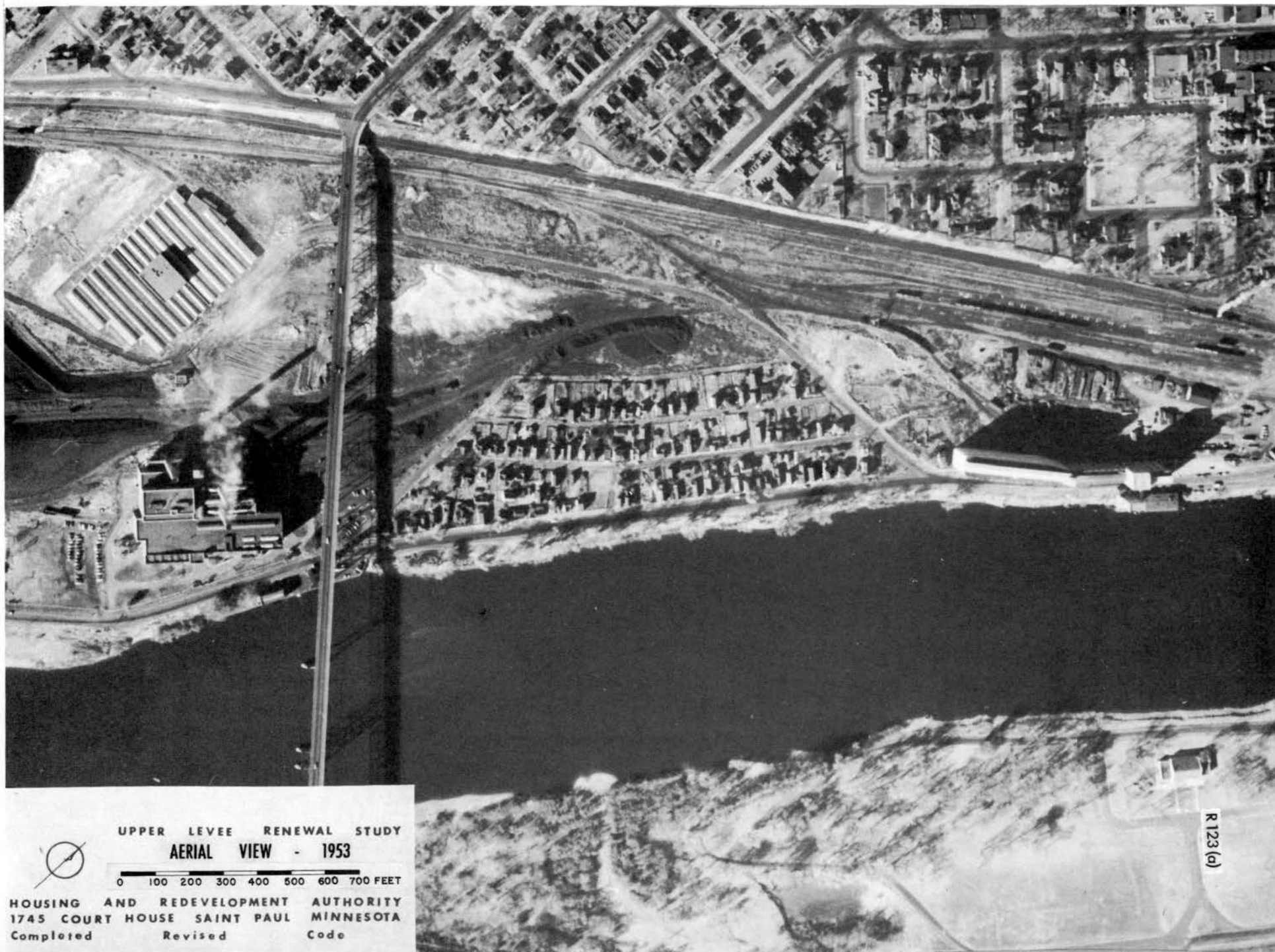




Housing and Redevelopment Authority  
of the City of Saint Paul, Minnesota:  
Redevelopment project files

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UPPER LEVEE RENEWAL STUDY  
AERIAL VIEW - 1953

0 100 200 300 400 500 600 700 FEET

HOUSING AND REDEVELOPMENT AUTHORITY  
1745 COURT HOUSE SAINT PAUL MINNESOTA  
Completed Revised Code

R123 (a)

R 123(b)

UPPER LEVEE - 1952 FLOOD  
Photo by Kenneth M. Wright Studios



DOROTHY HOLTZ  
*Upper Levee Project*

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APPROVAL OF PLANNING BOARD

State and local law require that the Bureau of City Planning must approve redevelopment plans prepared by the Housing and Redevelopment Authority. However, there is no local or State law which requires that approval must be obtained before a redevelopment plan is prepared. Nevertheless, this application has been submitted to the City Planning Board for their preliminary or general approval which is evidenced in Exhibit B-107(b).

## I. General Background

The area selected for urban renewal is about twelve acres in size and lies on the left bank of the Mississippi River, approximately one-half mile from the central business district of St. Paul. This river-front tract of land is known locally as the "Upper Levee". The Urban renewal area, occupied by a rather compact group of about ninety (90) structures, is situated in an industrial environment. This small "island" of housing, faces the Mississippi River, is backed by railroad yards and flanked on either side by heavy industry. Behind it rise the steep river bluffs and high over one end of the settlement, stretches the Smith Avenue bridge. The residents of this area are isolated from other residential areas and cut off from ready access to normal community services and amenities. Churches, schools, parks and shopping facilities are located above, on the bluff, at an inconvenient distance from the young and old who reside on the river bank below.

The dwellings in this area are generally old structures, inadequately sited and poorly equipped. The streets upon which they front and back are narrow and mostly unimproved. New public improvements, already approaching the area, will require rights-of-way through the settlement which will drastically reduce it in size. Such a change in the area probably will extinguish whatever social or community value the residents attach to the site as a place to live. A major, intracity traffic-artery is to be constructed through the river side of the Upper Levee community and the existing levee is to be raised and made to serve as the road bed. This construction will leave the remaining residences "pocketed" in a place of lower elevation with the raised roadway at their front and the steep river bluffs at their rear.

## II. Selection and Delineation (R-104)

### Selection:

The Upper Levee is selected for urban renewal at this time for reasons which may be summarized as follows:

1. It is one of the most deficient residential areas of the city.
2. It is situated in an environment which is not suitable for residential use.
3. As a residential area, it is not now and probably cannot be given adequate public services.
4. Public improvements now approaching the area will so reduce it in size that prevailing community unity is unlikely to survive.

In connection with point 4 above, it should be noted that the timing of renewal activity will coincide with construction of public improvements in the area. While the settlement is being reduced by right-of-way demands, the remainder of it can be renewed simultaneously at a probable saving in money and discomfort.

