

0587306

CERTIFICATE

REDEVELOPMENT PLAN AND DEVELOPMENT PROGRAM
RIVERFRONT REDEVELOPMENT PROJECT AND
DEVELOPMENT DISTRICT

THIS CERTIFICATE, made this 29th day of January, 1988, by the Housing and Redevelopment Authority of the City of Saint Paul, Minnesota, a public body corporate and politic created under the laws of the State of Minnesota (hereinafter the "HRA") and the City of Saint Paul, a municipal corporation created under the laws of the State of Minnesota (hereinafter the "City").

WITNESSETH:

WHEREAS, on November 4, 1987, the Board of Commissioners of the HRA, and on November 10, 1987, the Council of the City adopted the Redevelopment Plan and Development Program for the Riverfront Redevelopment Project Area and Development District which Plan and Program is annexed hereto as Exhibit "A" and incorporated herein as though set out in full and which Plan and Program creates a Project Area and Development District abutting the Mississippi River in the Downtown area of the City of Saint Paul, County of Ramsey and State of Minnesota more fully described in said Exhibit "A"; and

WHEREAS, on July 17, 1985, West Publishing Company (West) by quit claim deed conveyed to the City certain real property situate in Ramsey County, Minnesota more fully described in Exhibit "B" hereto annexed and incorporated herein (Parcel 1) which deed was memorialized on Certificate of Title No. 117332 issued to West by the Registrar of Titles, Ramsey County, Minnesota, and on July 17, 1985, West also conveyed by quit claim deed conveyed to the City certain real property situate in Ramsey County, Minnesota more fully described in Exhibit "C" hereto annexed and incorporated herein (Parcel 2) which deed was memorialized on Certificate of Title No. 239133 issued by the Registrar of Titles, Ramsey County, Minnesota; and

WHEREAS, Parcels 1 and 2 are located in the Riverfront Redevelopment Project Area and Development District and the conveyances by West to the City given under date of July 17, 1985 were among other purposes for development of the Saint Paul Riverfront Redevelopment Area in accordance with the development plan therefore, and subsequent to the adoption of the Plan and Program set forth in Exhibit "A" hereto and in order to effectuate conveyance of title to Parcels 1 and 2 to the City with issuance of new certificates of title to the City, on January 8, 1988, West executed supplemental deeds to Parcels

0867366

-2-

1 and 2 which specifically identifying the Plan and Program set forth in Exhibit "A" as the development plan identified in its July 17, 1985 deeds to the City; and

WHEREAS, in order to effectuate the intent of the grantor under the West deeds, the HRA and City are filing the Exhibit "A" Plan and Program and the City is filing the supplemental West deeds dated January 8, 1988 of record in the office of the Registrar of Titles, Ramsey County, Minnesota, for memorialization of said Plan and Program on the Certificates of Title to Parcels 1 and 2 and for issuance of Certificates of Title so memorialized in the name of the City of Saint Paul.

NOW THEREFORE, the HRA and City hereby certify that the Plan and Program hereto annexed as Exhibit "A" is the Downtown Riverfront Redevelopment Plan and Development Program duly adopted and now in effect for certain property situate within the City of Saint Paul, County of Ramsey, State of Minnesota, to-wit:

See Exhibits "B" and "C" attached hereto and incorporated herein by reference.

Given at Saint Paul, Minnesota as of the day and year first above written.

HOUSING AND REDEVELOPMENT AUTHORITY
OF THE CITY OF SAINT PAUL, MINNESOTA

By *Sam J. Leonard*
Its CHAIRPERSON

By *Robert C. Long*
Its SECRETARY

CITY OF SAINT PAUL

By *George Latimer*
Mayor

By *Arthur B. Wilson*
City Clerk

By *Samuel A. Hall*
Director, Department of Finance and
Management Services

0867366

-3-

STATE OF MINNESOTA)
) ss.
COUNTY OF RAMSEY)

On this 19th day of JANUARY, 1988, before me, a notary public within and for said County, appeared TOM DIMOND and ROBERT C. LONG, to me personally known, who being each by me duly sworn did say that they are respectively the CHAIRPERSON and SECRETARY of the Housing and Redevelopment Authority of the City of Saint Paul, Minnesota, the corporation named in the foregoing instrument, and that the instrument was signed in behalf of said corporation by authority of its Board of Commissioners and said TOM DIMOND and ROBERT C. LONG acknowledged said instrument to be the free act and deed of said corporation.

(SEAL)

Rosemary Dredette
Notary Public

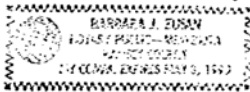
Witnessed by:

0887366

-4-

STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing instrument was acknowledged before me this 10th day of February, 1988, by George Latimer, Mayor of the City of Saint Paul, a municipal corporation of the State of Minnesota, on behalf of said City of Saint Paul.

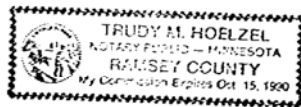


Barbara J. Busan
Notary Public

STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing instrument was acknowledged before me this 9th day of February, 1988, by Albert B. Olson, City Clerk of the City of Saint Paul, a municipal corporation of the State of Minnesota, on behalf of said City of Saint Paul.

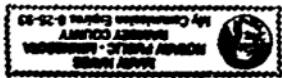
Trudy M. Hoelzel
Notary Public



STATE OF MINNESOTA)
COUNTY OF RAMSEY) ss.

The foregoing instrument was acknowledged before me this 5th day of Feb, 1988, by Eugene Schiller, Director of the Department of Finance and Management Services of the City of Saint Paul, a municipal corporation of the State of Minnesota, on behalf of said City of Saint Paul.

Mary Nye
Notary Public



4

867366

0867366

0867366

EXHIBIT A

REDEVELOPMENT PLAN and
DEVELOPMENT PROGRAM

RIVERFRONT REDEVELOPMENT PROJECT AREA
of the
HOUSING & REDEVELOPMENT AUTHORITY (HRA) OF THE
CITY OF SAINT PAUL, MINNESOTA
(MINNESOTA STATUTES SECTION 469.001 Subd. 14)

and

DEVELOPMENT DISTRICT
(DEVELOPMENT DISTRICT #4)
of the
CITY OF SAINT PAUL, MINNESOTA
(MINNESOTA STATUTES SECTIONS 469.124 - 469.134)

Approved by the HRA: November 4, 1987
Approved by the City of Saint Paul: November 10, 1987

