stewardship. Instead of raising our political armor in battle against a small increment of federal presence, we should be welcoming this effort as yet another source of support as we give due to this nationally-renowned river.

Sincerely,

Dan McGuiness
MNRRA Landowner

October 4, 1993

Wayne and Sandra Hanson
7162 Riverview Terrace
Fridley, MN 55432

Superintendent
Mississippi National River & Recreation Area
175 East 5th Street Suite 418 Box 41
St. Paul, MN 55101

Dear Sir or Madam:

My wife and I are writing to you to express our concerns regarding the development of the plan for management of the Mississippi National River and Recreation Area (MNRRA) which directly affects our homestead located at 7162 Riverview Terrace, Fridley, MN 55432.

We have three major concerns regarding any proposed plan. First, while everyone agrees that preservation of the river corridor is essential, there is considerable controversy concerning both the process and specific elements of preservation. We choose to live near the riverbank because we greatly value the privacy which is afforded us in our current location. However, we fear that this tranquil atmosphere may change. We do not wish to suffer as other residents in the metropolitan area have suffered when their homes become incorporated into the functional equivalent of municipal parks by virtue of the establishment of bicycle trails, the running of marathons, and the utilization of river corridor property for every public event involving noise, disorder and large crowds.

Second, we are extremely concerned with the notion that the plan now being considered would add a "veto" authority to the Department of Natural Resources and the National Park Service. We believe that land use regulation is a local issue and that current local controls are working very well. It appears to us that added bureaucracy transforms simple actions such as home improvement into a legal nightmare. There is ample precedent in other areas where land owners have done battle with the National Park Service concerning interpretation of local ordinances which substantially diminishes the value, use, and enjoyment of private property. In addition, analogous if not identical problems can be seen in so called historical preservation districts where well-intended plans have seriously impaired the use, enjoyment and value of private property. We do not want these problems in our area.

Finally, we are concerned with the lack of specifics in the proposed plan. The plan, which is at best an ambiguous document, is designed so that any criticism would appear to be unfounded and speculative thus paving the way for adoption of a rather general document which will allow further onerous restrictions through the use of administrative fiat. We do not believe that this is good public policy, and we are gravely concerned for the value and enjoyment of our property.

We appreciate the opportunity to comment and if you have any questions please do not hesitate to contact us.

Sincerely,

Wayne and Sandra Hanson

Wayne M Hanson
Sandra K Hanson

October 7, 1993

Mississippi National River and Recreation Area
175 East Fifth Street, Suite 418
Box 41
St. Paul, MN 418

Re: **Mississippi River Commission - Coon Rapids Dam**

Dear Superintendent:

I have received and read information being published and distributed in regards to the Mississippi River Commission - National Park Service. The following response reflects some of my concerns on this issue.

The information I have read appears to indicate that the Commission chooses to disregard addressing the issue of the future of the **Coon Rapids Dam located on the Mississippi River**. If the repair and future of the dam continues to be avoided in your planning, then your planning and responsibilities to the river and the communities effected by the river have not been completed or handled professionally or appropriately.

The dam effects many people not the least of which are the landowners living adjacent to the river above the pool created by the Coon Rapids dam. Many of these people have lived in those locations for a long time. They have been responsible citizens and taxpayers. A large percentage of these homeowners have invested extensive dollars into their land for maintenance of the river bank. If these issues are not given any consideration, I am sure these individuals will be affected by this issue without any plan to handle this dilemma. **I makes no sense to knowingly set-up an incomplete plan potentially creating greater problems in the long run.**

I spoke, over the phone, to a member of the Park Board in regard to this plan during the initial stages and was given the understanding that as the plan developed it would reference such needs. Therefore, I did not attend the meeting and take up time in the beginning stages being this was to be dealt with in the later stages.

When is this issue going to be an agenda item and part of the plan so a resolution can be identified?