Delineation:

The urban renewal area is naturally delimited as a project area by the surrounding industrial land uses, by its boundary streets, and by the Mississippi River. It stands out in a casual inspection as a compact area of residential land use at variance with the surrounding land uses. (See Exhibit R-121(c))



ELIGIBILITY

The area selected for urban renewal meets the eligibility requirements of the Federal and State laws. The following conditions, taken from the 1950 Census of Housing and from field surveys, are cited in evidence:

## A. Dilapidation

Units Dilapidated or without private bath - 55%

Units Dilapidated or without running water- 25%

## B. Overcrowding

According to local zoning ordinance standards, land coverage is not excessive in the renewal area. However, poor arrangement of the buildings on the land, in relation to each other and to public streets, denies residences the benefits of the lot area they possess. Exhibit number R121(c) shows the manner in which the buildings occupy the land in the renewal area.

## C. Environmental Deficiencies

The renewal area is zoned for industrial use and all the lands bordering the settlement are occupied by heavy industry. The Northern States Power Company's high bridge plant is situated adjacent to the project land on the southwest. Multiple rail trackage occupies the land between the power plant and the residential area and between the river bluffs and the houses. On the northeast, rise the elevators of the Grain Terminal Association, with rail trackage located between them and the upper levee residences. On lands bordering Spring Lane, a coal storage area is located. Smoke, noise, dust, fumes and vibration are generated by these industrial uses on adjoining lands. The position of the urban renewal area in relation to the various heavy industrial uses on adjoining lands is illustrated on the map submitted as Exhibit R-121(c) and in the photo, offered as Exhibit R-123(a).

#### D. Street Deficiencies

Streets in the project area are not adequate in width or in surfacing to provide efficient and safe passage for both vehicles and pedestrians. There is a total of 2.86 acres of street area, of which about 43% is wholly unimproved. The remaining 57% of the street area is graded and oiled. The improved streets are Mill Street, Loreto Lane and a portion of Wilkin Street. Mill Street and Wilkin Street have thirty (30) feet of right-of-way. Loreto Lane has only twenty (20) feet of right-of-way. There are few sidewalks and no curbs or gutters provided in connection with streets in the project area. Street conditions are illustrated in Exhibit B-121(d).

#### E. Community Facilities

Access to recreational and community facilities is inhibited by distance and by significant differences in elevation. The urban renewal area lies generally at elevation 704. Distances to and elevations of various community facilities utilized by residents of the area, are as follows:

<u>Facility</u>	<u>Distances</u>	<u>Elevation</u>
Jefferson Grade School	7/8 mile	785
Marshall Junior High School	2 miles	840
Monroe Senior High School	1 7/8 mile	800
Irving Park	5/8 mile	750
Protestant Church	3/4 mile	790
Catholic Church	1 mile	800

For all practical purposes then, the project area has no churches, schools or parks, since none are located within the boundaries of the project area and access to these places outside of the area is

inhibited by distance, steep changes in elevation and such other obstacles to safe pedestrian movement as railroad tracks and major traffic arteries.

F. Site Problems

Finally, the area is subject to flooding. The most serious flooding of the area occurred in 1952 when the Mississippi topped the existing levee. Projected improvements to the levee will reduce flooding dangers but will leave problems of drainage which may be corrected by filling. The extent to which the 1952 flood affected the urban renewal area is illustrated in the photo offered as Exhibit R-123(b) which was taken during that flood. Reference is made also to the map, entered as Exhibit R-122, which shows topographic conditions of the project land.

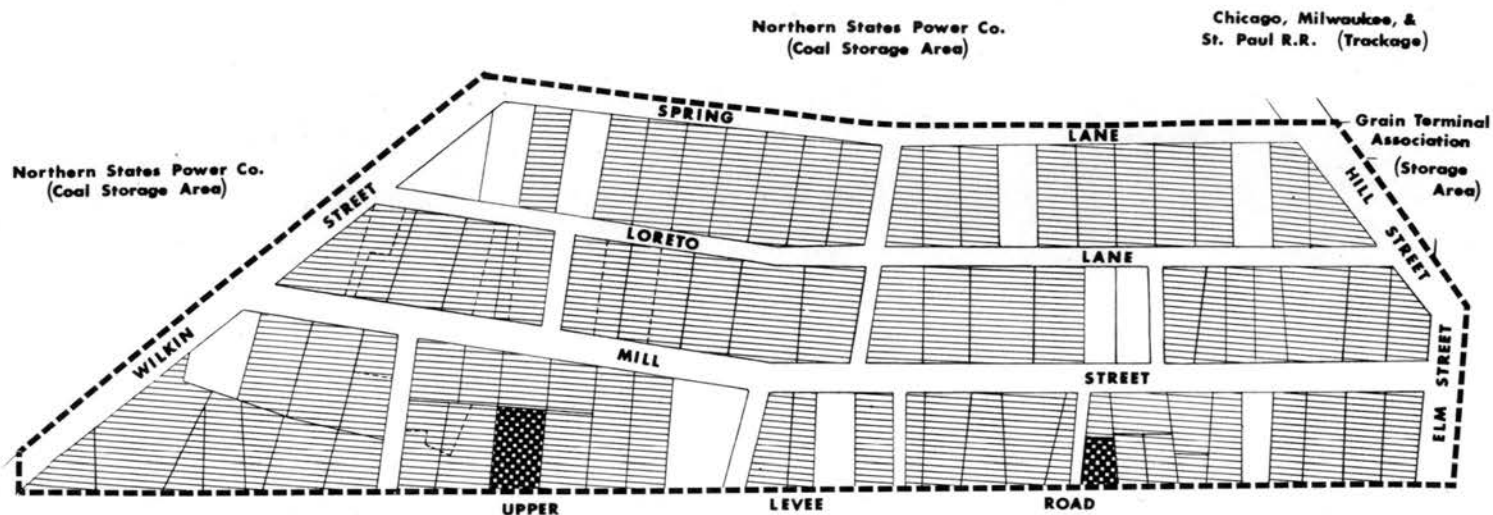
Clearance Section Data

It is proposed that the entire urban renewal area be cleared and redeveloped for non-residential uses. Some parcels in the area have been acquired and will be cleared by the City's Department of Public Works to provide right-of-way for road and levee improvements scheduled for construction with municipal funds. The remainder of the area is to be acquired and cleared by the Housing and Redevelopment Authority. Exhibit R-121(e) shows the areas which will be cleared by each agency. It is anticipated that part of the land acquired by the Department of Public Works will be surplus to their needs and will be transferred later to the Housing and Redevelopment Authority. The Authority will sell some land to the city for right-of-way. The remaining holdings of the Authority will be redeveloped for industrial re-use. (See Exhibit R-121(f)).

The present use of the urban renewal area is incompatible with surrounding land uses and with the physical situation of the project land. The urban renewal area is subject to flooding and to the blighting actions of smoke, fumes, dust, noise and vibrations emitted by the industrial operations on adjoining lands. The settlement is physically isolated to a serious degree from other residential areas and from necessary community services and amenities, by topography, the river and industrial developments. At the same time, the number of residents and the size of the area is not sufficient to justify a separate provision of these services to the residents of the urban renewal area.

Finally, as noted previously under item R-105, an extremely large proportion of the structures in the area are dilapidated or lacking in basic facilities. Environmental considerations aside, it is not likely that the housing could be rehabilitated economically. Adding environmental and structural deficiencies together, it definitely is not feasible to rehabilitate this area as a residential community. Re-use of the area for industrial and similar non-residential purposes suggests itself naturally by the situation of the land and by the type of neighboring land uses.