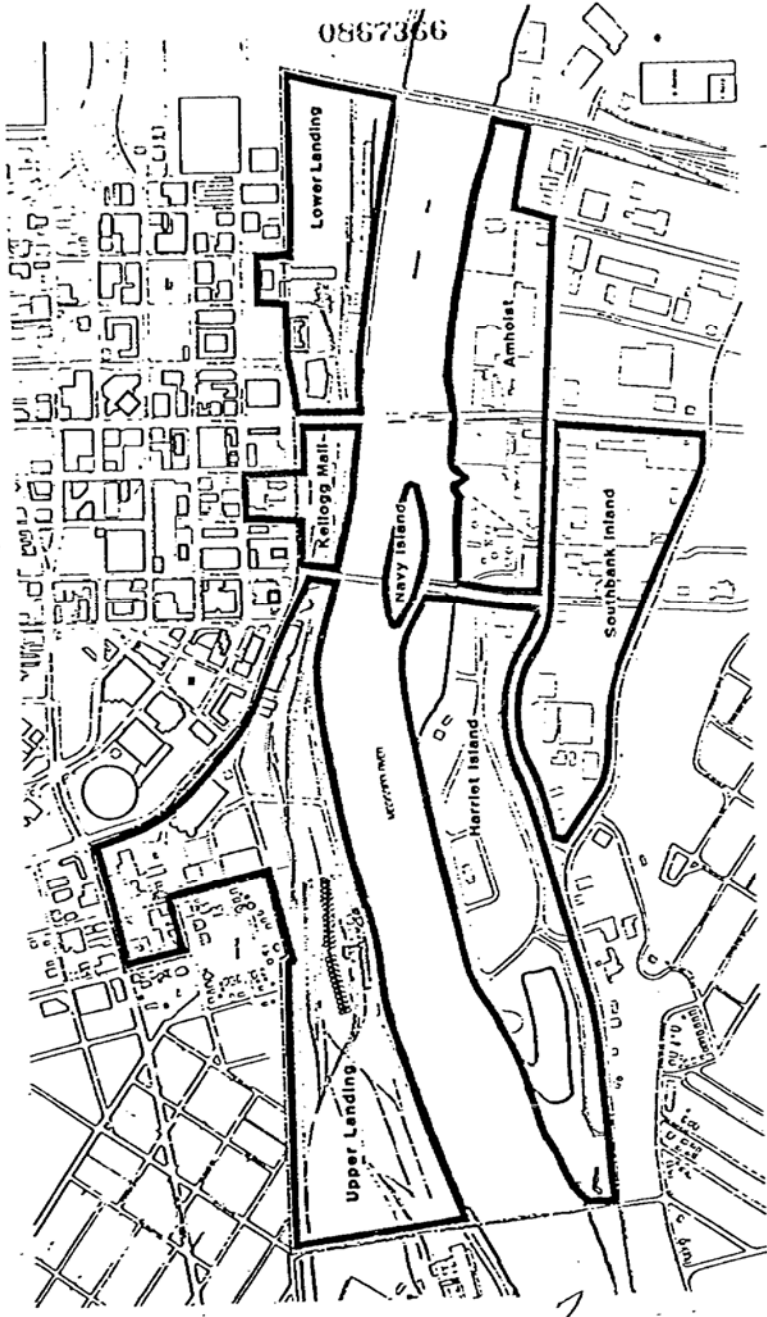
5

0867366

TABLE OF CONTENTS

	<u>Page No.</u>
A. DESCRIPTION OF THE DEVELOPMENT DISTRICT and REDEVELOPMENT PROJECT AREA	2
B. BACKGROUND	6
C. PREVIOUS AND CURRENT EFFORTS	7
D. DEVELOPMENT OBJECTIVES	11
E. REDEVELOPMENT TECHNIQUES	13
F. GENERAL LAND USE PLAN	17
G. OTHER NECESSARY PROVISIONS TO MEET STATE/LOCAL REQUIREMENTS	22

1 6



0867366

Riverfront Sub-Areas

U.S.U. 2

Saint Paul Riverfront
Pre-Development Plan

City of Saint Paul, Minnesota
Planning Department

0867366

The Housing and Redevelopment Authority of the City of Saint Paul, Minnesota (HRA) proposes to establish RIVERFRONT REDEVELOPMENT PROJECT AREA, as provided for in Minnesota Statutes, Chapter 469, and a REDEVELOPMENT DISTRICT as provided for in Minnesota Statutes, Section 469.001, Subd. 14. Additionally, the City of Saint Paul proposes to form a DEVELOPMENT DISTRICT, as provided for in Minnesota Statutes, Sections 469.124-469.134. The project and district would be coextensive with each other.

References to the Redevelopment Project, Project Area and Plan shall be understood to include by this incorporation a reference to the Development District, District Area and Development Program.

In addition, the City and the HRA proposed to adopt a TAX INCREMENT FINANCING PLAN, as provided for in Minnesota Statutes, Chapter 469.174, Subd. 10, to finance project and district activities in accordance with the following Plan and Program.

A. DESCRIPTION OF THE DEVELOPMENT DISTRICT AND REDEVELOPMENT PROJECT AREA

PROJECT BOUNDARIES

The boundaries of the Riverfront Development District and Redevelopment Project Area are mapped on Map A, attached, and described as follows:

All of Block 1, J.T. McMillan Company's Plat, St. Paul, Minn., except that part which lies southerly of a line described as follows:

Beginning at an iron monument in the north line of Section 12, Township 28, Range 23, Ramsey County, Minnesota, which monument is 514.63 feet east of the northwest corner of Government Lot 1 in said Section 12; thence (assuming the north line of said Section 12 as a due East and West line) South 60 degrees 29 minutes West, 141.60 feet to a point; thence South 71 degrees, 46 1/2 minutes West 250.82 feet to a point; thence South 65 degrees, 18 minutes West, 166.96 feet to a point in the West line of said Government Lot 1;

also

Block 3, Northern States Power Company's Plat, St. Paul, Minnesota;

also

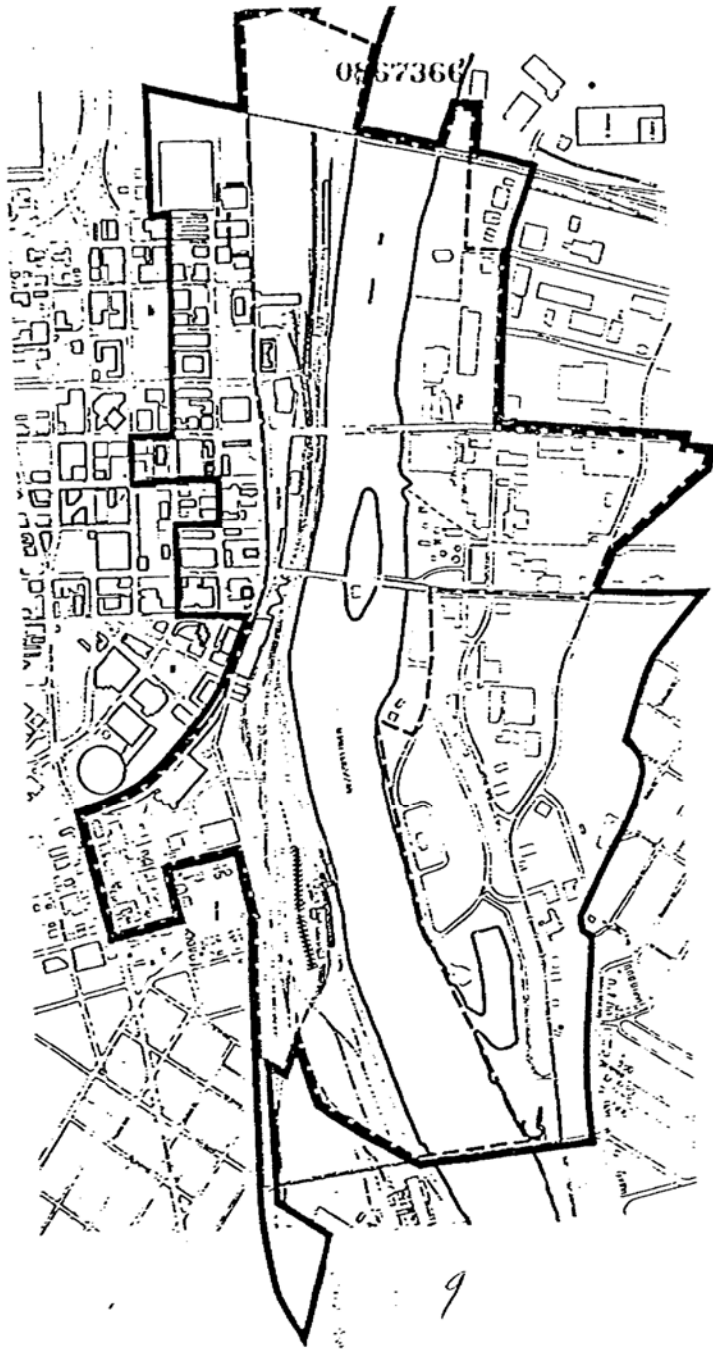
Lots 1, 2 and 3 in Block 15, E. H. Hawke's Subdivision to Winslow's Addition to the Town of St. Paul;

also

That certain tract or parcel of land lying and being in Section 12, Township 28 North, or Range 23 West, and within the following boundary lines, to-wit:

Starting at the Northeast corner of the northwest quarter of the northeast quarter of said Section 12, according to the United States Government survey of said Section, thence South along the East line of said Northwest quarter of the Northeast quarter (which is also the

