

**CITY OF SAINT PAUL
HERITAGE PRESERVATION COMMISSION STAFF REPORT**

FILE NAME: Third Street East Reconstruction, between Maple and Arcade

DATE OF APPLICATION:

APPLICANT: Department of Public Works

DATE OF PUBLIC HEARING/PERMIT REVIEW: March 26, 2015

HPC SITE/DISTRICT: Dayton's Bluff Heritage Preservation District

CATEGORY: Contributing

CLASSIFICATION: Right-of-Way permit

STAFF INVESTIGATION AND REPORT: Amy Spong

DATE: March 18, 2015

A. SITE DESCRIPTION:

The stretch of Third Street being proposed for reconstruction starts at Maple Street and extends to Johnson Parkway. The section between Maple and Arcade Streets is located within the Dayton's Bluff Heritage Preservation District boundaries. This staff report and review focuses on the portion of the reconstruction within the Dayton's Bluff Heritage Preservation District. While this area is at the edge of the Historic District, it also acts as a gateway into the District from Third Street. The intersection of Maple and Third is also significant as this is where the street grid shifts at an angle. There are three solid masonry buildings on three of the four corners at this intersection and they all remain and are considered contributing to the historic and architectural character of the District. Two of the buildings also reflect the early shape of the blocks which have since been altered (1903-1925 Sanborn Insurance Map). The street grid has been altered as there was a Third Street North connected to Third Street East which had a triangular parcel with a small store building. This north leg of Third Street was cut off from the rest of Third Street in 1990 as part of the sewer separation project.

Public Works staff verified there is no historic granite curbing, tile sidewalks or brick streets present along this stretch of Third Street nor is it likely that these materials were ever present. Third Street was not an early streetcar line. There are lantern lights that are similar to the historic lights that were approved by the HPC in 1997 for the Hill Historic District. According to Public Works, Third was originally graded in 1883, no curbs or pavement, and a concrete curb was first installed in 1948 and the first paving was in 1959 with street lights being installed in 1993 (one year after the Historic District was established by City ordinance, however, staff did not find record of HPC review).

B. PROPOSED CHANGES/BACKGROUND:

The Department of Public Works is proposing to reconstruct Third Street from Maple Street to Johnson Parkway. The portion of the reconstruction from Maple Street to Arcade Street is located within the boundaries of the Dayton's Bluff Historic District. The project within the District boundaries will include:

1. New bituminous pavement, concrete curb and gutter, ADA compliant pedestrian ramps at the intersections and new storm sewer catch basins.
2. New lantern style lights will be installed.
3. Sidewalks are planned to be replaced only as needed.
4. Two new curb bump-outs are proposed at Maple and Arcade.
5. At the turn between Maple and Arcade, Public Works is proposing to change the alignment and narrow the street from 36' to 32'. This will facilitate moving existing street light lanterns closer to the street where the street narrows and the boulevard will widen. New three foot concrete boulevard outwalks will be added with the boulevard extension.

Public Works cites the main reasons for the project stem from an evaluation of all St. Paul streets after the winter of 2013. Third Street east of Arcade was among the worst and was identified at the top of the "terrible 20" list. The section to Maple was added to address issues with the shift in the grid to slow traffic, add green space and create a more residential feel. Refer to the application for more detail on the proposal to narrow the roadway and soften the curve.

C. GUIDELINE CITATIONS:

Dayton's Bluff Historic District Guidelines

Leg. Code § 74.87. General principles.

- (1) *All work should be of a character and quality that maintains the distinguishing features of the building and the environment. The removal or alteration of distinctive architectural features should be avoided as should alterations that have no historical basis and which seek to create an earlier appearance. The restoration of altered original features, if documentable, is encouraged.*
- (2) *Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.*
- (3) *Deteriorated architectural features should be repaired rather than replaced whenever possible. In the event of replacement, new materials should match the original in composition, design (including consideration of proportion, texture and detail), color and overall appearance.*
- (4) *New additions or alterations to structures should be constructed in such a manner that if such additions or alterations were to be removed in the future, the form and integrity of the original structure would be unimpaired.*
- (5) *The impact of alterations or additions on individual buildings as well as on the surrounding streetscape will be considered; major alterations to buildings which occupy a corner lot or are otherwise prominently sited should be avoided.*
- (6) *New construction should be compatible with the historic and architectural character of the district.*

§ 74.90. New construction and additions

- (a) (For new construction and additions on single or multi-block lots, see also the following sections for additional East Third and East Seventh Street guidelines.)

The following guidelines are divided into three (3) sections. General guidelines are provided for the review of new construction on most parcels and additions to existing buildings. Specific guidelines for East Seventh and East Third streets have also been developed to address the special characteristics of these two (2) areas. These guidelines are compatible with existing land use and zoning in the district. Applicable zoning regulations as well as current planning studies, such as the *Lower Dayton's Bluff Small Area Plan* (1990), should be consulted before planning new construction.

(b) General guidelines:

- (1) *Site evaluation.* Existing historic buildings and landscape features should be retained and rehabilitated in plans for redevelopment.
- (2) *General character.* New construction should reinforce the historic architectural and visual character of the area. Specifically, it should refer to the traditional two- and three-story dwelling and commercial building module and typical setbacks already established in the district and in the adjacent area.
- (3) *Pedestrian circulation and parking.* New construction should be oriented toward streets which are inviting environments for pedestrians. Parking areas should be placed at the rear of buildings wherever possible or screened with landscaping, low walls or appropriately detailed fences.