PROJECT LAND USE	Sq. Ft.	Acre	%
RESIDENTIAL (Improved) AREA	321,603	7.40	86.7
NON-RESIDENTIAL AREA (Comm.)	5,673	0.13	1.5
VACANT (Unimproved) AREA	44,053	1.02	11.8
TOTAL BLOCK AREA	372,329	8.55	100.0
GROSS PROJECT AREA	496,880	11.41	---
PROJECT LIMITS			

Source: Data gathered from field survey 1956

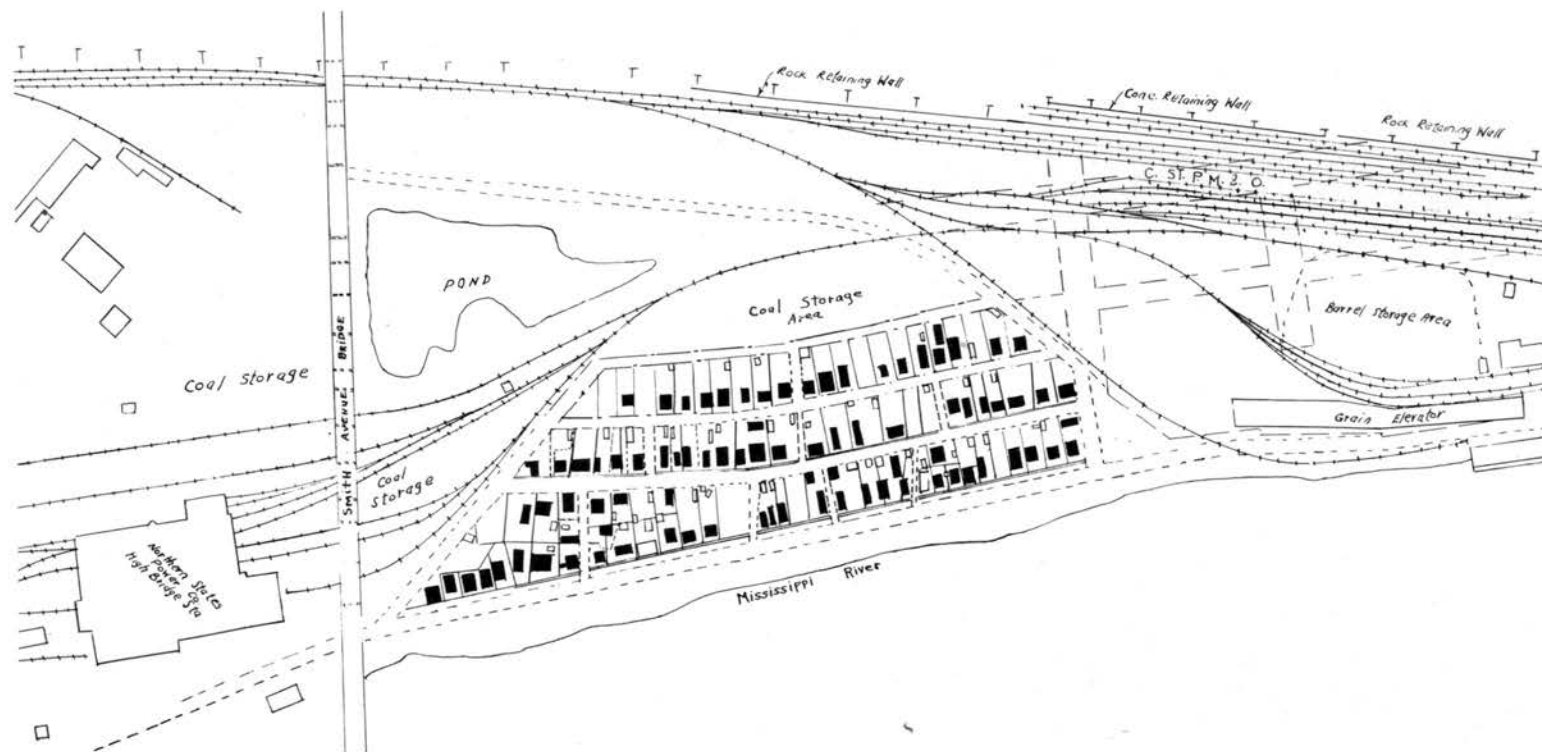
NOTE: Entire area is zoned industrial and surrounding land area is in industrial use.

There are no schools, churches or parks in the Project Area or in its vicinity.

Entire Project area proposed for clearance.



R 121 (a)



RESIDENTIAL STRUCTURES

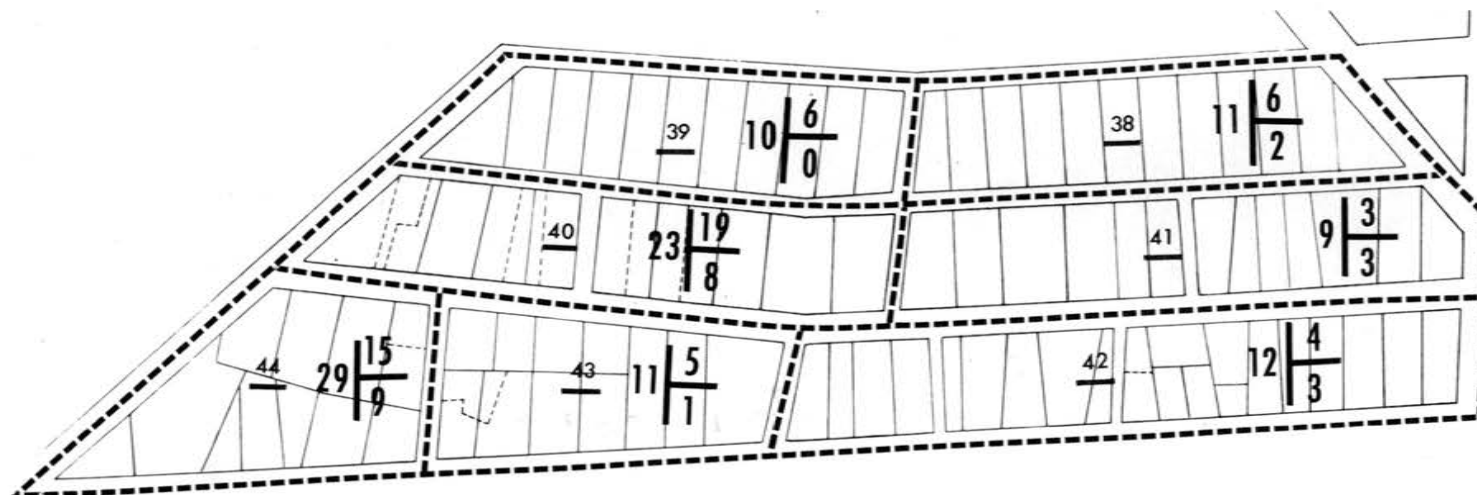
Source: City Plat Book

UPPER LEVEE RENEWAL STUDY  
ADJOINING LAND USE

0 100 200 300 400 500 600 700 Ft.