8



MAP A

——— Redevelopment Plan Boundary
 - - - T. I. District Boundary

**Saint Paul Riverfront
 Pre-Development Plan**
DATE: August, 1994; DRAWN BY: [unreadable]; CHECKED BY: [unreadable]

0867366

Easterly line of Lot 16, Partition Plat and of McMillan's Addition, according to the respective plats thereof on file and of record in the office of the Registrar of Deeds of Ramsey County, MN, and the true bearing of which line is South 0 degrees 6 minutes East from the said point of beginning) and along the extension of said line 1,931.1 feet; thence South 62 degrees 23 minutes West, 144.28 feet; thence South 49 degrees 30 minutes West, 500 feet; thence South 77 degrees 22 minutes West 33.54 feet to the intersection of said last described line with the Westerly line of Lot 15, Partition Plat, extended Southerly, thence North along the said Westerly line of Lot 15, Partition Plat, extended Southerly (the true bearing of which line is North 0 degrees 6 minutes West) and along the said line 2,191.2 feet to the right-of-way of the Chicago, St. Paul, Minneapolis and Omaha Railway; thence North 44 degrees, 1 minute East along the line of said right-of-way 193.6 feet to the North line of said Section 12; thence East along the North line of said Section 12 to the place of beginning, excepting therefrom the following described tract:

Commencing at a point of beginning on the Westerly line of Lot 15, Partition Plat, 1,476 feet more or less North from the granite monument located at the intersection of said line and the North line of the Levee Road (the said point of beginning being the point where said Westerly line of Lot 15, Partition Plat, crosses the Easterly boundary of the right-of-way for stockyard tract conveyed by M. J. O'Connor and Martin Delaney to St. Paul and Sioux City Railroad Company by deed recorded in 94 of Deeds, page 141); thence Northeasterly along said Easterly boundary of said right-of-way, 466 feet more or less to the North line of said Lot 15, Partition Plat; thence West along said North line of Lot 15, Partition Plat, 35 feet more or less to the right-of-way of the C. St. P. M. & O. Ry. Co., thence Southwesterly along said right-of-way 193.6 feet more or less to the West line of said Lot 15, Partition Plat; thence South along said West line of Lot 15, Partition Plat, 285 feet more or less, to the place of beginning,

which lies Northerly of a line drawn parallel with the North line of said Northwest Quarter of the Northeast Quarter, and 218 feet Southerly thereof (the above described being a part of Lots 15 and 16, Partition Plat);

also

Lots 6 (except Railroad), 7 and 8, Block 14, and Lots 4, 5, 6, 7 and 8, Block 15, South of Railroad in E. H. Hawke's Subdivision to Winslow's Addition to the Town of St. Paul, Minnesota Territory, together with so much of Von Minden Street, vacated, as accrued to said premises by reason of the vacation thereof, and together with so much of St. Clair Street, vacated, as accrued to said premises by reason of the vacation thereof;

also

Beginning at the most Northeasterly corner of J. T. McMillan Company's Plat, and the Southeasterly line of the joint railroad right-of-way of the Chicago, Milwaukee and St. Paul and Chicago, St. Paul, Minneapolis and Omaha Railroad; thence Southwesterly along the Southeasterly line of said railroad right-of-way to the South line of Block 15 of E. H. Hawke's Subdivision to Winslow's Addition; thence West along the South line of Block 15 to the

0867366

Southwest corner of Block 15; thence North along the West line of said Block 15 and its Northerly extension to the intersection of the Northwesterly line of the joint railroad right-of-way of the Chicago, Milwaukee and St. Paul/Chicago, St. Paul, Minneapolis and Omaha railroad; thence in a Northeasterly direction along said Northwesterly line of said railroad right-of-way to the intersection with the Northeast line of Walnut Street and Southeasterly line of Hill Street; thence Northeast along the Southeast line of Hill Street to the Southwesterly line of Chestnut Street; thence Northwesterly along the Southwesterly line of Chestnut Street to the Southeasterly line of Exchange Street; thence Southwest along the Southeasterly line of Exchange Street to the Southwesterly line of Walnut Street; thence Northwesterly along the Southwesterly line of Walnut Street to the Northwesterly line of West Seventh Street; thence Northeasterly along the Northwesterly line of West Seventh Street to the intersection of the Northeasterly line of Kellogg Blvd. and Southeasterly line of Main Street; thence on a Southeasterly and Easterly line along Kellogg Blvd. to the Southeasterly line of St. Peter Street; thence Northwesterly along the Southwesterly line of St. Peter Street to the Southerly line of Fifth Street; thence Northeasterly to the intersection of the Northwesterly line of Fifth Street and Northeasterly line of St. Peter Street; thence Northeasterly along the Northwesterly line of Fifth Street to the Southwesterly line of Cedar Street as widened; thence Southeasterly along the Southwesterly line of widened Cedar Street to the Northwesterly line of Fourth Street; thence Northeasterly along the Northwesterly line of Fourth Street to the Northeasterly line of Minnesota Street; thence Northwesterly along the Northeasterly line of Minnesota Street to the Northwesterly line of Sixth Street as widened; thence Northeasterly along the Northwesterly line of Sixth Street to the Northeasterly line of Robert Street; thence Southeasterly along the Northeasterly line of Robert Street to the Northwesterly line of Fifth Street as widened; thence Northeasterly along the Northwesterly line of Fifth Street to the Southwesterly line of Broadway Street; thence Northwesterly along the Southwesterly line of Broadway Street to the intersection of the Southwesterly extension of the Northwesterly line of Fifth Street; thence Northeasterly along Fifth Street and its extension to the Northeasterly right-of-way line of Highway 56 (Lafayette Road); thence Southeasterly along Highway 56 (Lafayette Road) right-of-way to the Northeasterly line of Kellogg Blvd. as widened; thence Northeasterly along the Northwesterly line of widened Kellogg Blvd. to the Northeasterly line of vacated Brook Street; thence Southeasterly along the Northeasterly line of vacated Brook Street to the East line of the Southwest Quarter of Section 32, Township 29, Range 22; thence South along the East line of said Southwest Quarter to the Harbor Line on the Northerly line of the Mississippi River; thence Southwesterly along the Northerly Harbor Line to the Northeasterly right-of-way line of Highway 56 (Lafayette Road); thence Southeasterly along Highway 56 (Lafayette Road) right-of-way to the Harbor Line of the Southerly side of the Mississippi River; thence Northeasterly along the Southerly Harbor Line to the Northeasterly corner of Block 17 of Brooklyn; thence Southeasterly along the Northeasterly line of Block 17 and its extension, to the Southeasterly line of Alabama Street; thence Southwesterly along the Southeasterly line of Alabama Street and its extension, to the centerline of State Street; thence Southerly along the centerline of State Street to the Northeasterly extension of the Southeasterly line of Fillmore Street; thence Southwesterly along the extension and Southeasterly line of Fillmore Street to the Northeasterly line of Robert Street; thence Southeasterly along the Northeasterly line of Robert Street to the intersection of the Northeasterly extension of the Southeasterly line of Lot 7, Auditor's Subdivision No. 39; thence Southwesterly along the Extension