- (4) *Views and vistas.* Exceptional views of the city and river valley provided from the public way should not be obstructed by new buildings or structures.
- (f) *Site considerations:*
- (1) *Setback and siting.* The setback of new buildings in most residential and commercial areas should be compatible with the setback of existing adjacent buildings.
 - (2) *Parking.* Residential parking areas should be confined to the rear of existing or new buildings. Parking spaces should be screened from view from the public street by landscaping such as hedges, grade changes or low fences.
 - (3) *Fences.* Fences which allow some visual penetration of front yard space are preferable to complete enclosure. Fences of wrought iron or wood which enclose the front yard should be no higher than three and one-half (3½) feet. Cyclone fences should not be used to enclose front yards in the front half of side yards.
 - (4) *Retaining walls.* Stone, brick and split face concrete block are preferable to landscape timber for the construction of retaining walls. Masonry retaining walls should be finished with caps or appropriate details.
 - (5) *Public improvements.* New street and landscape improvements, lighting, street furniture and signs should be compatible with the character of the historic district. The historic urban pattern of gridplan streets should be retained and enhanced in improvement projects.
 - (6) *Signs.* Sign materials and design should complement the materials and design of the building and adjacent buildings. (See also: Storefront Guidelines.)
 - (7) *Views and vistas.* New buildings or other structures should not block key views and vistas of the river valley and the downtown skyline.

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

U.S. Department of the Interior National Park Service (1990)

***EXCERPT* District/Neighborhood**

Recommended:

- Identifying, retaining, and preserving buildings, and streetscape, and landscape features which are important in defining the overall historic character of the district or neighborhood. Such features can include streets, alleys, paving, walkways, street lights, signs, benches, parks and gardens, and trees.
- Retaining the historic relationship between buildings, and streetscape and landscape features such as a town square comprised of row houses and stores surrounding a communal park or open space.
- Protecting and maintaining the historic masonry, wood, and architectural metals which comprise building and streetscape features, through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and reapplication of protective coating systems; and protecting and maintaining landscape features, including plant material.
- Protecting buildings, paving, iron fencing, etc. against arson and vandalism before rehabilitation work begins by erecting protective fencing and installing alarm systems that are keyed into local protection agencies.
- Evaluating the overall condition of building, streetscape and landscape materials to determine whether more than protection and maintenance are required, that is, if repairs to features will be necessary.
- Repairing features of the building, streetscape, or landscape by reinforcing the historic materials. Repair will also generally include the replacement in kind - or with a compatible substitute material - of those extensively deteriorated or missing parts of features when there are surviving prototypes such as porch balustrades, paving materials, or streetlight standards.
- Replacing in kind an entire feature of the building, streetscape, or landscape that is too deteriorated to repair - when the overall form and detailing are still evident - using the physical evidence to guide the new work. This

could include a storefront, a walkway, or a garden. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Design for Missing Historic Features

-Designing and constructing a new feature of the building streetscape, or landscape when the historic feature is completely missing, such as row house steps, a porch, streetlight, or terrace. It may be a restoration based on historical, pictorial, and physical documentation; or be a new design that is compatible with the historic character of the district or neighborhood.

Alterations/Additions for the New Use

-Designing required new parking so that it is as unobtrusive as possible, i.e., on side streets or at the rear of buildings. Shared parking should also be planned so that several businesses' can utilize one parking area as opposed to introducing random, multiple lots.

-Designing and constructing new additions to historic buildings when required by the new use. New work should be compatible with the historic character of the district or neighborhood in terms of size, scale, design, material, color, and texture.

-Removing non-significant buildings, additions, or streetscape and landscape features which detract from the historic character of the district or the neighborhood.

Not Recommended:

-Removing or radically changing those features of the district or neighborhood which are important in defining the overall historic character so that, as a result, the character is diminished.

-Destroying streetscape and landscape features by widening existing streets, changing paving material, or introducing inappropriately located new streets or parking lots.

-Removing or relocating historic buildings, or features of the streetscape and landscape, thus destroying the historic relationship between buildings, features and open space.

-Failing to provide adequate protection of materials on a cyclical basis so that deterioration of building, streetscape, and landscape feature results.

-Permitting buildings to remain unprotected so that windows are broken; and interior features are damaged.

-Stripping features from buildings or the streetscape such as wood siding, iron fencing, or terra cotta balusters; or removing or destroying landscape features, including plant material.

-Failing to undertake adequate measures to assure the preservation of building, streetscape, and landscape features.

-Replacing an entire feature of the building, streetscape, or landscape such as a porch, walkway, or streetlight, when repair of materials and limited replacement of deteriorated or missing parts are appropriate.

-Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the building, streetscape, or landscape feature or that is physically or chemically incompatible.

-Removing a feature of the building, streetscape, or landscape that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

Design for Missing Historic Features

-Creating a false historical appearance because the replaced feature is based on insufficient historical, pictorial and physical documentation.

-Introducing a new building, streetscape or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character, e.g., replacing picket fencing with chain link fencing.

Alterations/Additions for the New Use

- Placing parking facilities directly adjacent to historic buildings which cause the removal of historic plantings, relocation of paths and walkways, or blocking of alleys.
- Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the district or neighborhood.
- Removing a historic building, building feature, or landscape or streetscape feature that is important in defining the overall historic character of the district or the neighborhood.

E. FINDINGS:

1. Public streetscape features, such as street patterns, curbs, sidewalks, lights and alleys, all contribute to the character of the Dayton's Bluff Heritage Preservation District. The main general guidelines to apply to this proposal are:

- (1) *All work should be of a character and quality that maintains the distinguishing features of the building and the environment. The removal or alteration of distinctive architectural features should be avoided as should alterations that have no historical basis and which seek to create an earlier appearance. The restoration of altered original features, if documentable, is encouraged.*
- (5) *The impact of alterations or additions on individual buildings as well as on the surrounding streetscape will be considered; major alterations to buildings which occupy a corner lot or are otherwise prominently sited should be avoided.*
- (6) *New construction should be compatible with the historic and architectural character of the district (Leg. Code § 74.87).*

2. On July 23, 1992, the Dayton's Bluff Heritage Preservation District was established under Ordinance No. 17942 (Council File #92-900). The Heritage Preservation Commission shall protect the architectural character of heritage preservation sites through review and approval or denial of applications for city permits for exterior work within designated heritage preservation sites §73.04.(4). Heritage Preservation Sites is defined as including individual sites and districts.

