



Housing and Redevelopment Authority
of the City of Saint Paul, Minnesota:
Redevelopment project files

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- COMMERCIAL
- RESIDENTIAL
- DEMOLISHED
- X TO BE REMOVED
- M MANUFACTURING

LOCATION	CU. YD. FILL
1	6,700.
2	6,700.
3	1,500.
4	3,000.
5	3,300.
6	3,200.
7	3,700.
8	1,100.
9	1,000.
10	6,700.
TOTAL	38,900.

EASTERN REDEVELOPMENT AREA U.R. MINN. 1-1.

AREAS NEEDING ADDITIONAL FILL
(BELOW STREET GRADE)

SKETCH PLAN 8A

7/19/57 RC.

FILL 3 FEET.

SCALE
1" = 200'





- COMMERCIAL
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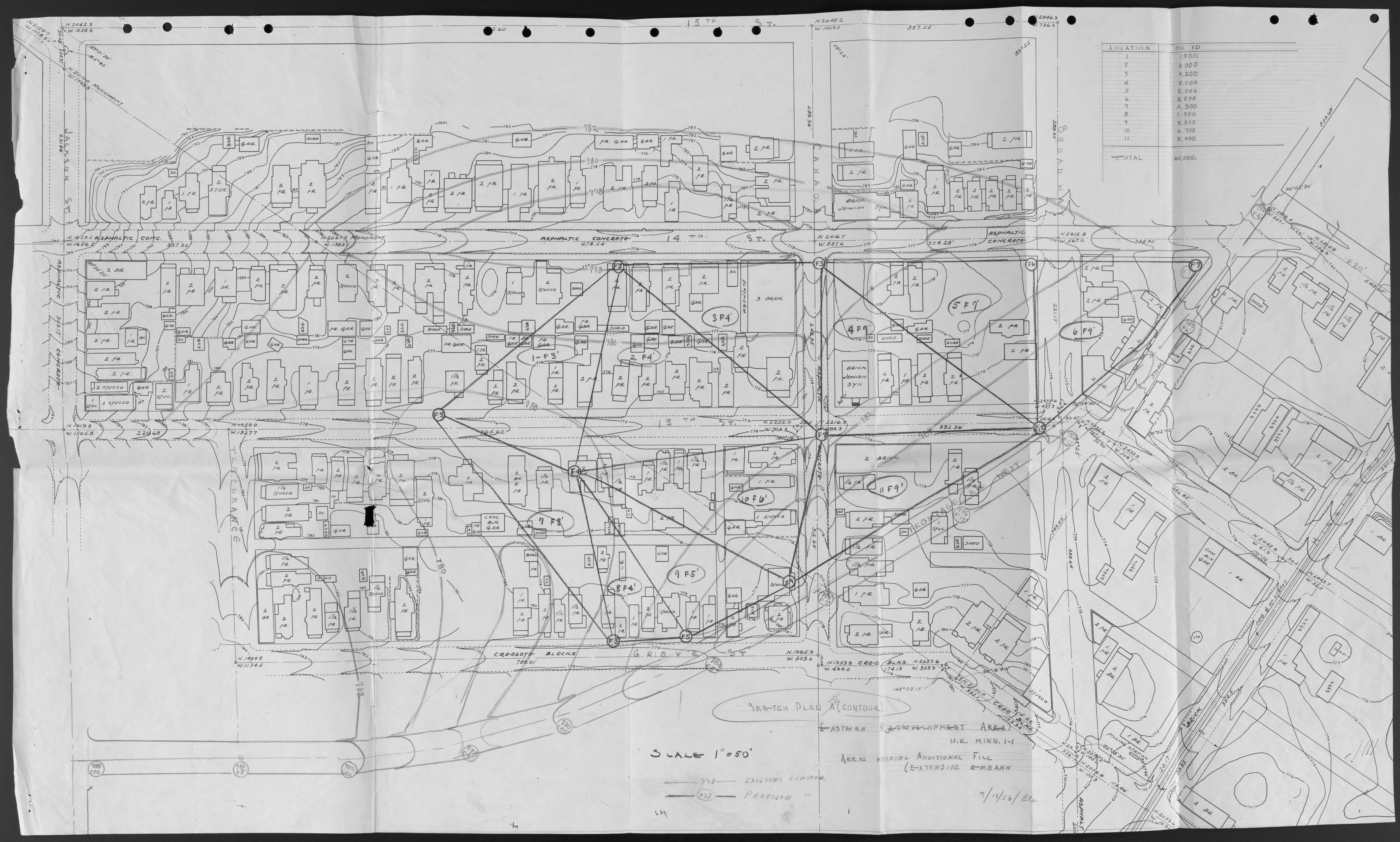
EASTERN REDEVELOPMENT AREA
U.R. MINN. I-1
AREAS NEEDING ADDITIONAL FILL
(EXTENSIVE EMBANKMENT)

SKETCH PLAN A

60,000	CIV. YD EMBANKMENT
15,600	LESS CIV. YD. (SKETCH "B", 6 7 10)
44,400	TOTAL

7/19/57 BL

SCALE
1" = 200'



LOCATION	CH. YD
1	1,900
2	4,000
3	4,200
4	8,000
5	8,000
6	8,800
7	2,300
8	1,900
9	3,800
10	6,100
11	8,400
TOTAL	60,000.