I have lived in Coon Rapids for 30 years. I have dealt with other issues in the past regarding the community and also specifically regarding the river. I am of the understanding that Hennepin County accepted the responsibility and the control of the dam obligating them to also be financially responsible for its maintenance and repair. Now when these issues do not fit their budget they seem to drag their feet. Similarly, when others inquire as to what is going on, they then expect Anoka County and others to assist with financial contributions. This has seemingly resulted in everyone sitting on their hands afraid to deal with the issue so it is just stuffed under the rug. **The longer this issue of the needs of the Coon Rapids Dam on the Mississippi River is handled in a pass the buck and ignoring the issue fashion by Hennepin County and not addressed at your commission, the harder it will be to get the community cooperation and the best resolution to these issues.**

If in fact this continues to be overlooked, I will personally begin to research options to have this issue considered and to obtain appropriate action instead of this on-going game that is being played by the main responsible governmental bodies involved.

I am extremely disappointed with the members that are responsible to address this part of the plan and problem of the Coon Rapids Dam on the Mississippi River. I will be copying this letter to many in the neighborhood and prominent officials as well. The reason I addressed this issue with very few specifics is to focus on this being a serious agenda item for the commission first and then with all the details addressed in the proper setting. **I will also be glad to develop a further knowledge and reference base on this problem, for myself and others in the area, and request you as a commission do the same.**

Thank you the opportunity to submit this response.

Sincerely,

Ruth A. Frandle

Ruth A. Frandle
10426 Mississippi Blvd.
Coon Rapids, MN 55433

Dear National Park Service,

Everything I have read in the St. Paul paper about the Mississippi river corridor plan I like so far. it sounds like every body did a good job. I would like to say I agree that the Mississippi is a working river and jobs need to be kept and if possible enhanced, but I do not agree that that should be done at all costs.

Please stress the Environment and responsible industry and jobs.

Thank you
Ronald R. Funes
1320 Dayton ave
St. Paul, Minnesota
55104

* P.S please send me more information on the draft plan for the Mississippi National River and Recreation area.

Superintendent, Miss. Nat. River & Rec. Area
175 East Fifth St. Suite 418
Box 41
St. Paul, Mn. 55101

We are writing regarding the proposed plan concerning the Mississippi River Corridor. We have attended several of the public hearings and based upon what we were told we should have no major concerns relative to any changes to our property. We reside on the Mississippi River in Prescott.

We are concerned that in spite of what we have been told verbally, that the plan provides for the potential of creating significant future problem. We purchased the property and paid a substantial amount of money for the right to live on the river. The original planning, as we understand it, was to allow local government to determine what is reasonable for development and maintenance of the property. Now we are being told that the potential exists for people that have no personal interest in our property, to tell us how we are to maintain it. It is our intent to keep our property as valuable as possible. We are not suggesting that we would not maintain our property, rather we are concerned that some federal bureaucrats would restrict us from keeping the property in the same

cont'd

condition in which we purchased it (or) we may yet attempt to run a trail or road ~~out~~ across our land destroying the value of the land and creating a significant safety/security risk to us.

We have no problem with cleaning up the river or controlling future development, but we should not have to personally sacrifice our investment so that a few politicians can get reelected. Persons using the river would not be offended by ~~our~~ the condition of our riverfront property and it is maintained so as to ~~not~~ prevent erosion and runoff. We regularly clean the banks of the countless trash which is thrown in the river (bottles, cans, building material, etc) Those of us that live on the river have a much greater stake in keeping the river and shoreline in good shape than do ~~the~~ bureaucrats and politicians with no personal ~~stake~~ tie to the river.

In conclusion while we tentatively support the concept of cleaning up the river and controlling future development, we have grave concerns about the draft plan as it exists. The good intentions of certain staff and involved persons will mean nothing if the plan is poor.

David H + Wendy K. Sallman
7812 Alden Way
Fridley, Minn. 55432

Superintendent 10/9/93
Mississippi National River and Recreation Area
175 East 5th. St. Suite 418
Box 41
St.Paul, Mn. 55101

Gentlemen,

In reference to the MRCC I am concerned about the following:

What influence will I have as a property owner on restrictions and requirements in the future.

In the event your group or some form of government wants to aquire my property will I have the right to negotiate the price and can I have a disinterested third party valuation.

Will the officials of the city of Fridley have a voice in the future decisions and how much power will they have.

As the states should direct the federal government will the state of Minnesota have the final say of what is decided regarding this subject.

How much notice will property owners have on future decisions.

Will we have the right to sell our property to another party after we have been advised of any future decisions regarding this subject.

Thank you for your considerations, please keep me advised.