3. In 1995 and 1996, the City established a Department of Public Works Neighborhood Task Force that focused on improved communication among Public Works, neighborhoods, property owners and the HPC and standards when maintenance, reconstruction, and renovation of historic streets are proposed. The outcome was "A Report on Policies for Preserving Saint Paul's Historic Streets, January 1996" (1996 Report) which included recommended preservation policies for infrastructure projects, specifically within established historic districts. Pages 8 and 9 of this report are included and provide further direction, in addition to the adopted guidelines in the City's Legislative Code (Section C above). Staff is not aware of any additional policy discussions for streetscape projects within historic districts that involved the HPC. The HPC recently had a presentation of the draft "Saint Paul Street Design Manual" however that has not been adopted as part of the City's Comprehensive Plan or reviewed by the HPC. The public review and comment process is being planned.

Bump-outs and Alignment/Narrowing Alteration.

4. **Sec. 74.90(f)(5) Public Infrastructure:** *"New street and landscape improvements, lighting, street furniture and signs should be compatible with the character of the historic district. The historic urban pattern of gridplan streets should be retained and enhanced in improvement projects." The 1996 Report states "Traditional street grids should be preserved" and "Changes in street and boulevard design (e.g. parking bays and bump-outs) should be considered only after all other options have been rejected."*

Only one bump-out is proposed at the Maple and Third intersection and an elongated "bump-out" and widening of the boulevard is created on the south side between Maple and Arcade with the narrowing. This is also to still preserve a drop-off area and bus stop for this block. These two areas appear to have been altered minimally in the past and still generally recall an early grid pattern. Altering these two areas doesn't fully

comply with these guidelines, however the elongated "bump-out" will not be visible as a modern corner bump-out. The bump-outs are not designed in a way that if *removed in the future, the essential form and integrity of the structure would be unimpaired* as they are integral with the sidewalk and boulevard. All solutions to increase safety while preserving the historic character and integrity of the streetscape should be explored before resorting to altering the historic pattern.

The area where the narrowing and smoothing on the north side between Maple and Arcade is proposed has already been altered by the closing of Third Street North and adding a corner. The current proposal doesn't "enhance" the historic grid pattern nor would it have a negative impact to the character of the historic district.

Materials and Details.

5. Sec. 74.90(f)(5) Public Infrastructure: *"New street and landscape improvements, lighting, street furniture and signs should be compatible with the character of the historic district. The historic urban pattern of gridplan streets should be retained and enhanced in improvement projects."* Given the history provided by Public Works regarding the development of Third Street, there is no historic fabric present that will be lost in this proposal. Through the careful use of materials and detailing, however, some of the historic urban grid pattern and early roadway characteristics could be reintroduced.

Street Lights.

6. The current street lights are from 1993 and mimic the historic street lanterns present throughout the City's residential neighborhoods. The HPC also approved their use within the Hill Historic District in 1997. The proposal to reuse these lights complies.

Street Trees.

7. There are already street trees present along this section within the District. The three corners with contributing buildings at Maple and Third Streets should have a less dense coverage and trees that are hardy enough to grow in a planting well as opposed to a grass boulevard.

Integral Curbs and Gutter.

8. Historically, Third Street had curbs with no integral gutter but a dirt roadway. A Standard City Curb does not have an integral gutter and visually conveys a similar look and condition as the historic curbs with the street abutting. These are present elsewhere in the City. At some point an integral concrete curb and gutter was installed along this stretch of Third Street. The use of a Standard City Curb, however, at this portion of Third Street within the District will bring back a characteristic that is missing which is recommended by the Secretary of the Interior's Standards for Rehabilitation and states *"It may be a restoration based on historical, pictorial, and physical documentation; or be a new design that is compatible with the historic character of the district or neighborhood"* and with the District guidelines which state *"The historic urban pattern of gridplan streets should be retained and enhanced in improvement projects (§ 74.90(f)(5))."*

9. This proposal will not block or impact *key views and vistas of the river valley and the downtown skyline* which is not recommended by the Guidelines.

10. The proposal to reconstruct Third Street East within the boundaries of the Dayton's Bluff Heritage Preservation District will not adversely affect the Program for the Preservation and architectural control of the Dayton's Bluff Historic District (Leg. Code §73.06 (e)) as long as the proposed conditions are met.

F. STAFF RECOMMENDATION:

Based on the findings, staff recommends approval of the permit to reconstruct Western Avenue provided the following conditions are met:

1. Public Works shall provide a written response demonstrating that all other alternatives to address the

traffic concerns at Maple and Third Streets have been fully explored. For example, if this intersection was controlled with a 4-way stop or stop lights, are the curb alterations necessary. This shall be done prior to any work commencing and shall be presented to the HPC for consideration.

2. Standard City Curbs will be used for the portion included within the Historic District.
3. Given the guidelines and historic significance of the intersection at Third and Maple--both because of significant buildings present and the early development and pattern of this intersection as a small commercial node, Public Works will fully explore ways to recall the early street grid and relationship to the buildings. This can be done through scoring/pattern of sidewalks and tree and light placement.
4. Grass boulevards will not be installed near the corners and along street facades of the three early commercial buildings. Instead, trees will be planted in openings within the concrete. HPC and Forestry staff shall discuss inserting an appropriate number of trees and species that will minimize the size of the standard openings within the concrete. The species shall also have less dense foliage. A wider sidewalk will also allow for flexibility should the use of the historic storefront buildings change (i.e. Sidewalk patios or display of goods).
5. The standard ADA ramps are acceptable at all intersections but if space allows should have two split ramps instead of the full radius.
6. The revisions shall be incorporated into the plans for final staff review and approval.