HOUSING AND REDEVELOPMENT AUTHORITY  
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R 121(c)



# LEGEND

	Quan.	%
$\frac{3}{2}$ CENSUS BLOCK NUMBER		
$\frac{3}{2}$ ← NO PRIVATE BATH OR DILAPIDATED	58	55
$\frac{3}{2}$ ← NO RUNNING WATER OR DILAPIDATED	26	25
↑ TOTAL UNITS REPORTING	105	100
--- BLOCK LIMITS		

AT LEAST 55% OF DWELLING UNITS ARE DILAPIDATED OR WITHOUT EITHER WATER OR PRIVATE BATH

## UPPER LEVEE RENEWAL STUDY

DWELLING UNITS DILAPIDATED OR WITHOUT PRIVATE BATH OR WATER



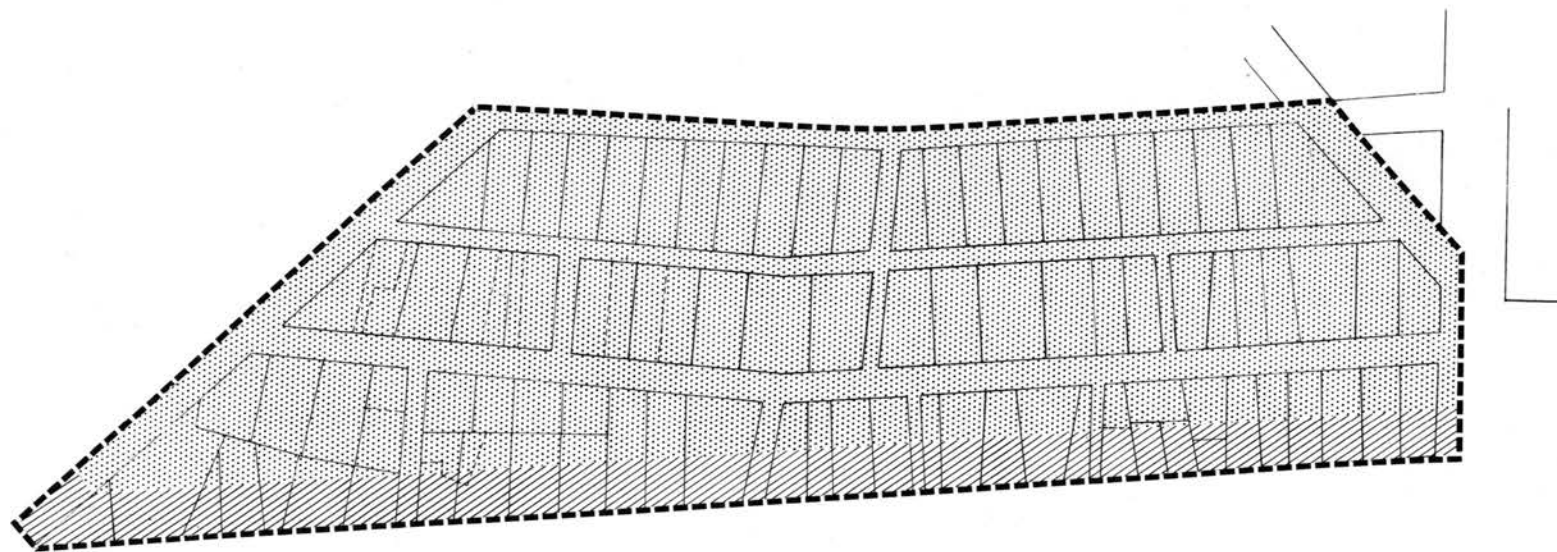
0 100 200 300 FEET

HOUSING AND REDEVELOPMENT AUTHORITY  
1745 COURT HOUSE SAINT PAUL MINNESOTA  
Completed Revised Code




NOTE: Entire Project is in Census Tract 60  
Source: Data from 1950 Census Report

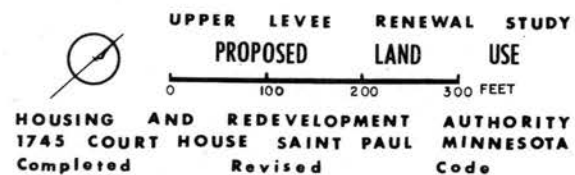


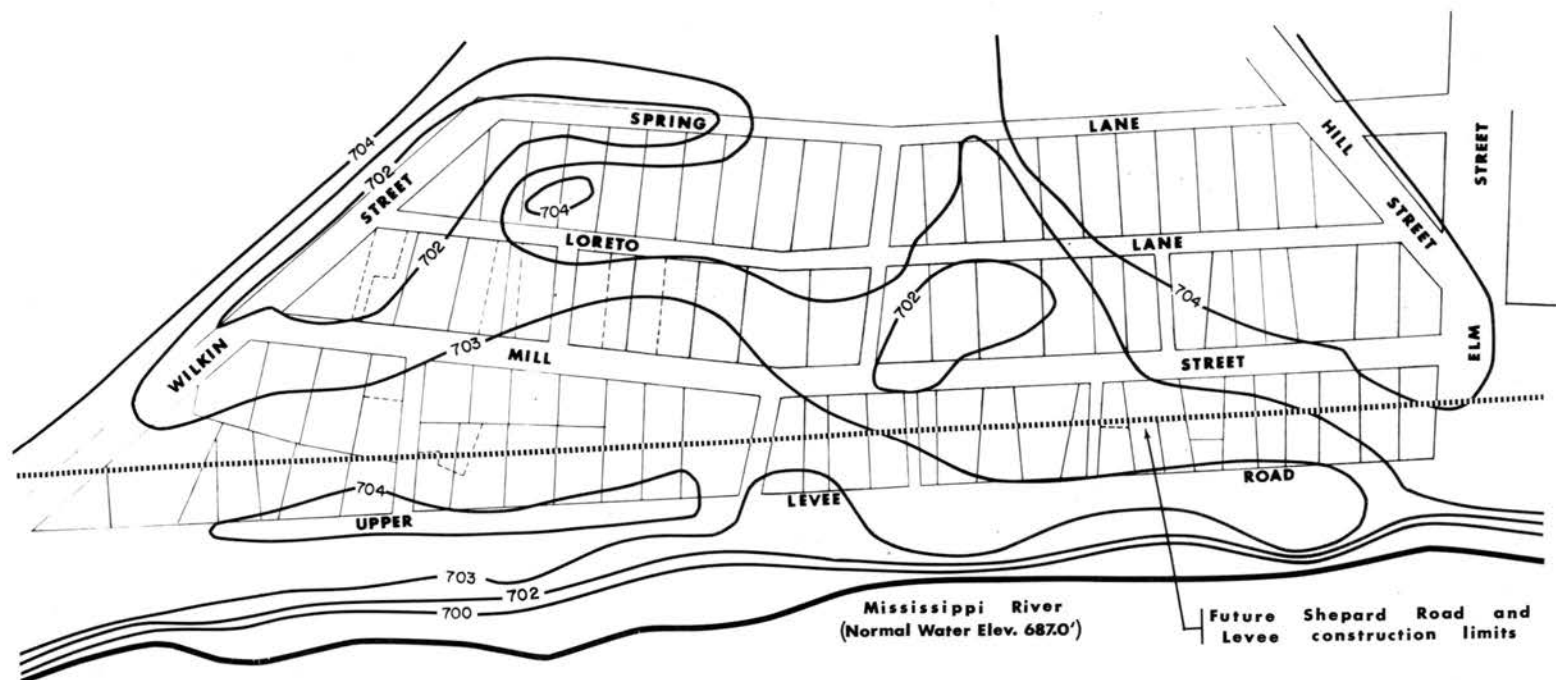




# LEGEND

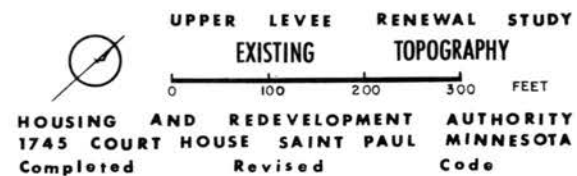
-  INDUSTRIAL  
(Including any necessary service roads)
-  MAJOR STREET WIDENING
-  PROJECT LIMITS





NOTE: Future levee construction along river will have an elevation of 710' which is protection from a 300 year frequency flood.