Clelland E. Martinson

7650 Alden Way N.E.

Fridley, Mn. 55432

612-571-4057

Dear Sirs:

My family and I live on the East side of the Mississippi River in Fridley Minn. and have about 92′ of river frontage.

We are most concerned about the possibility of development of land along the river which we understand might include a bike path. We have no problems allowing the land to remain in a natural state along the river and have taken no steps to make it otherwise. Our concern involves invasion of our privacy and the litter which is usually seen in public areas.

We only ask that our property is not turned into public depository for paper and garbage. The thought of having a path going through our front yard wide open to view through our front windows is not pleasant nor would it be for anyone including those members of this Commission.

Very truly yours,

R. G. Loge 10/9/93

R. Loge
6416 Riverview Terrace Fridley, Mn.

Oct. 10, 1993

Mississippi River Corrdinading
Commission and National Park Servies

Dear Sirs;

After examining the condenced version of the "Comprehensive Management Plan Inverinmental Impact Statement" I am very concerned in regards to the property I own. Particularly pertaining to where the boundaries of the corridor are layed out at this presant time. I know these boundries can change at any given time as this peroposal moves thru its proceedings. My concern is wether these changes will result in a negitive or positive effect partaining to my property. There are not enough specifics spelled out at this time. With the presant information I would be in favor of alternate "A" plan until further extinsive information is provided to business and property owners.

Sincerely,

Isabella K Broz

Isabelle K. Broz
120 Mounds Blvd.
St. Paul, MN 55106
774-5790

Mr. Gregory E. Madsen
6230 Riverview Terrace
Fridley, MN 55432

October 8, 1993

Ms. Joann M. Kyral, Superintendent
MISSISSIPPI NATIONAL RIVER & RECREATION AREA
175 E. 5th Street #418
P. O. Box 41
St. Paul, MN 55101

RE: **MINNESOTANS FOR THE MISSISSIPPI**

Dear Joann:

I have read the draft of the Comprehensive Management Plan/Environmental Impact Statement for the Mississippi National River and Recreation Area of which your offices provided me.

My concerns are numerous, however, the issues which stand out in my mind most blatantly are the inherent problems that exist with a linear open space at the river's edge. Trash left behind from visitors, noise, graffiti carved in trees and benches, vagrants, accelerated erosion of the river bank and general maintenance problems or neglect.

Joann, these are real issues. Simply glance at the parks that currently exist and you will witness all of the aforementioned issues.

I am now, as per your proposal, facing the possibility of experiencing these issues on a daily basis, literally in my own backyard. From a more physical standpoint, I can't fathom how this project could be economically feasible. As an architect, I understand the process required to transform the existing riverbank, fauna, and wildlife areas into usable park or trail areas. It is unconscionable to think that the removal of so many trees, the addition of retaining walls, and general regrading of the river bank will be a positive measure.

I am confident that if your proposal comes into fruition my property value, along with all of my neighbors' property values, will decrease significantly.

I look forward to the next meeting regarding this proposal.

Contact me at 336-1255 with any questions that you may have.

Sincerely,

Gregory E. Madsen
Architect

c: Larry Hunter

c:\hds\kyral.gem

October 8, 1993

Superintendent
MNNRRA
175 E. 5th St., Suite 418, Box 41
St. Paul, MN 55101

Superintendent:

The enclosed letters were collected from Dowling elementary students who wished to express their concern for the environment of the Mississippi River.

If you send out a summary of the final planning decisions, please send a copy to:

Dan Mattson
c/o Dowling Urban Environmental Learning Ctr.
3900 W. River Parkway
Minneapolis, MN 55406

Thank you.

4519 43
Ave. So.
Mpls. MN.
55406 612
(My address)

Superintendent
MNRRA
175 E. 5th ST., Suite 418, Box 41
ST. Paul, MN. 55101

Dear Superintendent.....

My name is Katie Bogren and I go to Dowling school. Iam in the 5th grade. My school is next to the Mississippi River. I see the River almost every day and every day I see trees, water, and TRASH where it dosn't belong. People keep on polluting the River thinking it's a big trash can. I think that we should have more trash cans and less garbage in the River. I also think that there should be a dam to hold some of the sewege. That way the sewege dosen't get in the water as much. I am not only asking you to do this for pretty scenery but for the animals as well.