G. ATTACHMENTS:

1. Application with photos and plans
2. Sanborn Insurance Map
3. Pages 8 and 9 of the *A Report on Policies for Preserving Saint Paul's Historic Streets, January 1996*



*Saint Paul Heritage Preservation Commission
Department of Planning and Economic Development
25 Fourth Street West, Suite 1400
Saint Paul, MN 55102
Phone: (651) 266-9078*

HERITAGE PRESERVATION COMMISSION DESIGN REVIEW APPLICATION

This application must be completed in addition to the appropriate city permit application if the affected property is an individually designated landmark or located within an historic district. For applications that must be reviewed by the Heritage Preservation Commission refer to the HPC Meeting schedule for meeting dates and deadlines.

1. CATEGORY

Please check the category that best describes the proposed work

- | | | |
|--|--|--|
| <input type="checkbox"/> Repair/Rehabilitation | <input type="checkbox"/> Sign/Awning | <input type="checkbox"/> New Construction/Addition/ |
| <input type="checkbox"/> Moving | <input type="checkbox"/> Fence/Retaining Wall | Alteration |
| <input type="checkbox"/> Demolition | <input checked="" type="checkbox"/> Other <u>Street Paving</u> | <input type="checkbox"/> Pre-Application Review Only |

2. PROJECT ADDRESS

Street and number: Third Street from Maple St. to Johnson Parkway
Zip Code: 55106

3. APPLICANT INFORMATION

Name of contact person: Barbara Mundahl

Company: City of Saint Paul Public Works

Street and number: 25 W. Fourth Street

City: Saint Paul State: MN Zip Code: 55106

Phone number: (651)266-6112 e-mail: Barbara.mundahl@ci.stpaul.mn.us

4. PROPERTY OWNER(S) INFORMATION (If different from applicant)

Name: _____

Street and number: _____

City: _____ State: _____ Zip Code: _____

Phone number: (____) _____ e-mail: _____

5. PROJECT ARCHITECT (If applicable)

Contact person: _____

Company: _____

Street and number: _____

City: _____ State: _____ Zip Code: _____

Phone number: (____) _____ e-mail: _____

6. PROJECT DESCRIPTION

Completely describe ALL exterior changes being proposed for the property. Include changes to architectural details such as windows, doors, siding, railings, steps, trim, roof, foundation or porches. Attach specifications for doors, windows, lighting and other features, if applicable, including color and material samples.

It is proposed to reconstruct Third Street with a new bituminous pavement, concrete curb and gutter, ADA compliant pedestrian ramps at the intersections, new storm sewer catch basins and lantern style street lighting. Sidewalks will be replaced as needed.

After the winter of 2013, the pavement condition of all of St. Paul streets were evaluated. Third Street was among the worst and was identified at the top of the "terrible 20" list. It is proposed to narrow the street from 36' wide to 32' wide. This will help to slow traffic, provide more green space and create a more residential feel to the corridor.

While in the design process, it was noted that there have been several problems with west bound vehicles not being able to maneuver the tight curve as they approach Maple Street. Vehicles have been known to end up in the boulevard at the northeast quadrant. A proposed solution to this problem is to narrow the street and to "smooth" the curve coming into Maple St. Existing trees would stay in their current location. Existing lanterns would likely be moved closer to the street where the street narrows and the boulevard increases.

7. ATTACHMENTS

Refer to the *Design Review Process sheet* for required information or attachments.

****INCOMPLETE APPLICATIONS WILL BE RETURNED****

ARE THE NECESSARY ATTACHMENTS AND INFORMATION INCLUDED?

X YES

Will any federal money be used in this project?	YES	_____	NO	<u>X</u>
Are you applying for the Investment Tax Credits?	YES	_____	NO	<u>X</u>

I, the undersigned, understand that the Design Review Application is limited to the aforementioned work to the affected property. I further understand that any additional exterior work to be done under my ownership must be submitted by application to the St. Paul Heritage Preservation Commission. Any unauthorized work will be required to be removed.

Signature of applicant: _____ Date: _____

Signature of owner: _____ Date: _____

FOR HPC OFFICE USE ONLY

Date received: _____ **FILE NO.** _____

Date complete: _____

District: _____ /Individual Site: _____

Pivotal/Contributing/Non-contributing/New Construction/Parcel:

Type of work: Minor/Moderate/Major

____ Requires staff review

Supporting data: **YES NO**
Complete application: **YES NO**

The following condition(s) must be met in order for application to conform to preservation program:

It has been determined that the work to be performed pursuant to the application does not adversely affect the program for preservation and architectural control of the heritage preservation district or site (Ch.73.06).

HPC staff approval

Date _____

____ Requires Commission review

Submitted:

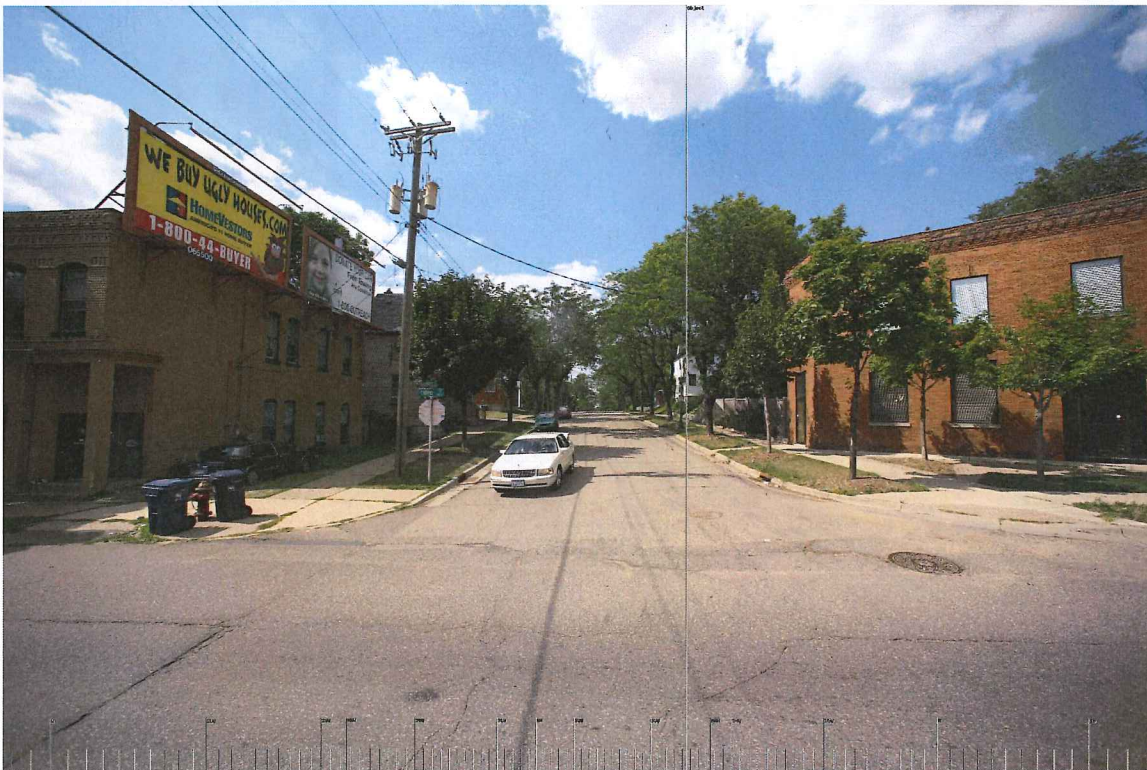
- ☐ 3 Sets of Plans
- ☐ 15 Sets of Plans reduced to 8 ½" by 11" or 11" by 17"
- ☐ Photographs
- ☐ CD of Plans (pdf) & Photos (jpg)
- ☐ City Permit Application
- ☐ Complete HPC Design Review application

Hearing Date set for: _____

City Permit # _____ - _____



WEST ON THIRD STREET FROM MAPLE STREET



NORTH ON MAPLE STREET



SOUTH ON MAPLE STREET



EAST ON THIRD STREET FROM MAPLE STREET



WEST ON THIRD STREET FROM ARCADE STREET



NORTH ON ARCADE STREET



SOUTH ON ARCADE STREET



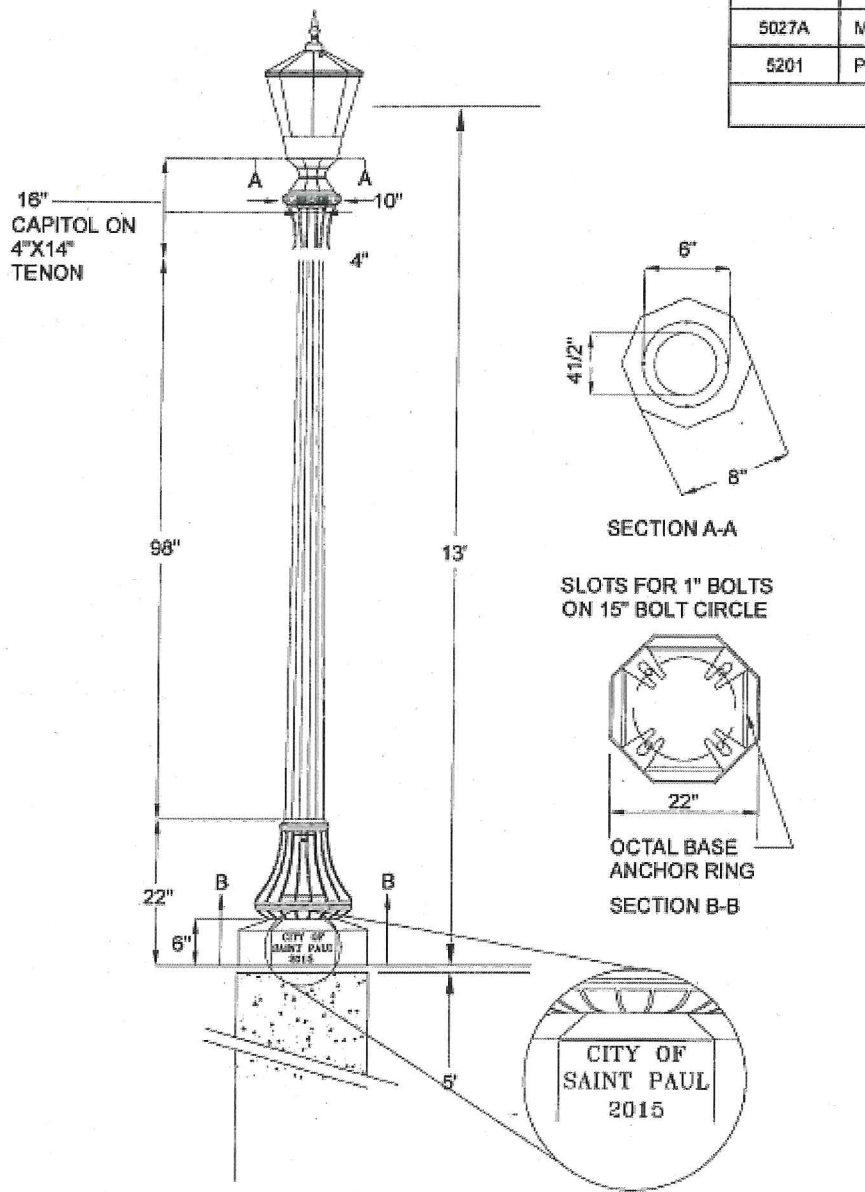
EAST ON THIRD STREET FROM ARCADE STREET

Spong, Amy (CI-StPaul)