SCALE 1"=50'

— 778 — EXISTING CONTOUR
— 778 — PROPOSED "

EASTERN REDEVELOPMENT AREA

D.R. MINN. 1-1

AREAS NEEDING ADDITIONAL FILL
(EXTENSIVE EMBANK)

7/14/56/RG.



PROPOSED LAND USES

	NET AREA	MIN. OFF-STREET PARKING (INCLUDED IN NET AREA)	MAX. POP. DENSITY (FAMILIES PER NET ACRE)	MAX. GROUND COVERAGE (% OF NET LAND BUILT UPON)
ELEVATOR APARTMENT AREA	14.04 ACRES	1 CAR PER APT. (ILLUSTRATED 27% IN GARAGES WITHIN BLDGS, & 73% ON LOTS)	5.5 (ILLUSTRATED 32)	20% (ILLUSTRATED 13%)
ROW OR DETACHED HOUSE AREA	13.94 ACRES	1 CAR PER APT. (NO STREET PARKING WITHIN PROJECT) (PLAN ILLUSTRATES 58% PARKING IN GARAGES)	16 (ILLUSTRATED 11)	30% INCLUDING GARAGES (ILLUSTRATED 18%)
COMMERCIAL AREA	2.48 ACRES	SUPER SHOPPING CENTER AT GROVE AND JACKSON STS. 3 SQ. FT. OFF-STREET PARKING PER SQ. FT. OF FLOOR SPACE. LOCAL STORE AT VALLEY AND L'ORIENT 1 SQ. FT. OFF-STREET PARKING PER SQ. FT. OF FLOOR SPACE.		40% BALANCE FOR PARKING
SCHOOL BUILDING SITE	1.52 ACRES			50% BALANCE FOR PARKING
PARK AREA	3.07 ACRES			
PROJECT STREET AREA	7.39 ACRES			
PARKWAY RESERVATION	10.30 ACRES			
TOTAL DEVELOPMENT AREA	52.74 ACRES			

SEWER MAINS — S — WATER MAINS — W —

PROPOSED SITE PLAN
REDEVELOPMENT PROJECT UR MINN. 1-1
CIRCULATION AND LAND USE PATTERN ARE PROPOSED
BUILDINGS ARE SUGGESTED AS LOGICAL TYPES
MEETING MARKET REQUIREMENTS AND
DEVELOPMENT STANDARDS

SCALE: 0 50 100 200 300 400 500 600



HOUSING AND REDEVELOPMENT AUTHORITY OF THE CITY OF ST. PAUL, MINNESOTA

MEMO

DATE: July 22, 1957

TO: 1. B. Warner Shippee
2. R. E. Engelen
FROM:
SUBJ.: B. Chapman

Upon recently receiving the proposals of the Minnesota Dept. of Highways for line and grade of the proposed Freeway and frontage roads adjacent to our Eastern Redevelopment Area, it appears that we should immediately concern ourselves with the future development of this area.

The attached plan shows the cut and fill proposed by the Highway plans at locations on the South Bound Land of the Freeway and a long the west frontage road which divides our area from the main traffic. The subject frontage road which is approximately 2000 feet in length adjacent to our Eastern Area will serve as our primary transportation connection with the City and surrounding vicinity.

A satisfactory grade relationship between the Highway frontage road and the Eastern Area may determine the desirability of the area for use and, of course, its potential sale price.

The present Highway plans show the subject frontage road in fill for about 80% of its length which extends to a maximum depth of 12 feet at a point between Broadway St. and Canada St.

The east portion of the bounded by the Freeway Frontage Road, 14th St. and Jackson Street will need extensive fill, as shown on sketch plan "A" in order to place this area at or slightly above the surrounding streets. Approximately 44,400 cu. yds. of fill material will be needed to accomplish this embankment if we attempt to meet the proposed Freeway plans. I am sure some compromise could be made with the present grades and the proposed frontage road grades shown on the Highway proposal but not without loss of more land to the freeway.


The filling of low areas within the present blocks (not located in future freeway land) demands approximately 38,900 cu. yds. of fill material as shown on sketch plan "B".

The following courses of action should be taken:

- 1) Fill low areas as shown on sketch plan "B" with material as available from surrounding projects.
- 2) Obtain fill material as available from surrounding construction projects setting a maximum, at the present time, at about 83,300 cu. yds. Some streets could be closed immediately and the material could be compacted or material could be stockpiled in the existing blocks.