Thanks Katie Bogren

Cordially,
Jonathan
Silverstein

Thank you for your attention to this matter.

I think that plan is possibly the most sensible and responsible one I've seen. Let's do it.

Please let me know what you need from me to move forward.

Best regards,
Elizabeth

Elizabeth Anderson
Senior Counsel, Litigation
Jones Day
555 California Street, 26th Floor
San Francisco, CA 94104
(415) 555-2345 (direct)
(415) 555-2300 (fax)
eanderson@jonesday.com

3724-35 Ave
MINNEAPOLIS MN.
Sept.23, 1993
55406

SUPERINTENDENT
175 E 5TH ST. SUITE 418,BOX 41
ST.PAUL MN. 55101

Dear Superintendent,

I think the river should stay clean. No-one should cut down anything. The water should stay clean , and there should be a fine for people who pollute. The fine should start low and get higher each time. I think there should be patrols about the river {one every two blocks}. They should watch for polluters and people like that.

I also think people who are causing troiuble such as yelling {disturbing people}, bothering little kids, and disturbing things like that should be kicked off the River parkway.

People shouldn't have to be afraid to go down to the river because of these problems or not want to go because of pollution.

Another problem along the river is cutting down trees by the river. People shouldn't be able to cut down trees. It creates lots of problems including destroying animal homes, trees, and alot of others.

Please do something.

Sincerly,

Joey Hogeboom

4437 45th ave
so MplS MN
55406 Sept 23,
1993

Superintendent
MNRRA
175 E. 5th ST., Suite 418, Box 41
ST. Paul, MN 55101

Dear Superintendent:

Hi ,my name is Ray Colton. I am a fifth grade student at Dowling Urban Environmental School. I'm writing this letter about the Mississippi River.

I think we need to clean up the river not only so it looks good, but so all the fish don't die and so we don't have to spend so much money to clean the water we drink.

Thank you for your time. I hope you consider what I said.

Sincerely,

Ray Colton

3120 36th ave. so.
MPLS. MN. 55406
Oct. 5th 1993

Superintendent,
MNRRA
175 E. 5th St.
Suite 418
St. Paul MN 55101

Dear Superintendent,

I think we should stop the poulltion everywhere. I'm at Dowling school.
I'm just here to say how the animals need fresh, not dirty, water. It isn't fair for the animals to have a bad habitat.

Thank You,

Tiffany Priest

4529 45th ave. so.
Minne, MN 55406
OCT 5. 1993

Superintendent
MNRRA
175 E. 5TH ST .
Suite 41
St.Paul MN 55101

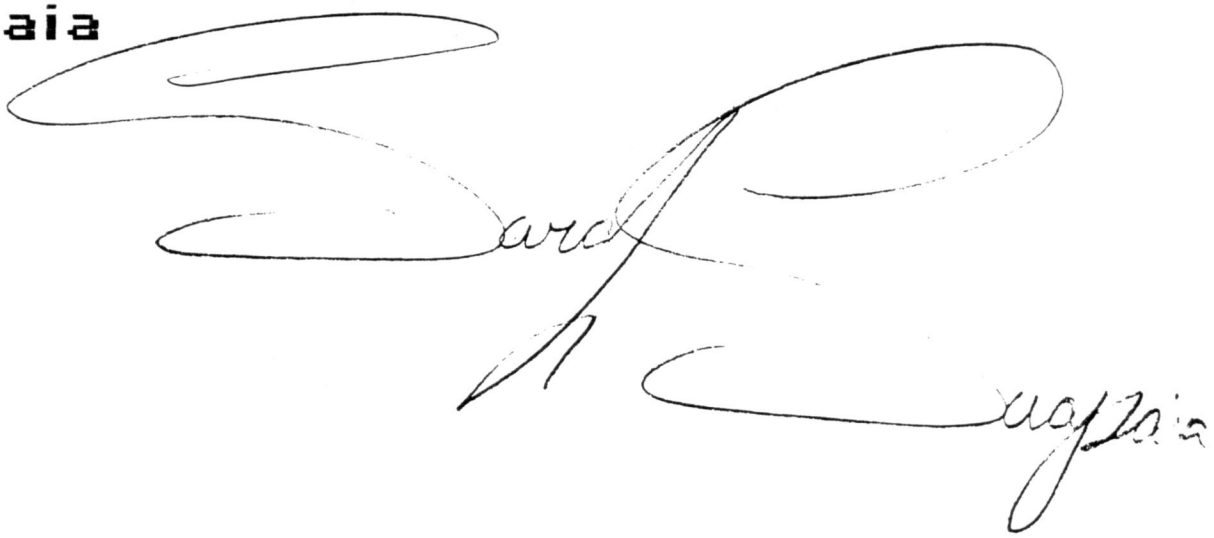
Dear Superintendent,
I am a student at
dowling school. I am writeing to you