0867366

and Southeasterly line of Lot 7, Auditor's Subdivision No. 39 to the Northeasterly line of Lot 12, Auditor's Subdivision No. 39; thence Southeasterly along the Northeasterly line of said Lot 12, to the Southwesterly line of an easement for South Robert Street; thence Southerly along the Southwesterly line of said easement to a line 40 feet Northeasterly of and parallel with the Northerly line of Tract B of Registered Land Survey No. 366; thence Northwesterly along said 40 foot line for 975 feet more or less to a point; thence left at right angles to the Southwesterly line of the railroad Right-of-Way; thence Northwesterly along the Southwesterly railroad right-of-way to the center of vacated Plato Ave.; thence Southwesterly along said centerline to the Southwesterly line of Starkey Street; thence Northwesterly along the Southwesterly line of Starkey Street to the Southerly line of new Plato Blvd.; thence westerly along the Southerly line of Plato Blvd. to the Northeasterly line of South Wabasha Street; thence Southeasterly along the Northeasterly line of South Wabasha Street to the Northerly extension of the East line of Hall Avenue; thence South along the East line of Hall Avenue to the Northerly line of Prospect Blvd.; thence Westerly along the Northerly line of Prospect Blvd. to the East line of vacated Bellows Street; thence South along the East line of vacated Bellows Street to the foot of the Bluff; thence Southwesterly along the Foot of the Bluff to the centerline of Bellows Street; thence South along the centerline of Bellows Street to the North line of Delos Street, which is also the North line of Section 7, Township 28, Range 22; thence West along the North line of Section 7, Township 28, Range 22, to the Northeast corner of Lot 15, Block 198 of Irvine's Addition; thence South along the East line of Lot 15 for 80 feet to a point; thence West, parallel with the North line of Lots 15 through 11, said Block 198, to the West line of Lot 11; thence North along the West line of Lot 11 to the Northwest corner of Lot 11; thence West along the Westerly extension of the North line of Lot 11 to the centerline of Ohio Street; thence in a Southwesterly direction along the centerline of Ohio Street to the Southeasterly extension of the Southerly line of Cherokee Avenue; thence Northwesterly and Southwesterly along the Southerly line of Cherokee Avenue to the Southwesterly right-of-way line of Smith Avenue; thence Northwesterly along the Southwesterly right-of-way line of Smith Avenue and its extension across the Mississippi River to the intersection with the West line of the Northwest Quarter of Section 7, Township 28, Range 22, which is the Southerly extension of the West line of Wilkin Street; thence North along the West line of Wilkin Street and its extension, to the Northwest line of Spring Street; thence Northeasterly along the Northwest line of Spring Street to the North line of the Southwest quarter of the Southwest quarter of Section 6, Township 28, Range 22; thence West along said quarter quarter line to the Southeasterly line of Hill Street; thence Southwesterly to the Northwesterly corner of Block 1, Northern States Power Company's Plat; thence South along the West line of Block 1 of Northern States Power Company's Plat to the Southeasterly line of Hill Street; thence Southwesterly along the Southeasterly line of Hill Street to the Southeasterly extension of the Southwest line of Lot 8, Block 1 of Rearrangement of Oppenheim's Addition; thence Northwest to the Northwesterly corner of said Lot 8, Block 1, which is also the Southwesterly line of the joint railroad right-of-way track of the Chicago, Milwaukee and St. Paul/Chicago, St. Paul, Minneapolis and Omaha Railroad; thence Southwesterly along said right-of-way line to the Northeasterly line of Smith Avenue; thence Southeasterly along said Northeast line of Smith Avenue to the Southeasterly line of Hill Street; thence Southwest along the Southwest line of Hill Street to the East line of vacated McMillan Street; thence South and Southwest along the east line of vacated McMillan Street to the East line of J. T. McMillan Company's Plat; thence North on said East line to the North line of Section 12, Township 28, Range 23, to the point of beginning.

12

0867366

8. BACKGROUND

The Riverfront Redevelopment Project Area is located in and near downtown St. Paul, on the north and south shores of the Mississippi River. The Mississippi River is the city's birthplace, and dominant natural feature. Throughout the history of Saint Paul, the river has determined the extent and nature of the city's growth, development and geographic/economic/social climate.

For the past several decades, the prominence of the riverfront as an economic and social center has declined. The city has grown 'up and away' from the riverfront as the importance of the port function has changed with technological advances in transportation and industrial processes, and as the focus of the regional economy has changed from manufacturing to services.

The present conditions of use and development reflect the deterioration that one would expect as the city looked elsewhere for development opportunities. The entire downtown river corridor is characterized by large areas of neglected vacant and underutilized land, transportation networks and facilities that are functionally obsolete, and inefficient labor-intensive activities that waste the potential of inherently valuable land. Public improvements have deteriorated; are inadequate to serve demands; and in some cases are potentially hazardous. Both public facilities and remaining private structures present severe barriers to access and use of the shoreline; environmental conditions are such that make public use and appreciation of the river difficult.

Such a condition is generally incompatible with contemporary public objectives which consider the Mississippi River the city's most unique natural attribute, to be enhanced as a resource of aesthetic, ecological, cultural and economic importance.

Without positive intervention, the downtown riverfront is unlikely to fulfill its public potential. Current patterns of land use and economic attrition are likely to continue. Private reinvestment needs will not be met. New development will be hampered by poor soil conditions, lack of infrastructure, fragmented property ownership, and perhaps most importantly, a public perception of the area as one in decline.

0867366

C. PREVIOUS AND CURRENT EFFORTS

Since 1960, there have been several efforts by the City of Saint Paul to plan for and direct change in the Project Area.

Several Redevelopment Plans and Commercial and Industrial Development Projects have been prepared under provisions of Chapter 469 of Minnesota Statutes, and approved for areas of the city that include small portions of the Riverfront Redevelopment Project area. These include:

- Riverview Renewal Project (R-26): 1963 (W. of Robert St.)
- Riverview Industrial Project: 1964 (E. of Robert St.)
- Upper Levee Renewal Project (R-3): 1958, rev. 1965
- West Seventh Neighborhood Development Project (Minn. A-1-7): 1973
- Seven Corners Neighborhood Development Project (Minn. A-1-6): 1973
- Downtown Urban Renewal Project (R-20): 1963
- Central Core Neighborhood Development Project (Minn. A-1-5): 1973
- Seventh Place Redevelopment Project: 1978

Because of the incremental nature of past efforts and the fractured approach to establishing redevelopment districts, the Riverfront Project Area is not addressed comprehensively.

Consequently, this Redevelopment Plan incorporates and supercedes those portions of previously approved redevelopment plans (identified above) that lie within the Project Area described in Section A of this plan.

The above-referenced redevelopment plans have resulted in one significant change in the Project Area. Riverview Industrial Park was established.

Riverview Industrial Park is a project resulting from the combination of the Riverview Renewal Project and Riverview Industrial Project cited above. It consists of 190 acres within and adjacent to the Project Area. It was established after continual spring flooding had made the housing that was originally located there untenable. From 1957-64, the Saint Paul Port Authority purchased and cleared the land. The existing floodwall was constructed in 1962, after which site development began. In 1965, the area was subjected to a record flood. The land within the floodwall remained dry, and the success of Riverview Industrial Park was assured. Since then, Riverview has been one of the city's most productive industrial parks. Of the original 190 acres, less than 7% remains available. Employment currently exceeds 6000.

In 1980, the Saint Paul City Council adopted the Saint Paul Mississippi River Corridor Plan as a component of the Comprehensive Plan of St. Paul. The River Corridor Plan established city objectives, policy and general recommendations for the treatment of the entire river valley, including the Riverfront Redevelopment Project Area. Since 1980, it has periodically been amended, and in fact, is being amended concurrently with the adoption of this Redevelopment Plan. The River Corridor Plan, as amended, remains the most definitive city statement of riverfront development objectives.

0867366

In 1985, the single most important private investment decision was made in the Riverfront Redevelopment Project Area, when American Hoist & Derrick Company (Anhoist) abandoned its primary administrative, research, development, manufacturing and assembly facilities. These facilities (commonly referred to as the 'Anhoist Plant') are located in an unintegrated complex of 14 buildings, occupying 50 acres that dominate the south shore of the river. The buildings range in age from 9-87 years, with a weighted age of 51+ years. In abandoning the plant, Anhoist cited the deteriorated condition and functional obsolescence of the entire plant and site as its primary reasons for relocating.

Adjacent to the Anhoist property, a chemical tank farm owned by the Union Oil Co., and 1930's vintage industrial buildings once owned by Technical Sealants Co., are vacant, idle, and marked as potentially hazardous. These sites, plus broken and unused railroad trackage that bisect them, are symptomatic of the obsolescence of riverfront-dominated industrial and transportation uses.