Source: Data gathered from U.S. Army Engineers and City Public Works Department



CORRECTIVE MEASURES

## A. Clearance

The entire urban renewal area is to be cleared of structures and the street system of the area is to be vacated for reuse also. It is proposed that the renewal area be reused for industrial purposes and for street right-of-way.

## B. Shepard Road and Levee

A portion of the area will be developed as right-of-way for the extension of Shepard Road, a major intracity artery now under construction northeast of the project site (See Exhibit R121(f)). The St. Paul Department of Public Works has acquired land on the southeastern edge of the renewal area for right-of-way purposes. Some of the land needed for right-of-way will be cleared by the Authority and sold to the city. In constructing Shepard Road on this right-of-way, the City will use for part of the road bed, the existing levee which it will raise to give a greater measure of flood protection to the project land. It is further anticipated that minor excess right-of-way holding will be transferred at a later date by sale or donation to the St. Paul Housing and Redevelopment Authority to form a single, industrial reuse area for planning and redevelopment.

## C. Other Improvements

In order to minimize dependence on pumps, reduce percolation and permit future structures to be built on a level with the new Shepard Road, it is proposed that the project area will be filled before disposition. An internal service road may be constructed also to give improved access to Shepard Road and to permit conflict-free circulation within the area after redevelopment. Other improvements contemplated for the project area are a water line of increased capacity, improvements to increase the capacity of the sanitary sewer and the installation of a pumping station to improve storm water drainage during high river stages.

OTHER AGENCIES

No Federal Assistance will be requested for project activities to be performed by other public agencies.



COST ESTIMATES

## ITEM I Gross Project Cost

## A. Survey and Planning

(a) Preliminary \$6,000

(b) Final \$15,000

Total

\$ 21,000

## B. Administrative Expenses 11,000

## C. Legal Services 16,000

## D. Acquisition Expenses 22,000

## E. Real Estate Purchases 405,000

## F. Relocation 7,000

## G. Site Clearance 34,000

## H. Site Improvements

(a) Fill 82,500 cu. yds. @ \$0.70 cu. yd. \$58,000

(b) Service Road 48,000

Total

106,000

## I. Disposition Costs 3,000

## J. Interest (3.25%) 23,000

## K. Contingencies (except A) 31,000

Total

678,000

## ITEM II Gross Project Cost

## A. Non-Cash Local Grants-in-Aid

(a) Levee fill, revetment, tide gates (22%) \$112,520

(b) Sewer Improvements 6,000

(c) Pumping Station (28%) 14,300

(d) Water Line 19,000

(e) Paving Shepard Road ( $\frac{1}{2}$  cost) 48,000

Total

199,820

## Gross Project Cost (ITEM I Plus ITEM II)

877,820

## Deduct Land Sales

(a) Filled Land @ \$0.70 sq. ft. = \$259,000

(b) Unfilled Land @ \$0.55 sq. ft. = 22,000

Total

281,000

## Net Project Cost

596,820

Federal grant equals  $\frac{2}{3}$  of Net Project

Cost OR Net Project Cost minus the total

of the non-cash local grants-in-aid, whichever

is the least

Net Project Cost x  $\frac{2}{3}$  = \$397,880

Net Project Cost minus non-cash local grants-

in-aid = \$397,000

## Federal Grant

397,000

## Relocation Payments

13,000

## Total Federal Grant

410,000

## No Local Cash Grant Required

## ITEM I GROSS PROJECT COSTS

## A. Survey and Planning

The preliminary planning stage is expected to cover a period not to exceed four months, the final planning stage a period not to exceed eight months. Estimated planning costs for both stages are as follows:

	Preliminary	Final
1. Administration	\$1,100	\$ 2,000
2. Office Furniture and Equipment	65	150
3. Legal Services	150	150
4. Survey and Planning	3,200	5,600
5. Land Surveys and Appraisals	400	4,500
6. Relocation Planning	550	550
7. Contingencies	556	1,305
8. Inspection		384
9. Total	6,021	14,639

The grand total for both the preliminary and final planning stages is \$20,660.00.

## B. Administrative Expenses

It is estimated that development and disposition will cover a maximum period of approximately 21 months and that overhead expenses of administering the project activities during this period will average about \$500 per month. This item is to cover both the ordinary office expenses attributable to the project as well as the salaries of technical personnel supervising demolition and construction work. A total of \$10,500 is estimated for administrative expenses during development and disposition.

## C. Legal Services

Legal fees are estimated at \$300.00 for the planning stage of development, \$13,395 for acquisition of properties and \$2,000 for services connected with the development and disposition stage. Total legal fees are estimated at \$15,695.

D. Acquisition Expenses

It is estimated that approximately 75% of the parcels will be acquired by direct negotiation and the remaining 25% by condemnation.

Expenses for acquisition are estimated as follows:

APPRAISAL	\$50. x 76 =	\$ 3,800.00
OPTION	\$50. x 76 =	3,800.00
CLOSING	\$20. x 76 =	1,520.00
CONDEMNATION	\$500. x 19 =	9,500.00
REGISTRATION	\$50. x 76 =	<u>3,800.00</u>
TOTAL		\$22,420.00

Legal costs for acquisition are estimated as follows:

TITLE EXAMINATION	\$ 15. x 76 =	\$ 1,140.00
CONDEMNATION (ATTORNEY'S FEES)	\$125. x 19 =	\$ 2,375.00
REGISTRATION	\$125. x 76 =	\$ 9,500.00
ABSTRACTING FEES	\$ 5. x 76 =	<u>\$ 380.00</u>
TOTAL		\$13,395.00

E. Real Estate Purchases

The Upper Levee project area is 11.41 acres in size. The Department of Public Works will use 1.58 acres for Shepard Road right-of-way and the Housing Authority will use 9.29 acres for industrial purposes. The Department of Public Works has already made some purchases in the project area for right-of-way. The remainder of the Shepard Road right-of-way in the project area will be purchased from the Housing and Redevelopment Authority. It is anticipated that the Department of Public Works will transfer about 0.66 acres of land as surplus to the Housing and Redevelopment Authority and in turn will purchase approximately 0.92 acres from the Authority for right-of-way purposes. Land transfers

between the two agencies will be at vacant-land values, estimated to be \$0.55 per square foot without fill. The Housing and Redevelopment Authority therefore, will transfer approximately \$22,000 worth of land to the Department of Public Works and will buy from the same Department land valued at about \$16,000. The Authority will purchase from private parties about 76 parcels of land and 73 principal structures containing about 90 dwelling units at an estimated cost of \$389,000. The purchase price is estimated to be 350% of the tax assessor's true and full valuation, in keeping with the experience of the Public Works Department in acquiring property in the Upper Levee during 1956 for Shepard Road right-of-way. The total outlay for property purchases, including the purchase from the Department of Public Works, is estimated at \$405,000.