I'll start with the bad. I think that the animals should have a right to live in a clean envierment just like us.

We all have a job to do; the kids' job is to work with the enviemment. Minnesota's job is to clean the eniverment. Birds , snakes all kinds of animals need homes and habitats.

The animals need a enviornment just as much as we do.

THANK YOU, SINCERLERLY Sarah Suapaia



Dear Superintendent

I think that you should teach us about saving the Mississippi River. I think they clean up the pollution because it is killing the fish and it might effect people.The people should stop pollution the river.They should help clean every thing up

Quentin

3216
46th Ave. S.
MPLS MN
55406

Dear Superintendent,

My name is Andy Johnson. I am writing to you about the plan to clean up the Mississippi river.

I choose plan B. Because it favors the environment. We need to think about the animals and people who use the Mississippi River. The Mississippi is the source of drinking water for millions of people from Minnesota to the Gulf of Mexico.

Thank you.

ANDY
JOHNSON

Sincerely,

I would like the river to be clean.

I think people should help clean up the river. They should stop dumping so it does not cost as much to clean it.

School Resource Officer Richard Dowling
Dear Superintendent ....
In 5th grade we are

Sept. 23, 1992

Superintendent
ANOKA
425 E. 5th St.
Suite 438, Box
Anoka, MN
55303

4703 40th Ave So.
MPLS MN 55406

Sept 23 1913

Dear Superintendent:

My name is Bernice Bryant. I am writing about the [illegible]



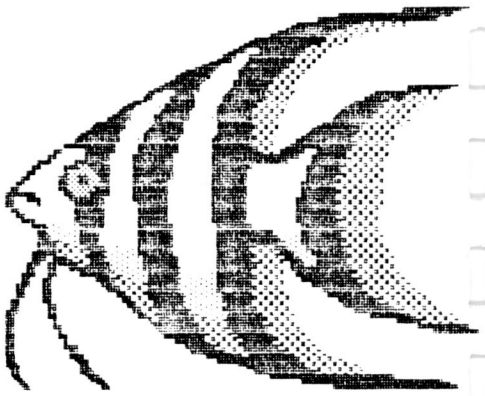
I think I we should keep the Mississippi clean. One time I was fishing and I caught a fish and its fin was blue and green.

You could do this by your self. We have to work together to do this.

Sincerely
Bernice Bryant

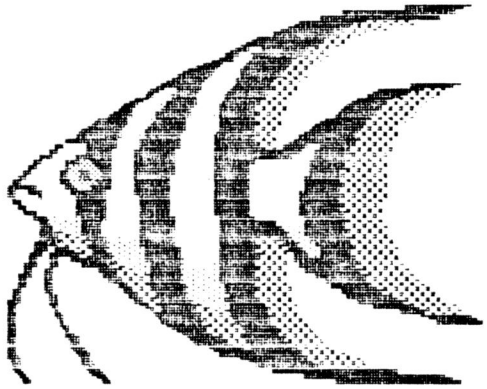
2923 COLUMBUS AVE SO.
SUPERINTENDENT Minn, MN 55407
OUT,5 MNRRA 175,ST. Box 41
ST.PAUL MN 55101

DEAR SUPERINTENDENT



I am Latasha Ann Jones and I am a 5th grader. I am in room 109.

I care about fish. Can you take care of the fish PLEASE? I like fish. I care about the river because I like drinking water.



Thank you so much for caring about the river.