On the north (downtown) side of the river, redevelopment efforts to revitalize the riverfront have been piecemeal. In 1957, Shepard Road was constructed in the Project Area. This single public works project completely changed the nature of the riverfront by introducing a major traffic artery that cut off the river from the rest of the city. In addition, it created new access for an emerging industrial area on the fringe of the Central Business District. In conjunction with building the road, the City created the Upper Levee Renewal Project in 1958, to clear continually flooded residential areas west of Chestnut Street, and replace them with flood-protected industrial sites.

In the most visible site development case, Kaplan Scrap Iron & Metal Co. was relocated from the Riverview area across the river to the Upper Levee in 1965. Since then, the Kaplan operation has been the subject of numerous complaints regarding noise, odor, visual pollution, and damage to city sewers. In response to these ongoing aggravations, the HRA acquired the property in 1985 for purposes of clearance and making the site available for redevelopment.

Adjacent to the Kaplan's site, the HRA has secured a long-term option for purchase of the Harvest States Cooperatives' Chestnut St. Grain Terminal. The grain elevators and terminal operations have been declared surplus by the owner, citing obsolescence of the facility for contemporary grain shipment processes. Earlier, in 1980, Harvest States demolished approximately half of the grain storage silos on the site because they were unused, unmaintained, and considered a safety hazard.

East of Harvest States' terminal is the site of former Industrial Steel Container Corporation. The plant had been on the site for over 40 years, manufacturing and reconditioning metal barrels and containers. In 1970, the HRA purchased the site for purposes of removing a blighting influence and an impediment to potential roadway improvements. Soil contamination was discovered on the site.

On the other end of downtown, the riverfront is dominated by the Union Depot. The former train station is composed of an extremely large headhouse, concourse and train platform covering over 6 acres at the city's original riverfront steamboat landing. In its heyday, the Depot serviced over 60 trains per day. By the early 1960's, however, train service had dramatically declined in St. Paul and across the country. 15

0867366

The consortium of railroads which owned and operated the depot (known as the Saint Paul Union Depot Company) oversaw its closing. Throughout the 1960's and 1970's, the Union Depot Company declined to improve the depot, and slowly dismantled it. Small subareas were leased for storage and parking. In abandoning and neglecting the massive depot, the railroads left the city with a blighting influence on the riverfront.

In 1982, the Union Depot Co. sold the headhouse to Asset Development Services, a commercial developer which proceeded to renovate the headhouse. This project has instilled new activity into the area, and is the basis for anticipated continued private investment interest. Nevertheless, the site remains isolated from the riverfront by railroad right-of-way and Shepard-Warner Road.

In 1984, the City embarked on a program entitled the Riverfront Initiative, an energetic and comprehensive effort to reclaim the riverfront from its current condition, and to implement physical and programmatic changes that reflect public objectives identified in previous activities. To oversee this effort, and to advise the Mayor and City Council on appropriate actions, the City Council established the Saint Paul Downtown Riverfront Commission. Since its inception in 1984, the Riverfront Commission has actively engaged in current riverfront issues.

In 1986, the Riverfront Commission completed and recommended to the City Council a detailed riverfront redevelopment strategy. This strategy, entitled the Saint Paul Riverfront Pre-Development Plan, suggested several long-term and short-term public and private actions which would stimulate redevelopment. It clarified redevelopment objectives, and detailed specific actions the City can take to initiate the redevelopment process in a timely manner. Currently, the City of Saint Paul is using this plan as the basis for amending the city's Comprehensive Plan, and as a guide in preparing this Redevelopment Plan. As a result, the City is planning to undertake several significant activities which are identified by the Riverfront Commission as important.

In 1984, the US Army Corps of Engineers proposed to upgrade the floodwall and levee protecting Riverview Industrial Park by increasing the height of the flood control structures 4'. This project, presently authorized by Congress, is currently being considered for funding. It is a significant public works project that will increase flood protection to existing and planned development.

In addition, the City has initiated efforts to reconstruct Shepard Road to alleviate original design shortcomings that have contributed to excessive numbers of traffic accidents. As a part of the requisite Environmental Assessments of this project, alternative road alignments and configurations are being considered. In conjunction with the reconstruction of Shepard Road, the city has received a commitment from the Federal Highway Administration to contribute funds from the Great River Road program to realign and rebuild portions of Warner Road in the vicinity of Lambert Landing. This will also contribute to improvements in the safety and aesthetic characteristics of the road on the riverfront.

0867366

In 1984, the City established the Riverfront Enterprise Zone, which encompasses most of the project area. Authorized under Minnesota Statutes, Sec. 273.13 (rev. 1983) and approved by the State of Minnesota, the Enterprise Zone allows for individuals or companies making investments to qualify for combinations of several types of state and local tax credits. To date, four companies have invested over \$3,000,000 in industrial and commercial projects in those portions of the Enterprise Zone located within the project area.

The current condition of the important riverfront sites, plus the opportunities presented by the city's announced initiatives to upgrade public facilities and to promote new investment along the entire downtown riverfront dictate the need for a comprehensive redevelopment effort based on an updated redevelopment plan for the project area.

17

10

0867366

D. DEVELOPMENT OBJECTIVES

The objectives of the Riverfront Redevelopment Project are based upon the policy directives of the Saint Paul Comprehensive Plan and the Saint Paul Mississippi River Corridor Plan. Both documents were prepared by the St. Paul Planning Commission and adopted by the City Council. Objectives generally include:

1. To protect and preserve the Mississippi River Corridor as a unique resource that benefits the citizens of the city and region.
2. To maintain the river corridor's value and utility for residential, commercial, industrial and recreational functions;
3. To preserve the river corridor's biological and ecological functions;
4. To enhance the river corridor's aesthetic, cultural, scientific and historic attributes;
5. To develop an economic value for the downtown riverfront, while insuring the preservation of its natural and aesthetic characteristics;
6. To stimulate private investment and reinvestment along the downtown riverfront;
7. To increase the tax base and job-producing capacity of the riverfront in downtown;

Furthermore, the primary purposes of this Redevelopment Plan, as recommended by the St. Paul Riverfront Commission in the St. Paul Riverfront Pre-Development Plan, are:

1. To eliminate and/or ameliorate the adverse physical and environmental conditions that exist in the Riverfront Redevelopment Project area, and to prevent the spread of such detrimental conditions within and without the project area;
2. To improve the attractiveness and desirability of the area as a place in which to live, work, shop and/or secure cultural and recreational enrichment;
3. To re-establish viable residential neighborhoods on the riverfront by creating opportunities for, and attracting, new housing and residential services;
4. To maintain and strengthen employment and services by attracting institutions, high-tech industrial and office space, personal and professional services; by retaining and attracting regional cultural and entertainment attractions;
5. To create an attractive pedestrian-oriented place in which people are able to enjoy personal or social interaction, and where public access to and along the riverfront is maximized;

0867366

6. To provide the public improvements necessary to stimulate private investment and reinvestment in the project area, and to make private land more marketable, usable and valuable;
7. To develop the Riverfront Redevelopment Project in a manner that conforms to the city's Comprehensive Plan, and complements the existing attractiveness and future development of nearby areas, most particularly the West Side, the Central Business District, Lowertown, and the West Seventh/Fort Road neighborhood;
8. To utilize public financial resources in a manner that conforms with the city's adopted capital allocation and tax policies.

Implementation of this Plan will be undertaken by providing for incentives and land use controls that encourages sound development that is consistent with the needs of the community as a whole, and is supported by types of market growth that can reasonably be expected in Saint Paul.

0867366

E. REDEVELOPMENT TECHNIQUES

This plan envisions the permitted use of all techniques or powers authorized through applicable statutes by the City, HRA, Port Authority, or other public agencies as appropriate and necessary to carry out the implementation of this Plan. No provision of the Plan is to be taken to limit the full exercise of these powers. The following techniques are cited as examples of means to achieve the objectives presented in Section D above:

1. SUPPORT PRIVATE INITIATIVES.

As a primary course of action, the HRA and the City will promote and support those initiatives by property owners or other persons in control of project sites to market, develop, redevelop, rehabilitate or otherwise improve their property in accordance with this plan. Private initiative and investment is the preferred means of achieving the objectives of this plan, and will be encouraged. The HRA or the City may, without acquiring property, enter into agreements with property owners or other persons in control of project sites which identify specific private responsibilities for the improvement of sites, and will seek private guarantees to undertake redevelopment in accordance with this Plan.