#### F. Relocation

There are approximately 106 families living in the project area, according to the 1950 Census of Housing. About 90 of these families live in the area which is to be cleared by the Authority and the remainder, 16, on parcels being cleared by the Department of Public Works. On the basis of relocation records in this office, it is estimated that relocation services cost approximately \$75.00 per family. The Federal Government will allow up to \$100.00 for moving expenses for each family whose dwelling place is purchased by the Authority and up to \$2,000.00 for each business so dislocated. These moving expenses are to be paid wholly with Federal funds. Relocation expenses anticipated for the Upper Levee renewal area may be summarized as follows:

Total Cost to Development Budget	=	90 families @ \$75.00	=	\$6,750.00
Relocation Payments:				
90 families	@	\$ 100.00	=	\$ 9,000.00
2 businesses	@	2,000.00	=	4,000.00
Total Addition to Federal Grant:				\$13,000.00



#### G. Site Clearance

It is estimated that residential structures of the type in the Upper Levee can be removed at an average cost of \$450 per structure. It will cost an estimated \$754.00 to remove and abandon utilities in the project area.

##### Clearance Estimate

\$450.00 x 73 structures	=	\$32,850.00
Abandon utilities	=	<u>754.00</u>
		\$33,614.00

#### H. Site Improvements

##### (a) Fill

Because Shepard Road will be built at 710' elevation and the project land lies at an average of about 704', it is believed that the value of the land will be enhanced if the land is raised to a level with Shepard Road. Besides the psychological benefits of such an elevation, filling will also reduce percolation and will lessen dependence on the pumps. Fill is figured at \$0.70 cubic yd. and to a depth of about 6 feet over approximately 8.5 acres. This is about 82,500 cu. yds. and will cost about \$58,000.

##### (b) Service Road

It is assumed that access to Shepard Road is to be limited and that the site will be parceled rather than sold as a single lot. The proposed service road is estimated at 30' in width, running between Elm and Wilkin Streets. It is charged as a direct project expenditure rather than as a grant-in-aid item. The City Department of Public Works estimates a cost of \$48,000 for such a road.

I. Disposition Costs

Because of the location, size and value of the site, it is estimated that the land can be sold locally in a six-month period without resort to national advertising. Approximately \$3,000 is estimated for disposition costs, other than legal services.

J. Interest

Maximum progress payments cannot exceed in aggregate 75% of the total Federal grant. Assuming that the Federal grant will be no less than \$370,000, the progress payments could not be greater than \$278,000. No payments can be anticipated until one-fourth of the property to be acquired has been purchased by the Housing and Redevelopment Authority. It is assumed that an interest rate of  $3\frac{1}{2}\%$  will be charged and that the project will take a maximum of 33 months to complete.

On this basis, interest was figured at  $3\frac{1}{2}\%$  of \$278,000 for 1.5 years, plus  $3\frac{1}{2}\%$  of \$92,000 for 2.75 years, for a total of approximately \$22,000. It was assumed that the money which would be converted into progress payments, \$278,000, would bear interest charges for an average of about one-half of the project time, while the remainder, \$92,000, would bear interest charges for the full project time.

K. Contingencies

This item is figured at 5%, a customary proportion. Planning and administration estimates are not included in figuring contingency because a contingency factor is already a part of the sum entered as an estimate for that activity. A total of \$21,000 is estimated for contingencies.

## ITEM II GROSS PROJECT COSTS

### A. Non-Cash Local Grants-in-aid

#### (a) Levee fill, revetment and tide gates

In 1952, the highest flood on record in this area reached elevation 708'. Levee improvements being installed in the Upper Levee area will provide a two-foot freeboard over the 1952 crest. It is estimated by the U. S. Corps of Engineers that the new 710' levee will protect against a flood having a frequency of 300 years. The cost of constructing the levee between Elm and Wilkin Streets is used as the basis for estimating the benefit to be attributed to the project area. It will cost approximately \$388,000 to construct that portion of the levee, according to estimates of the Department of Public Works. This is broken down about as follows:

Clearing old levee	\$ 5,000
Excavating and filling	64,000
Revetment	211,000
Topping and guardrails	21,000
Engineering and inspection	26,000
Tide gates	6,000
Contingencies	<u>35,000</u>
Total	\$388,000

There are about 40 acres of land, at elevations up to 710' lying directly behind the line of the levee between Elm Street and Wilkin Street. The boundaries of the proposed project area encompass about 11.5 acres, or approximately 29% of the area to be protected by that portion of the levee. It is estimated therefore, that 29% of \$388,000, or \$112,520, is assignable as a direct benefit to the project area.

A more refined analysis, based on the total cost of the entire levee, was not deemed feasible at this time. For one, the entire cost of the levee has not yet been estimated because plans have not been completed upon which estimates could be based. Another difficulty lies in the fact that

Federal highway-aid funds assisted in financing most of the levee work already completed along Shepard Road. Part of that levee work would be difficult to separate out from Shepard Road construction costs. Federal aid money will not be used to construct Shepard Road or the levee between Elm and Wilkin Streets.

(b) Sewer Improvements

The ten-inch sanitary line serving the project area is running near capacity under present residential use conditions. It is believed that capacity in the system to handle at least twice the amount of the present discharge would be desirable under industrial use conditions. Increases in the capacity of the pumping facilities to accomplish this will cost an estimated \$6,000 and will cover the cost of new motors, fittings and supports in the Sherman Street Pumping Station. This work would be requested by the Authority and the full cost would be charged as a grant-in-aid.

(c) Pumping Station

During high river stages, pumps will be employed to discharge storm waters. Two pumps are being installed in this general area, one at Chestnut Street and one about 1500 ft. west of the project area. The Chestnut Street station will handle drainage from an area of approximately 40 acres, which includes the project area. The project area represents approximately 28% of the total area to be drained by the Chestnut Street pumping station. It is estimated that the Chestnut Street pumping station will cost \$50,000. Approximately 28% of \$50,000, or \$14,000, is claimed as a direct project benefit.

(d) Water Line

The Water Department is carrying out a general improvement program under a recent water bond issue financed by revenues of the Water Department. Recent water shortages in various parts of the City are being met by a



comprehensive improvement program which includes new reservoirs, pumping stations and mains. The project area is now served by a dead-end, 12-inch water line which provides adequate fire protection for the present type of use installed there. The existing line is to be replaced by a 20-inch line which will be tied in on both ends to larger mains. The new line will provide increased water pressure and a more certain supply which will allow re-use of the project area by a wider range of possible users. More important, however, ample fire protection for industrial uses will be made possible by this improvement. For this reason, a direct benefit to the project is claimed on a front-foot basis for the new line. It is estimated that the line will cost about \$14 linear foot and will run along project boundaries 1350 ft. A direct benefit of \$18,900 is claimed for improvements to the water service.