Latasha Jones

THE END

3741 44TH Ave. So.
Mpls. MN. 55406

Oct. 5,1993

Superintendent
MWRA 175 E.
5th St.,Suite 410,
Box 41 St. Paul
Mn. 55101

Dear Superintendent
I am Audrey Redhead.
I'm from Dowling School. I'm writing about what to do with the polluted river. I don't think we should do nothing about it. I think we should clean it so animals and fish will be happy there and live there longer. People will be happier to see it without thinking it's just another stinky,smelly, river. I think we should clean the river



so every animal
will have a better life.
If we choose for people
to clear out the river to build
factories, the animals
will have no homes.



I wish for you to make
the river
cleaner.



Thank you.
Audrey Redhead Sincerely,
udrey Redhead

5331 Penn ave
9/23/93

Dear Superintendent:

My name is Blake davis.

I am writing about the Mississippi iver.

I think that the river will be polloute because of trash. Can you help us

Sincerely
Blake Davis

Mike Nagel
838 River Lane
Anoka, MN 55303

U.S. Dept. of Interior, N.P.S.
MNRRA
175 E. 5th St., Suite 418, Box 41
St. Paul, Minn. 55101

SUBJECT: MNRRA Plan

DEAR CHAIR:

As a citizen of Anoka and a riverfront property owner, I am writing to voice my concern about the potential negative impact of this plan on affected Homeowners. This plan is vague regarding the future control of the affected property. Is local government retaining control or losing control to the Federal Government? What input will local property owners have when their property is valued?

I oppose Federal mandates which impose on localities, leaving little recourse to the citizenry but to write letters of opposition.

This whole PLAN has progressed far with little publicity and a seeming avoidance of "letting the public know." I attended a Ramsey meeting in which the only representation against this plan was from corporate leaders afraid of losing their businesses, and with little or no representation from local citizens; "Perhaps they were unaware of how this might affect them," or unaware completely of the plan.

Bureaucrats with personal agendas are

too populous to count these days and perhaps this plan will slip into being due to the stealth which its shepherds have executed.

If this plan progresses, I request that it needs to formulate a "fair and equitable balance in the needs of and rights of affected homeowners, businesses, and local government. Lacking this balance, I would oppose this plan as another ill conceived bureaucratic agenda which aggrandizes its authors.

I am all for parklands, and recreational areas to commune with Nature and am an ardent fan of those who have taken stands on preserving such spaces. However, the likes of John McPhee or Edward Abbey whose writings made millions of Americans aware of our national beauties couldn't have conceived such a park as this plan does, and thus it must be carefully done if at all, to be fair to all.

Sincerely

Michael J Mazzi

838 River Lane
Anoka, Minn.
55303

National Park Service
175 East 5th Street
Suite 418, Box 41
St. Paul, MN. 55101-2901

Dear Mississippi River Coordinating Commission;

I am excited to learn that efforts are being made to protect and preserve the Mississippi River through the National Mississippi River and Recreation Area (MNRRA). I am also encouraged that the river will be a designated area for the enhancement of recreation and the protection of wildlife.

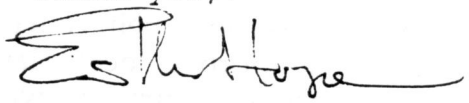
I think that in order to make the management plan a success it is important to ensure water quality in the river and protect the health of ecosystems. Specifically, the issue of toxics in the river must be addressed. Protection and restoration of wetlands also must be a key provision in MNRRA management plan.

I support plans to create a trail and greenbelt system along the entire river corridor. I believe that linking the trail to existing neighborhood parks and trails will greatly increase public access. It is important to insure access for the diversity of neighborhoods and communities who enjoy the river.

It is also important to encourage non-motorized recreation on the river by adding no-wake zones and horsepower limits.

Please incorporate these elements in the MNRRA plan. Thank you for your efforts in protecting the river.

Thank you,



Concerned Citizen

945 Bayless Ave. # 5
St. Paul, MN. 55114

D

October 10, 1993

Superintendent, Mississippi National River & Recreation Area
175 East Fifth St., Suite 418
P.O. Box 41
St. Paul, MN 55101

RE: Draft Comprehensive Management/Environmental Impact Statement

We attended the July 28, 1993 public hearing at Inver Hills Community College and have reviewed the captioned document. We have the following opinions to offer for consideration.