To induce such agreements, the HRA and the City will provide for, or cause to provide for, the following, as is necessary and appropriate:

A. ADMINISTRATION of those public processes and requirements deemed necessary to support or allow development/redevelopment of property to occur in accordance with this Plan. If applicable and advisable, the HRA and the City will provide assistance to developers to allow them to take responsibility for administrative activities. These include, but are not limited to:

- Coordination of project activity, financing and review with human service agencies, citizen participation entities, and other state, regional and federal government agencies;
- Initiation of vacations, rezonings, dedication of public rights-of-way, or other public actions as may become necessary to implement this Plan, in accordance with state and local statutes. This will be undertaken by the HRA or the redeveloper.
- Provision of standard municipal services to adequately insure public health, safety, and welfare;
- Enforcement of building codes, design controls, site covenants, provisions to insure compliance with state and local requirements relating to non-discrimination, income levels, environmental quality, faithful performance, and any other public objectives relating to the purchase, development, improvement or use of the land;
- Property exchanges.

20

0867366

B. PUBLIC IMPROVEMENTS, as needed to provide for adequate public access to and use of riverfront space and project sites. These include, but are not limited to, installation/construction/reconstruction of streets, parkways, utilities (mainline collection systems), parks, walkways and trails, bridges, flood control structures, and other public improvements or facilities as necessary or desirable to carry out the objectives of this Plan.

Public improvements will be undertaken in phases (of time and location) that coincide with and promote rational development patterns. Costs of such improvements may be assessed to the sites served by them.

C. FINANCING to provide affordable sources of financing to private companies involved in developing components of this Plan. There are several financing mechanisms that can be used as appropriate to accomplish the objectives of this Plan. They include, but are not limited to:

- Tax Increment Financing
- Industrial Development Revenue Bond Loans (Taxable or Tax-Exempt)
- Other Revenue Bond Loans (Taxable or Tax-Exempt)
- Housing Revenue Bond Loans
- Mortgage Subsidy Bonds
- Urban Development Action Grant (UDAG) Loans
- Acquisition/Lease/Sublease
- Land Lease
- Equity Participation
- Development and Rental Assistance Payments
- Interest Rate Reduction
- Implementation of statutory authority for creation of projects and undertaking of activities where it is appropriate to use other financing methods.

In selecting methods of project finance, the HRA and the City will take into account the forms of other assistance available and negotiate with individual developers so that a method can be chosen which provides sufficient incentive for the developer to create a quality product.

2. LAND ACQUISITION.

As an alternative and/or complementary redevelopment technique, the HRA or the City may choose to acquire certain property, as authorized under Minnesota Statutes. Acquisition of property will be considered when such property is found to have any of the following characteristics:

- A. Blighted areas, buildings, and other real property, where removing such can remove, prevent or reduce blight or the causes of blight;
- B. Open or undeveloped land blighted by virtue of conditions which have prevented normal development by private enterprise;
- C. Underused or inappropriately used land which may be converted to other uses recommended by this Plan at a reasonable cost without major clearance activities;

0867366

- D. Land necessary to complete parcels which would be suitable for development;
- E. Lands or property declared to be unsafe or otherwise hazardous to public health and safety;
- F. Other real or personal property as necessary to accomplish the objectives of this Plan.

Acquisition of property will be undertaken in strict adherence to state and federal statutes (as applicable) governing procedures for such activity, including the provision of relocation services, assistance and benefits in accordance with Minnesota Statutes Chapter 117.

3. SITE PREPARATION.

The HRA or the City will undertake or cause to undertake those actions deemed necessary to prepare acquired sites for redevelopment. These include, but are not limited to:

- A. Demolition, removal or rehabilitation of buildings and improvements;
- B. Activities to correct adverse characteristics of the land, soil or subsoil conditions, unusable subdivision or plat of lots, inadequate access or utility service, flood protection, or other development-inhibiting conditions;
- C. Activities deemed necessary or desirable to remove, reduce or prevent other blighting factors and causes of blight;
- D. Other activities deemed necessary or desirable to improve and prepare sites for development rehabilitation or redevelopment for uses in accordance with this Plan;
- E. Installation, construction or reconstruction of streets, parkways, utilities, parks, walkways and trails, and other public improvements or facilities as necessary or desirable for carrying out the objectives of this Plan;
- F. Provision of relocation services, assistance and benefits in accordance with Minnesota Statutes Chapt. 117.

4. LAND DISPOSITION AND IMPROVEMENT AGREEMENTS.

The HRA and the City will sell, lease, or otherwise dispose of acquired property at fair use values in accordance with the requirements of applicable laws and plans, and subject to purchaser's contract obligations, by any or a combination of the following methods:

0867366

- A. After clearance and/or provision of site improvements;
- B. After rehabilitation at its fair market or reuse value so improved;
- C. Without clearance, to rehabilitate, clear, or otherwise improve the property for the purposes and accordance with the objectives and requirements of this Plan;
- D. To public bodies for the purposes of providing public improvements or supporting facilities;

0867366

F. GENERAL LAND USE PLAN

Predominant land uses and related elements of the Riverfront Redevelopment Project shall be in accord with the objectives of the Comprehensive Plan of the City of Saint Paul. A description of intended purposes and character of each follows. Proposed general land uses are shown on Map B.

1. PUBLIC OPEN SPACE

It is a highest priority to reanimate the riverfront by promoting those activities and facilities which make the riverfront an appealing place for the public at large to visit. The best way to do that is to develop recreational opportunities and attractions that encourage public access to and use of riverfront spaces. The Mississippi River shoreline will be a continuous, publicly-supported, river-oriented park and trail corridor. It will unite the major elements of the project area.

Development of public facilities within and adjacent to the trail corridor will be undertaken according to site-specific standards, based on the physical capacities and programming needs of the particular site. At a minimum, provision of open space, trails and associated public facilities shall maximize public access to the shoreline and views of the river and provide those physical improvements that increase pedestrian comfort, safety and pleasure. Major components include:

- A. A continuous pedestrian/bicycle TRAIL CORRIDOR, adjacent to the river, extending from Harriet Island-Lilydale Park to the Pier Foundry site on the south shore of the river, and from Randolph Street to Warner Road on the north shore. Plazas, commemorative markers, and other elements will be provided as appropriate;
- B. "UPPER LANDING SITE", a passive open space extending eastward at the river from the foot of Chestnut Street, to provide for a focal point at the site of the historic Upper Landing, to enhance the historic and physical connection between the landing and adjacent Irvine Park and West 7th Street neighborhoods, and to enhance the entry into downtown along Shepard Road.
- C. KELLOGG MALL, to continue as a major bluff-top park, promenade and look-out on the north side of the river. The bluff-face overlooking the river offers extraordinary opportunities to extend the use of the park, both physically and seasonally, if it were enclosed, reconfigured, and terraced to the river below;
- D. LAMBERT LANDING, to provide for pedestrian movements and trail connections to upstream and downstream parks, a plaza, and a servicable landing for commercial and pleasure boats;
- E. "LANDING PARK", a broad expanse of passive open space on the eastern fringe of Lowertown, adjacent to the river, to increase public access to the landing, and to create a more gracious entry to the city on Warner Road;

24

0857366

- F. HARRIET ISLAND, to continue to be the major urban open space of the downtown riverfront, providing the variety of active and passive recreational uses and opportunities consistent with its setting and designation as a regional park;
- G. NAVY ISLAND, to continue to provide passive open space on the city's only true island;
- H. Privately developed open space, as may be required by land sale and development contracts.