(c) Paving Shepard Road

Shepard Road is to have a 44-foot pavement past the project area. It will replace a badly worn road known as the "Upper Levee Road" which is unpaved and without curb and gutter. Shepard Road will provide fast, convenient access to the rest of the City for industries located on the riverfront. In addition, because it will carry general city traffic past the riverfront properties, advertising value will be added to the locations abutting this traffic-flow. It will cost about \$96,000 to pave Shepard Road between Elm and Wilkin Streets. Approximately one-half of the 44-foot width is claimed as a direct benefit to abutting properties in the Upper Levee. That width represents the approximate minimum width which would be required for an industrial traffic artery required to serve industry in the area. Since it is customary to assign benefits on a front-foot basis for street improvements, and because no user occupies frontage on the opposite side of the road in this area, a direct benefit is claimed equal to one-half of \$96,000, or \$48,000.

(f) Land Sales

The St. Paul Bureau of Valuations reported that the City has acquired some vacant industrial land for Shepard Road right-of-way on a basis of \$0.70 per sq. ft. About 1/3 of the \$0.70 sq. ft. award was determined to accrue to the remainder of the tract as a benefit from the right-of-way provided. The City paid a net price, therefore, of .46 2/3 cents per sq. ft. for that industrial frontage.

In acquiring an easement on Spring Lane, near Chester Street, for a temporary bypass, the City paid \$0.50 per sq. ft. for an easement.

In 1948 the City sold a tract on the N.E. corner of Eagle Street and Upper Levee Road for \$0.47 sq. ft. to a barrel-cleaning plant which does not use river frontage.

The City Bureau of Valuations estimates a value of about \$0.80 sq. ft. for improved industrial land in the Upper Levee project area.

The Industrial Manager of the St. Paul Chamber of Commerce estimates that river frontage within the switching limits of St. Paul is worth about \$0.60 sq. ft. in 1956 to mechanical industries, such as grain elevators, which require such a location.

On the basis of the opinions cited above, it is estimated that the project land can be sold for about \$0.70 sq. ft. Approximately 270,000 sq. ft. will be sold for a total of \$259,000. Project land without fill should be worth about \$0.15 per sq. ft. less, or \$0.55 sq. ft. About 0.92 acres of unfilled land will be sold to the City for right-of-way at \$22,000.00.

Community Support

Public understanding and support for urban renewal is evidenced in the City's workable program, submitted March 21, 1956 and approved October 8, 1956. The workable program was published under the title of New Life in St. Paul and has had wide distribution in the city. An Exhibit which is designed to tell the urban renewal story to St. Paul citizens, has been placed on public display by the Housing and Redevelopment Authority on several occasions. Community organizations have formed and are multiplying, whose general objective is to assist in the urban renewal process. Downtown St. Paul, Inc., the Relocation Advisory Council and the Chamber of Commerce Committee for the Riverview Industrial District, are but a few of the citizen groups who are engaged in urban renewal activities.

LOCAL FINANCIAL SITUATION

Does not apply. St. Paul has a population in excess of 50,000.



REPORT ON LOCAL PLANS

Form E-683, Report on Local Plans and Programs, was submitted with the Workable Program, approved on October 8, 1956.

REPORT ON GENERAL PLAN

The narrative report on the general plan was submitted with the Workable Program, approved October 8, 1956. In January of 1957, the Housing and Redevelopment Authority entered into a contract whereby it will provide financial assistance with local funds to the Planning Board to expedite the production of a general plan for St. Paul. A copy of the contract is enclosed as Exhibit R-141(b).

A metropolitan area planning bill, which narrowly failed to pass during the last session of the State Legislature has been submitted this year and its early passage is expected.

CREATION OF PLANNING BOARD

A copy of the ordinance creating the Planning Board was submitted with the Workable Program, approved October 8, 1956.

GENERAL PLAN ELEMENTS

The information regarding local plans, programs, codes and ordinances is contained in the City's workable program, New Life In St. Paul, and accompanying exhibits, submitted on March 21, 1956 and approved October 8, 1956.

The organization and functioning of the planning commission is described on pp. 8, 11; progress toward a general plan is described on p. 12 and in Exhibit 14; metropolitan planning activity is reported on page 12; the City Planning Board Ordinance was submitted as Exhibit 31; copies of codes and ordinances affecting building and land use were carried as Exhibits 19, 20, 21, 22, and 23; and code adoption and enforcing activities of the City were reported on pages 13 - 18 and in Exhibits 34 - 37.



CODE ADOPTION AND ENFORCEMENT

A statement by the Chief Executive describing the steps being taken to adopt and enforce housing and planning codes and ordinances was submitted with the City's Workable Program, approved October 8, 1956. Since that approval, additional progress has been made. A housing code has been drafted and has been circulated to interested groups and individual citizens for their comment before public hearings are held. A copy of the proposed code is enclosed as Exhibit 144(b).

An urban renewal policies paper has been produced and circulated by the Planning Board to guide the City in its renewal program. A copy of the paper is included in the exhibit folder as Exhibit 144(c).

A report delimiting planning districts and neighborhoods is virtually complete but has not yet been published. Also virtually complete is another study which identifies potential urban renewal areas and suggests priorities for their treatment. Both of these reports have been available and have been used in the selecting and planning of this project.

NARRATIVE STATEMENT ACCOMPANYING FORM H-627, SUMMARY OF  
SURVEY AND PLANNING BUDGET

Staff time included in the item "Administrative Overhead and Services" is estimated at 10% of the time of the Executive Director, Administrative Assistant and Secretary and 5% of the Accountant's time during the four month period of preliminary planning.

Item 4, "Survey and Planning", is based on the following estimated inputs of services:

Assistant Director	20%
Planner	40%
Assistant Planner	20%
Project Engineer	5%
Senior Planning Draftsman	30%
Statistical Delineator	40%

The amount estimated for "Land Surveys and Appraisals" includes 10% of the time of the Land Acquisition Coordinator and \$150.00 for the services of an outside surveyor. "Relocation Planning" during the preliminary stage is computed at 10% of the time of the Relocation Officer and Assistant Relocation Officer, plus 10% of the time of the Clerk Stenographer assigned to that division.

The "Reserve for Estimated Final Survey and Planning Budget" includes about \$7500.00 for salaries of staff personnel and is based on a detailed estimate of the personnel and time required for preparation of each item to be submitted during that stage. Included also in the "Reserve" figure is an estimated \$3000.00 for reuse and marketability studies and \$1500.00 for appraisals.

Does not apply. No part of the survey and planning work will be paid from funds other than the advance of funds applied for on Form H-6100.

LEGAL DOCUMENTATION

Submissions made bearing on case of Greenman vs. Housing and Redevelopment

Authority of City of St. Paul.