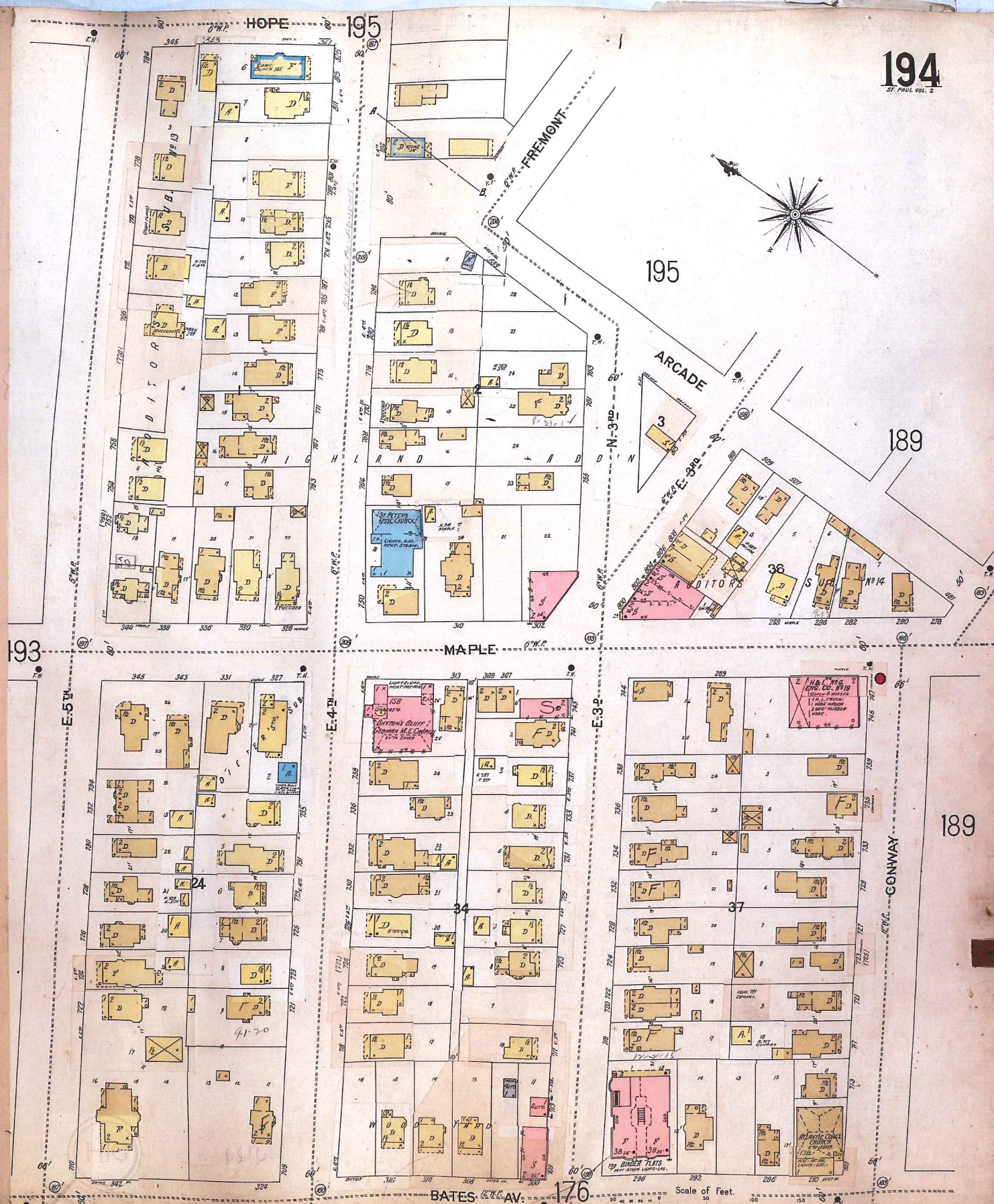
From: Mundahl, Barbara (CI-StPaul)
Sent: Thursday, March 05, 2015 11:04 AM
To: Spong, Amy (CI-StPaul)
Cc: Boulware, Christine (CI-StPaul)
Subject: Lighting on Third St.

**SINGLE LANTERN STYLE
LIGHT STANDARD DETAIL**

LANTERN TYPE L-10



Hi Amy,



Department of Public Works

Neighborhoods Task Force

A Report
On Policies for Preserving
Saint Paul's Historic Streets

January 1996

Note: This document contains guidelines for Public Works projects planned for areas with streets that have historic elements. Some recommendations have already been tested and implemented during 1995 sewer separation work in the Historic Hill District and adjoining neighborhoods.

RECOMMENDED PRESERVATION POLICIES FOR INFRASTRUCTURE PROJECTS

1. General Policy

Streetscape elements with historic value shall be preserved and maintained. Repair and reuse of original materials is preferable to replacement. If necessary, historic elements shall be temporarily removed and replaced, or replaced with original or matching materials. Replacement materials shall match the original in composition, design, color, texture, and other visual qualities.

2. Street Alignments

Traditional street grids should be preserved. Street and alleys should not be vacated. Changes in street and boulevard design (e.g., parking bays and bump-outs) should be considered only after all other options have been rejected.

3. Brick and Stone Paving and Guttering: Major projects

When replacing and/or maintaining brick and stone paving and guttering, the reuse of original material is preferable to either historic material from other locations or new materials. An exception shall be made in the case of wooden pavers, which shall be replaced with appropriate street surfacing materials. Samples of wooden pavers should be salvaged for archival purposes.