2. PUBLIC FACILITIES & UTILITIES

There are several facilities on the riverfront that serve a city-wide population. As such, they provide services that enhance the economic, social, cultural, recreational and educational base of the city. As necessary, they will be improved to accommodate projected demands upon them, and/or to extend their useful life. They include:

- A. The floodwall/levee flood-control structures;
- B. Sidewalks, bridges and roads;
- C. The Civic Center parking ramp;
- D. Water, sewage and drainage systems;
- E. District heating.

Other facilities will be encouraged as activity centers, to be developed publicly or in conjunction with private ventures:

- A. Marinas and marina services;
- B. Facilities for exhibition, public entertainment, research, teaching, museum/aquarium or other institutional purposes;
- C. Parking facilities required to serve predominant uses;
- D. Commercial recreation and navigation servicing facilities;
- E. Commercial uses in limited amounts, intended primarily to provide service to the predominant public user, such as food and beverage establishments, vending, etc.

3. RESIDENTIAL

One of this Plan's primary objectives is to provide for land use patterns that reintroduce residential neighborhoods to the riverfront. Market study and planning analysis indicate that housing is a private development initiative that offers most opportunity to achieve development in accordance with the objectives of this Plan, and which would create conditions that entice other preferred development.

The types, amounts and prices of various housing units will all depend on prevailing market and finance conditions at the time specific projects are conceived. Sites for residential projects are recommended as follows:

- A. On the south shoreline of the river, on a site bordered by Wabasha Street on the west, Fillmore Ave. on the south, and Robert St. on the east; (Note: See Par. 4(E) below.)

26

0867366

- B. In the SOUTHBANK INLAND AREA, in the vicinity of Harriet Island Park, on a site roughly bounded by Water St. and Plato Blvd., west of Wabasha St.;
- C. At the LOWER LANDING, where new development utilizing air rights over the railroad should be encouraged and include housing in conjunction with office, commercial, hospitality and entertainment elements. Where appropriate, adaptive reuse of the depot concourse and other significant structures should be considered.
- D. On the north shore of the river, at the UPPER LANDING, where a new residential site would be established in the area west of Chestnut St. and below the bluff, by realigning Shepard Road to remove the roadway from the shoreline between Chestnut St. and the MSP High Bridge power plant.
- E. In the vicinity of the Civic Center, on a site bounded by Fort Road/W. 7th St., Kellogg Blvd., Exchange St., and Walnut St., where new development will be encouraged and include housing in conjunction with office, commercial, entertainment and hospitality elements.

4. COMMERCIAL: RETAIL & OFFICE

To a large degree, development of retail and office space will occur as a market response to other population generators such as housing and other regional attractions. Most likely, this response will manifest in a combination of rehabilitated existing buildings and development of newly-constructed buildings to accommodate 'special opportunities' such as restaurants, a single-owner headquarters complex, convenience commercial services, or smaller offices that prefer to be located close to, but not in, the Central Business District.

Sites for commercial (office and retail) space are recommended as follows:

- A. At the LOWER LANDING, where new development utilizing air rights over railroad property should be encouraged, and should include commercial space in conjunction with housing, hospitality and entertainment elements. Where appropriate, adaptive reuse of the depot concourse should be considered.
- B. At the UPPER LANDING, between Shepard Rd., Chestnut St., Exchange St., and Kellogg Blvd.
- C. In the vicinity of the Civic Center, on a site bounded by Fort Rd./W. 7th St., Kellogg Blvd., Exchange St., and Walnut St., where new development will be encouraged and include commercial space, hospitality and entertainment elements in conjunction with housing.
- D. On the south shore of the river, along Wabasha St. to Plato Blvd., and in the vicinity of HARRIET ISLAND MARINA, including sites west of Wabasha St. on Water St., and on the upstream end of Navy Island;

0887366

- E. Along the river, on a site bordered by Robert St. on the west, Fillmore Ave. on the south, and the Pier Foundry site on the east, including the site of the existing office building on the northwest corner of Robert St. and Fillmore Ave.

5. INDUSTRIAL

New industrial development or expansion of existing uses will be encouraged at higher employment densities and construction concentrations than currently exist on the sites. Prime sites for additional industrial development are:

- A. At the UPPER LANDING, in the area roughly bound by the existing NSP High Bridge plant, the river, a realigned Shepard Rd. (west of Chestnut St.) and the existing bluff;
- B. At the far-eastern end of the ANH01ST SITE, in the vicinity of the Lafayette Bridge;
- C. In the SOUTHBANK INLAND AREA, on a site roughly bound by Fillmore Ave., Wabasha St., Plato Blvd., and Robert St.

6. VEHICULAR CIRCULATION

Major vehicular access to and through the Project Area will take place on existing roadways. Major streets, to be maintained and improved as appropriate, are: Chestnut Street, Kellogg Boulevard, Jackson Street, Sibley Street, Wabasha Street, Robert Street, and Plato Boulevard.

- A. Shepard Road and Warner Road (between Randolph St. and Childs Rd.) will be redesigned and rebuilt to improve engineering characteristics and traffic safety. The City will investigate advisable ways of realigning segments of these roads to provide additional shoreline space along the north shore of the river.

The final decision on the alignment of Shepard Road and its intersection with Chestnut Street may have impacts on the reasonable and appropriate redevelopment of the Upper Landing site. When the alignment and intersection decisions have been made, the reuse of the Upper Landing will be evaluated by the City and the HRA, in conjunction and after consultation with the appropriate District Council, the Riverfront Commission and the Planning Commission.

As properties are developed, public collector roads and private access roads will be established. All streets (collectors and internal circulators alike) will be treated with appropriate landscaping, lighting, signage, rest/overview stops where advisable, and other materials to establish a pleasant character. Costs for such improvements will be assessed as appropriate.

0867366

7. DESIGN CONTROLS

The HRA will develop detailed Design Controls that address specific considerations of exterior design on each site, and will arbitrate design discussions. The Design Controls are not intended to dictate specific design solutions or inhibit design freedom. Rather, they will be used to insure an integrated and mutually supportive approach in the development of subareas, and to insure a consistently high level of design quality throughout the riverfront.

As a component on the St. Paul Riverfront Pre-Development Plan, the St. Paul Riverfront Commission prepared "Urban Design Guidelines" to support the various planning decisions and development choices which have been recommended in this Plan. The Urban Design Guidelines will be used as the basis for the Design Controls. They are attached as Appendix A.

0867366

G. OTHER NECESSARY PROVISIONS
TO MEET STATE/LOCAL REQUIREMENTS

1. NON-DISCRIMINATION

Every contract for sale, lease or redevelopment of project property will include provisions against land speculation, require compliance with all applicable state and local laws, prohibit discrimination or segregation by reasons of race, religion, color, sex, or national origin in the sale, lease or occupancy of the property, and require that this latter provision be made a covenant running with the land and be binding upon the redeveloper and every successor in interest to the property.

The redeveloper must comply with provisions of Sec. 73.03-A of the St. Paul Human Rights Ordinance on affirmative action employment. Agreement for compliance by the redeveloper will be asserted in all subcontracts, subcontracts or purchase orders, where the redeveloper will also be defined as the "contractor" or "subcontractor" as appropriate.

2. DURATION OF CONTROLS

The provisions of this Plan respecting land uses and associated regulations and controls that govern redevelopment will be in effect for a period of thirty (30) years from the date of approval of this Plan by the City Council of the City of Saint Paul.

3. ADVISORY BOARD

The Saint Paul Riverfront Commission may function as an advisory board to the Council of the City of Saint Paul and Board of Commissioners of the Housing and Redevelopment Authority for purposes of advising the Council and Board on the implementation of the Development Program and Redevelopment Plan, and the construction, maintenance and operation of the Project and District. The designation of the Commission as the Advisory Board, and the delineation of the scope of advisory powers and duties will be made and prescribed by future resolution of the Council of the City of Saint Paul. Approval of this Plan and Program by the City Council constitutes a statement of present intention to designate the Riverfront Commission as Advisory Board.