1. Statement of details.
2. Copy of pleadings.
3. Findings of fact, conclusions of law and orders of court.



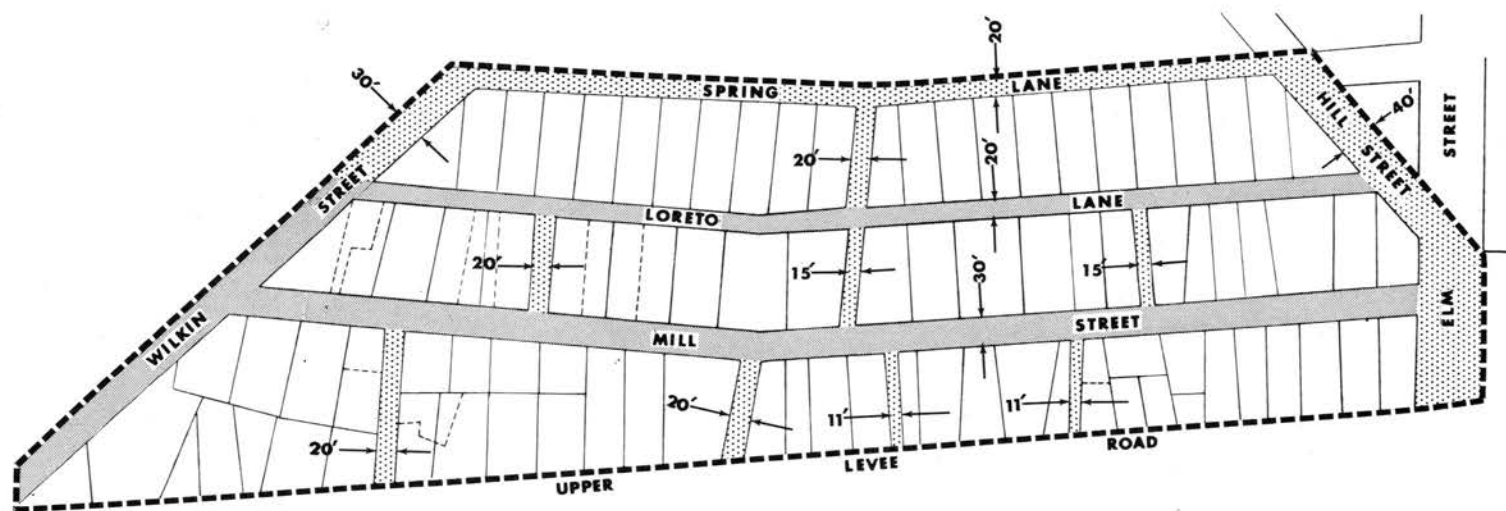
ATTACHMENT: Legal Information Report, Form H-6103A, part C, "Specific Powers", 5(b)

A. E. GREENMAN VS. HOUSING AND REDEVELOPMENT AUTHORITY OF CITY OF ST. PAUL, MINN.

The Housing and Redevelopment Authority of the City of St. Paul filed a petition to acquire by condemnation parcels owned by Allen E. Greenman; owner objected to the taking, on the grounds that the statutes under which the Housing and Redevelopment Authority claims to act violate Section 7, Article 1 and Section 13, Article 1 of the Minnesota State Constitution and also the 5th and the 14th amendments to the Constitution of the United States; and that the property of the owner is being acquired, not for a public use, but for a private use. See attached photostatic copy of the petition and a copy of the findings of fact, conclusions of law and order of the court that owner's land is being taken for a public use and purpose necessary therefor and duly authorized by the Minnesota Municipal Housing and Redevelopment Act. Owner has petitioned the trial court for amended findings and has ordered transcripts of the testimony.

Resolution of Authority authorizing filing of Survey and Planning  
Application.

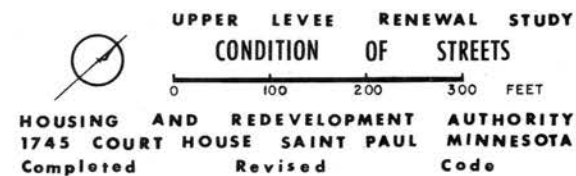
Resolution of City Council approving the filing of the Application for  
Survey and Planning Advances.



### LEGEND

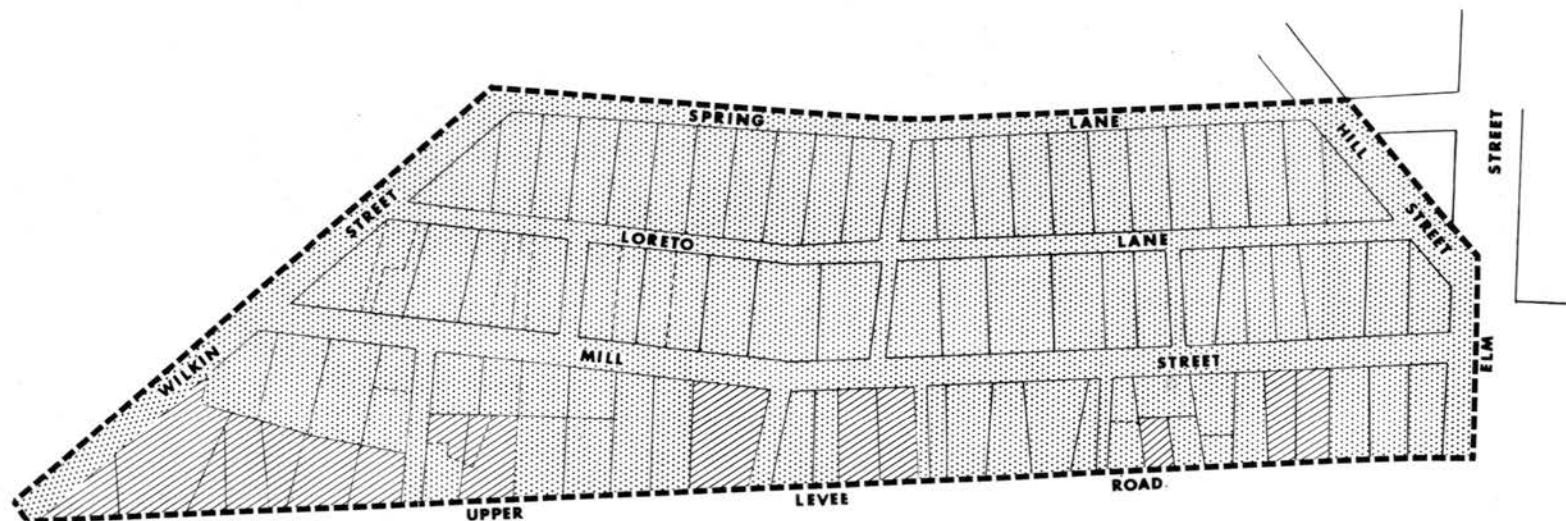
	Sq. Ft.	Acres	%
IMPROVED STREET AREA	71,698	1.64	57.3
UNIMPROVED STREET AREA	52,854	1.22	42.7
TOTAL STREET AREA	124,522	2.86	100.0
PROJECT LIMITS			

NOTE: "Improved" means graded and oiled.






Source: Data gathered from City Public Works Department





# LEGEND

-  TO BE CLEARED BY THE AUTHORITY
-  TO BE CLEARED BY THE CITY
-  PROJECT LIMITS

UPPER LEVEE RENEWAL STUDY  
 PROPOSED CLEARANCE PLAN  
 0 100 200 300 FEET  
 HOUSING AND REDEVELOPMENT AUTHORITY  
 1745 COURT HOUSE SAINT PAUL MINNESOTA  
 Completed Revised Code