3. Brick and Stone Paving and Guttering: Minor projects

Potholes and utility cuts should be repaired with the original or matching material. *Abutting property owners shall be assessed 25 percent of project costs.*

4. Stone and Brick Alleys

All stone and brick alleys should be repaired or replaced with the original or matching material as part of maintenance or reconstruction projects. Potholes and utility cuts should be repaired with original or matching materials. *Abutting property owners shall be assessed 50 percent of project costs.*

5. Granite Curbs

All granite curbs should be left in place or be reset during maintenance and reconstruction projects. If removal is required, the granite curbing should be stockpiled for use elsewhere. *Abutting property owners shall be assessed 35 percent of additional costs above standard.*

6. Sandstone Curbs

All sandstone curbs shall be left in place or reset during maintenance and reconstruction

projects, when the condition of the existing material permits. When the reuse of existing materials is not practical, new sandstone shall be used. *Abutting property owners shall be assessed 35 percent of project costs.*

7. Boulevard and Parkway Improvements

Boulevard and parkway improvements (including landscaping, sprinkler systems, specialty paving, public art, and street furnishings) shall be subject to approval by DPW, and by the HPC in historic districts, prior to installation. Such features shall be documented as part of the site survey recommended below.

8. Pedestrian Ramps

Granite and sandstone curbing shall be cut and lowered for ramps. Where necessary, concrete crossing-walks should be installed with a contrasting material, such as scoring, exposed aggregate, or other alternatives, according to the City Standard Plate.

9. Stone-Slab and Concrete-Tile Sidewalks

Stone-slab and concrete-tile sidewalks, when replaced, should recall the patterns and dimensions of the original installation. *Abutting property owners shall be assessed 35 percent of project costs.*

10. Stone Slabs and Metal Covers in Boulevards

Stone slabs and metal covers in boulevards should be retained as non-functioning artifacts that contribute to the historic character of the surrounding streetscape.

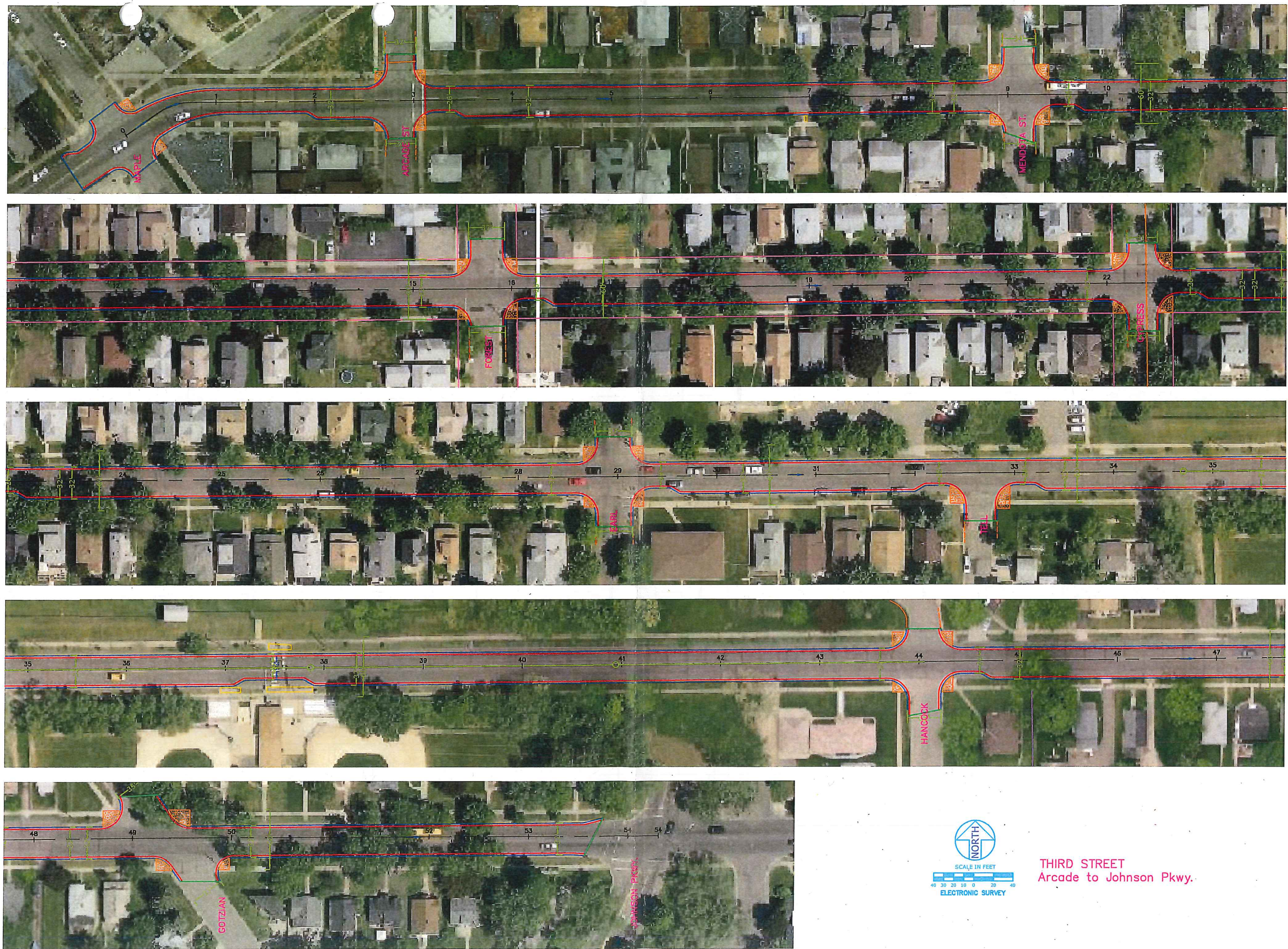
11. Catch-Basin Design and Construction

Where catch basins are required in existing granite or sandstone curbs, new stone catch-basin hoods should be installed. Exposed metal hoods should not be used in granite or sandstone curbs.