4. EFFECT OF PLAN ADOPTION ON PREVIOUS REDEVELOPMENT PLANS AND DISTRICTS

Adoption of this Plan will have the following effects on previous redevelopment plans and districts:

A. Upper Levee Renewal Project (R-3): Adoption of this Plan will rescind the R-3 project and program.

B. Riverview Renewal Project (R-26): Adoption of this Plan will amend land use recommendations for those portions of Riverview Renewal Project that are located within the Riverfront Redevelopment Project, as described in Section A of this Plan. Land use amendments are described in Section F of this Plan.

0867366

- C. Riverview Industrial Project
West Seventh Neighborhood Development Project (Minn. A-1-7)
Seven Corners Neighborhood Development Project (Minn. A-1-6)
Downtown Urban Renewal Project (R-20)
Central Core Neighborhood Development Project (Minn. A-1-5) --
Seventh Place Redevelopment Project :

Plans for these projects will remain in effect to the extent that they are consistent with the provisions of this Plan. Where they are inconsistent, provisions of this Plan shall control, and effected provisions of said plans shall be amended by relevant provisions of this Plan.

5. RELOCATION PLAN

A. Policies and Regulations - A family, individual, business firm, or non-profit organization required to move from property that has been directly affected by a publicly sponsored acquisition activity is eligible for relocation payments to assist in obtaining and moving to a replacement dwelling or location in accordance with the provisions and requirements of the Federal Uniform Relocation Assistance Act of 1970, and of Minnesota Statutes, 1984, Section 117.50. In the event any redevelopment project does not involve acquisition for a federal or federally-assisted project, nor involve acquisition within the meaning of Minnesota Statutes, 1984, Section 117.50, the City elects to provide relocation assistance for families and tenants indirectly.

It is the intent of the City to provide relocation assistance to each person to be displaced in locating a suitable housing unit or place of business. The following services are provided:

- Eligible persons are informed at the earliest possible date as to the availability of relocation payments and assistance, the eligibility requirements, and procedures for obtaining such payments.
- The extent of need of each eligible person for relocation assistance is determined through direct personal interview.
- Current and continuing information is provided on the availability and prices of comparable sales and rental housing, and of comparable commercial properties and locations.
- Information concerning Federal and State housing programs, loans and other special programs offering assistance is supplied to eligible displaced persons.
- Other City, property owner, and referral services concerning housing, financing, employment, training, health, welfare and other assistance is provided in order to minimize hardships.
- Assistance is provided in completed any required applications and forms.
- Services are provided to insure that the relocation process does not result in different or separate treatment on account of race, color, religion, national origin, sex or source of income.

0867366

8. Organization and Staffing - The relocation staff is part of the Saint Paul Department of Planning and Economic Development (PED). Supervisory personnel, relocation advisors, and technical and clerical employees are responsible for administering the above policies for Federal programs, and for such other programs as the Section 312 Rehabilitation Program and acquisitions for Ramsay and Washington Counties. The PED relocation staff will work directly with property owners in administering the locally adopted Relocation Guidelines.

6. PROVISION FOR PLAN MODIFICATION AND AMENDMENT

This Redevelopment Plan may be amended at any time in the manner provided by law. The Saint Paul Planning Commission will review all amendments for conformance with the city's Comprehensive Plan.

0867366

EXHIBIT B

All of Block one (1), J. T. McMillan Company's Plat, St. Paul, Minn., except that part which lies southerly of a line described as follows: Beginning at an iron monument in the north line of Section 12, Township 28, Range 23, Ramsey County, Minnesota, which monument is 514.63 feet east of the northwest corner of Government Lot 1 in said Section 12; thence (assuming the north line of said Section 12 as a due East and West line) South $60^{\circ} 29'$ West, 141.60 feet to a point; thence South $71^{\circ} 46\text{-}1/2'$ West 250.82 feet to a point; thence South $65^{\circ} 18'$ West 166.96 feet to a point in the West line of said Government Lot 1, which point is 218 feet south of the said Northwest corner of said Government Lot 1.

0867366

EXHIBIT C

Parcel 1. Block three (3), Northern States Power Company's Plat, St. Paul, Minnesota, according to the plat thereof filed of record in the office of the Registrar of Titles within and for said County.

Parcel 2. Lots one (1), two (2) and three (3) all in Block fifteen (15) E. H. Hawke's Subdivision to Winslow's Addition to the Town of St. Paul, according to the recorded plat thereof on file and of record in the office of the Register of Deeds in and for the County of Ramsey and State of Minnesota.

Parcel 3. That certain tract or parcel of land lying and being in Section twelve (12), Township twenty-eight (28) North, of Range twenty-three (23) West, and within the following boundary lines, to-wit:

Starting at the Northeast corner of the Northwest quarter (NW 1/4) of the Northeast quarter (NE 1/4) of said Section twelve (12), according to the United States Government survey of said Section, thence South along the East line of said Northwest quarter (NW 1/4) of the Northeast quarter (NE 1/4) (which is also the Easterly line of Lot sixteen (16), Partition Plat and of McMillan's Addition, according to the respective plats thereof on file and of record in the office of the Register of Deeds of Ramsey County, Minnesota, and the true bearing of which line is South 0° 6' East from the said point of beginning) and along the extension of said line one thousand nine hundred thirty-one and one-tenth (1931.1) feet; thence South 62° 23' West, one hundred forty-four and twenty-eight hundredths (144.28) feet; thence South 49° 30' West, five hundred (500) feet; thence South 77° 22' West thirty-three and fifty-four hundredths (33.54) feet to the intersection of said last described line with the Westerly line of Lot fifteen (15), Partition Plat, extended Southerly, thence North along the said Westerly line of Lot fifteen (15), Partition Plat, extended Southerly (the true bearing of which line is North 0° 6' West) and along the said line two thousand one hundred ninety-one and two-tenths (2191.2) feet to the right-of-way of the Chicago, St. Paul, Minneapolis and Omaha Railway; thence North 44° 1' East along the line of said right-of-way one hundred ninety-three and six-tenths (193.6) feet to the North line of said Section twelve (12); thence East along the North line of said Section twelve (12) to the place of beginning, excepting therefrom the following described tract: Commencing at a point of beginning on the Westerly line of Lot fifteen (15), Partition Plat, one thousand four hundred seventy-six (1476) feet more or less North from the granite monument located at the intersection of said line and the North line of the Levee Road (the said point of beginning being the point where said Westerly line of Lot fifteen (15), Partition Plat, crosses the Easterly boundary of

34

0867366

-2-

the right-of-way for stockyard tract conveyed by M. J. O'Connor and Martin Delaney to St. Paul and Sioux City Railroad Company by deed recorded in 94 of Deeds, page 141); thence Northeasterly along said Easterly boundary of said right-of-way, four hundred sixty-six (466) feet more or less to the North line of said Lot fifteen (15), Partition Plat; thence West along said North line of Lot fifteen (15), Partition Plat, thirty-five (35) feet more or less to the right-of-way of the C. St. P. M. & O. Ry. Co.; thence Southwesterly along said right-of-way one hundred ninety-three and six-tenths (193.6) feet more or less to the West line, of said Lot fifteen (15), Partition Plat; thence South along said West line of Lot fifteen (15), Partition Plat, two hundred eighty-five (285) feet more or less, to the place of beginning, which lies Northerly of a line drawn parallel with the North line of said Northwest quarter (NW 1/4) of the Northeast quarter (NE 1/4), and two hundred eighteen (218) feet Southerly thereof. Parcel 3 being a part of Lots fifteen (15) and sixteen (16), Partition Plat.

STATE OF MINNESOTA
 COUNTY OF BARNES
 OFFICE OF THE REGISTRAR OF TITLES.
 This is to certify that the within instrument was filed in this office on 11th day of April, A. D. 1928
 at 11 o'clock A. M.
 JOHN C. MCCLAUGHLIN
 Registrar of Titles
 By: *[Signature]*
 Deputy

CERTIFICATE NUMBER 336241
 BOOK 119 PAGE 241

200-244-17852

SEARCHED	INDEXED
SERIALIZED	FILED
APR 11 1928	
ST. PAUL, MINN.	

0867366

010-2260

73 280000

35