We support the "Proposed Plan" except in the following issue areas:

Barge Fleeting Areas. We perceive the proposed "monitor effects" approach to be an "after the fact" approach which can create uncertainty for both commercial and environmental interests. In our opinion, the approach suggested in Alternative B would lend itself to creating more certainty for determining future barge fleeting areas.

Resource Management. We believe that resource protection, pollution reduction and research efforts should be stressed (as proposed in Alternative B) while protecting cultural and economic resources.

Land Use Management/Local Monitoring Option. With respect to this issue we believe a NPS/Local partnership with the DNR and Metropolitan Council providing input and supplementary research support is an appropriate alternative. However, we don't believe having the Metropolitan Council and the DNR review and approve local plans and actions will improve the decision-making process. Further, we believe the bordering county governments should have representation in the management partnership.

Thank you for the opportunity to convey our views and for extending the public comment period.

Sincerely,

Terry & Joanie Davis

Davis
(612) 452 - 2635
4895 Safari Pass
Eagan, Minnesota 55122-2690

October 27, 1993

Ms. JoAnn M. Kyral, Superintendent
Mississippi National River and Recreation Area
US National Park Service
175 East Fifth Street, Suite 418, Box 41
St. Paul, MN 55101

Dear Ms. Kyral:

As a concerned citizen I must express my disbelief over the proposed Draft Plan for the Mississippi National River and Recreation Area (MNRRA).

First and foremost, the Mississippi River is the most important commercial waterway in the United States. As evinced this past spring and summer, interruption of the natural "business" of the river has a negative, if not devastating, effect on a great many people. The Mississippi is a "working river" and it needs to continue to be so.

Second, as a private citizen, I greatly enjoy the "recreational" aspect of the river. A big part of the enjoyment and fascination is watching the trains, the barge traffic and the people at work on and near the water.

The proposed Draft Plan needs to be modified in such a way as to prevent any disruption of barge and rail traffic or any other "river business" that needs to be taken care of.

Sincerely,

Kendra Yanta

Kendra Yanta
14260 Lois Avenue NE
Prior Lake, MN 55372

October 10, 1993

Re: Draft Comprehensive Management Plan, MNRRA

From: Pat Davies, Environmental Quality Board designee and alternate to MNRRA Commission

VISION

Putting in place protections and changes for the Mississippi that conflict with current practices is difficult because those who will benefit from changes are not as well organized and as aware as those who directly benefit from the status quo.

When the National Park Service planning staff, based in Denver, began revising its draft to try to accomodate reservations expressed by the more than fifty local government jurisdictions dealing with the river, it had no idea of the tenaciousness of the "local control" and "another level of government" mantra in Minnesota. Tailoring the plan to local governments' expressed concerns has <u>not</u> resulted in support but rather the opposite. It has defeated the vision of the legislation.

The idea of the river as ONE irreplacable resource to be protected and enhanced for future generations, apparent in the law, is completely missing in the plan. It needs to be there. The public - canoers, birdwatchers, those who want to view and be inspired by the river and the activities on it, anglers, hikers, history buffs, those who understand the need for wetlands and natural habitat, bicyclists, those who want to protect fish and wildlife resources - do not see the Mississippi as a series of little jurisdictional areas and neither should MNRRA.

ACCEPTANCE OF STATUS QUO

The draft plan is too accepting of anything and everything "existing." Much existing development is inconsistent with plan values and the plan ought to encourage change wherever necessary. Grants may be one method of facilitating change that would be acceptable and readily understood. The draft underestimates the power of good ideas.

On Page 18, drop the last sentence: "Existing development should not be substantially changed by this plan." On Page 23, drop the last sentence: "The plan would also allow businesses and industries in the corridor to expand existing facilities if the expansion is consistent with resource protection and site development policies." Why should expanding current facilities be under less stringent requirements than new businesses and industries?

On Page 20, the draft needs to mention the Environmental Quality Board and the Critical Area program after the sentence: "Local

governments would continue to have primary land use planning and control responsibilities." Because the EQB is charged with monitoring compliance with this program but has not done so, some localities may be surprised to find out that in regard to riverfront decisions, they have been bound by Critical Areas provisions since 1976.

Also, on Page 20, the last sentence of the second paragraph reads: "Development would be compatible with surrounding land use and conform to established community zoning regulations and design guidelines." Because this sentence only perpetuates current conditions, it needs to be eliminated. In its place, insert: "Community zoning regulations and design guidelines for areas within MNRRA boundaries should conform to this plan."