- 3) Confer with authorities of the Minn. Highway Department to obtain the most desirable frontage road profile.
- 4) Contract for the survey of the Eastern Redevelopment area to determine the existing topographic conditions.
- 5) Contract for compaction equipment to compact material placed at a depth exceeding 2 feet.

The above needed 83,3000 cu. yds. does not include what may be needed on Valley Street. The closing of Valley St. and the use of that area for park purposes may demand additional embankment. The St. Paul Parks Dept. is studying the development of Valley Playground and expect to have some proposals within a month.


B. CHAPMAN

RE-STUDY OF THE SITE PLAN OF THE EASTERN REDEVELOPMENT PROJECT - UR MINN. 1-1

Following the DSCUR review of the site plan for this project it was suggested that as a general policy of sound community planning all through streets should be eliminated. It was specifically recommended (1) that Valley Street be vacated from the west boundary of Canada Street west to a point parallel to the west boundary of the park area on the north side of Valley, and (2) that a sixty-foot strip of Canada Street be vacated at a point where it intersects with the existing Fourteenth Street. These changes were suggested to eliminate any possibility of through traffic in the project area and to tie all areas of the project directly into the park. A re-study of the site plan was made, taking into consideration traffic flow through the project area, internal project circulation and general circulation as related to the project itself, plus the areas immediately adjacent to it. The following conclusions were made:

Valley Street:

Existing traffic flow indicates a minimum amount of traffic on Valley Street (see Exhibit L of the Redevelopment Plan). Valley Street terminates at Jackson to the west and serves only that traffic generated by Jackson Street with destination in the industrial district to the east of the project. The steep grades on Valley make it unsuitable for use as a truck route and it does not provide a direct traffic route for passenger autos. Valley Street is therefore not now used as a major traffic street and it is not expected to be so used in the future. The vacation of this strip of Valley Street would seriously hinder circulation from the project to the school site at the Valley playground. The only way of reaching this site would be via Jackson Street on the west boundary of the project. There are only twenty-four dwelling units located on the north side of Valley Street and any traffic on Valley would not seriously affect these dwellings. The Housing Authority therefore does not concur in the DSCUR recommendation and Valley Street is left as shown on the original site plan.

Canada Street:

Canada Street connects with Valley at the north and with the industrial district to the east of the project. However, it does not provide a direct

connectinn between these points. The grades are such that it is not a suitable street for truck traffic. The traffic on Valley Street which meets with Canada Street is low and since Valley Street itself connects directly to Mississippi Street it is very unlikely that any portion of this traffic would be diverted to Canada Street. The through character of Canada Street is only temporary. The connection from the intersection of Canada and the eastern boundary street to Mississippi Street will be abandoned when the proposed highway 10 is developed. When this connection is abandoned, Canada Street will serve only project residents. The cutting of Canada in the center of the project would complicate circulation and provide a poor relationship with buildings to the street plan. If the through traffic is eliminated on Canada, the site plan of this portion of the project should be completely revised. The Housing Authority believes the through character of the street is not a hazard to the project and since any traffic increase by reason of the through character of the street would continue only until the highway development takes place, no change in the site plan should be made. However, in the re-study of the plan, an alternate site plan was made eliminating Canada as a through street. This alternate plan is submitted herewith for DSCUR consideration. The Housing Authority believes that no change in the original site plan should be made. If DSCUR believes that the through character of Canada Street is a serious enough hazard to the project to warrant a change in the site plan the alternate plan would be acceptable to the Housing Authority. The alternate plan includes the following changes:

1. The plan adds two loop streets, one in the vicinity of Canada with access from the boundary project street at the southeast corner of the project and a second loop street following the existing University and Thirteenth Streets with access from Jackson Street.
2. The elimination of the central park area.
3. The utilization of the steep slopes adjacent to the school site and Valley Playground as park areas with walks and small picnic areas.

This proposal includes additional land acquisition of six parcels in the northwest corner of the project between Jackson and Valley. The total area of these parcels is .70 acres and the acquisition cost is estimated at \$13,450. This park plan would decrease the total park area by 1.09 acres.

4. Decreases the apartment residential area from 644,688 square feet to 611,750 square feet and increases the row-house residential area from 457,380 square feet to 608,900 square feet.

Total development costs are affected as follows:

Increase in street improvement cost	\$113,773
Increase in park acquisition cost	13,450
Decrease in park development cost	1,131
Total development costs are increased	<u>126,052</u>
Revenue from the ^{re-} sale of land is increased	39,810
Net project cost is increased	96,242

The Housing Authority has not accepted the alternate plan and is preparing its loan and grant application based upon the original plan. If DSCUR still feels that the plan should be revised we would like to be informed at the earliest possible date.