CONTINUOUS TRAIL

In every place in the draft that is appropriate, the concept of a continuous trail should be inserted. It is essential, for example, in Location Policies, page 24. Industrial uses, recreational uses, public facilities - all new uses - should be planned to foster the continuous trail system.

In addition, the new uses listed in the draft on Page 24 include housing and office buildings within the 300 foot corridor. Office buildings do not require a river location and should not be built there.

New housing also should not have a direct river location if there is any vision of regaining the corridor for the public. The farsightedness of Minneapolis in providing public trails around all its lakes, with private homes being set back, shows the long term advantage to both the public and to the homeowner of this policy. The most highly valued homesites in Minneapolis abut the public trails around the lakes.

Page 30 deals with Open Space and Trails but contains no positive emphasis on what the draft admits is "an important vision of this plan", a continuous trail along the corridor. The second paragraph on this page should be eliminated; it advances nothing. The third paragraph is not true, if it applies to the river, and if it doesn't, it is irrelevant. The fourth paragraph should be rewritten in a positive manner and if the MNRRA plan is for the future, the northern stretch should not be excepted.

Page 34, (6), should read: "Ensure <u>paths</u>" instead of "Ensure access" across all new and rebuilt bridges.

LEVEES

On Page 24, the exclusion for land behind levees should be eliminated. The most cogent reason for this elimination is in the comments by the Minneapolis Park Board. ". . . recreation, preservation and economic development . . . are not mutually

exclusive. Preserving and developing the River has, in fact, been a significant economic development tool in Minneapolis." The draft ought not exempt the land behind levees just because two communities along the corridor protest because they do not have the vision to see how enhancing the river for public use can make the land behind that public portion more attractive, even when used for industry.

PLANNING

In Location Policies, the draft says in (7) on Page 26: "Encourage high quality and sustainable open space, public plazas, historic landscapes, interpretive facilities, and residential, commercial, and industrial development in the corridor subject to location policies and local land use plan objectives." If MNRRA is to have any effect, this sentence has to read: ". . . local land use and MNRRA plan objectives."

PUBLIC ACCESS

On Page 29 (16), the vision of the MNRRA commission for improved public access is lost. It asks only that current access be "maintained" and more access be allowed in redevelopment and new projects "if practical." The concept of increased public access and use of the river needs to permeate the draft more than it does. In (16), "if practical" should be eliminated.

HISTORIC USE

On Page 42, (1), the draft proposes a policy under Cultural Resources Management to "continue the historic use of historic properties." This can be misread to protect current industrial uses in conflict with good environmental policy and economic reality. An example is the University steam plant. Eliminate the first sentence and leave the second: "Develop incentives to retain historic uses where feasible and in compliance with environmental laws and regulations."

PERSONAL COMMENT

I have served as the EQB designee and alternate to MNRRA for over three years with a 92% attendance record at MNRRA meetings in all parts of the corridor, MNRRA committee meetings, community meetings and hearings on MNRRA, seminars and public discussions on the Mississippi, legislative and congressional meetings on river issues. I have authored pertinent memos to drafting staff throughout the process. I have done this on a volunteer basis with no per diems or expense coverage and my only intent has been to serve the public interest. I have enjoyed every minute of my participation because it is a worthwhile endeavor. I have learned how significant a resource the urban Mississippi is and how hard it is to sustain a commitment to "preserve, protect and enhance the metropolitan river for the people of the United States" - as we are charged to do in the national legislation.

We face special interests that have money and power and would prefer to do the opposite.

I have read all the written comments on the plan and I have listened to most of the oral comments on the plan. The two that should have the most impact on the drafting staff, on the National Park Service and on Secretary Babbitt are the written responses from Rod Sando, Commissioner, Department of Natural Resources, and from the Minneapolis Park and Recreation Board. These two agencies have, over the years, cared more about and done more for the urban Mississippi and its resources than anyone else including all the other commentators combined. Please give the DNR and the Park Board responses the attention they deserve.

Pat Davies

Pat Davies
687 Woodridge Drive
Mendota Heights
451-6048





As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

NPS D- May 1994