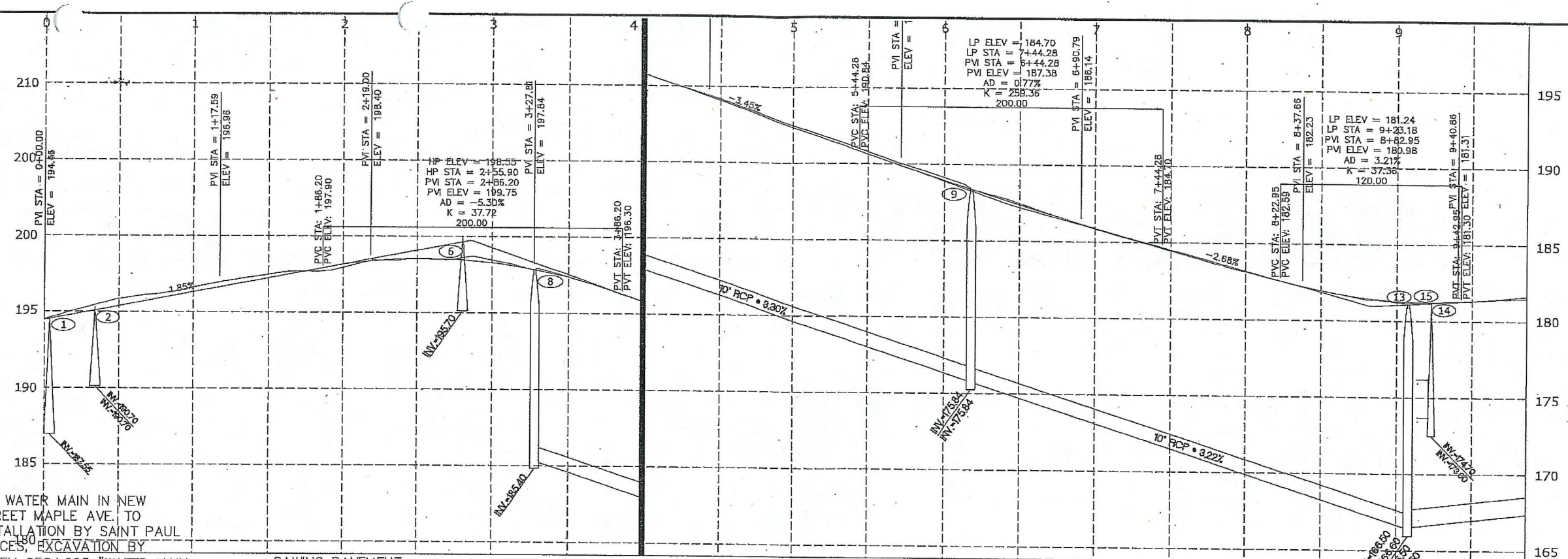
12. Street Furniture

Street furniture, including benches, railings, and other historic and unique elements of public ways such as historic walls and stairways, should be preserved and maintained in original character.

HPC file copy



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APPROX. xxxx' OF 8" DI WATER MAIN IN NEW LOCATION IN THIRD STREET MAPLE AVE. TO MENDOTA ST. PIPE INSTALLATION BY SAINT PAUL REGIONAL WATER SERVICES. EXCAVATION BY CONTRACTOR AS BID ITEM 2504.603 "WATER MAIN TRENCH"

SAWING PAVEMENT
BID ITEM 2104.513

CONSTRUCTION PLAN

SAWING PAVEMENT
BID ITEM 2104.513

SAWING PAVEMENT
BID ITEM 2104.513

SAWING PAVEMENT
BID ITEM 2104.513

NOTE: DO NOT
REPLACE DRIVEWAY
TO 810 THIRD
ST. UNLESS
DIRECTED BY
THE ENGINEER.

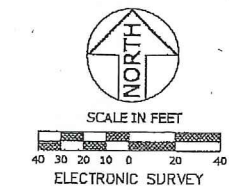
POSSIBLE SURVEY
MONUMENT RESETTNG

SAWING PAVEMENT
BID ITEM 2104.513

POWER POLE TO BE RELOCATED BY OTHERS

SAWING PAVEMENT
BID ITEM 2104.513

THIRD STREET



THIRD STREET

THIRD STREET

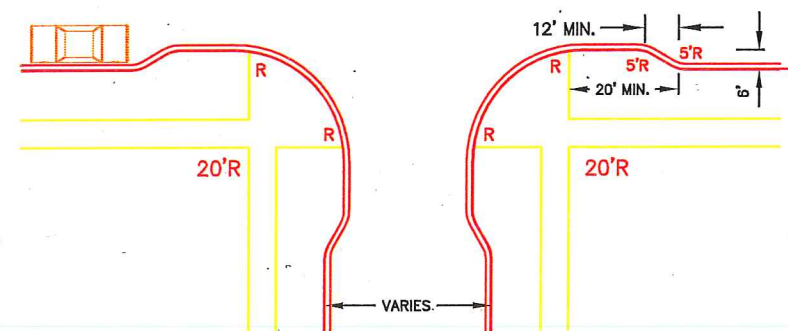
Maple Ave. to Mendota st.

	DESIGNED	BRM	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA Signature: _____ Date: 2/12/15 Lic. No. 43099	PREPARED BY STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS	PROJECT: 15-P-1404	STATE AID PROJECT NUMBER:	DRAWER: 12	CAD NAME: PROJECTS/CURRENT/	DWG. NO. 1581	DATE: 2/12/15	SHEET NO. 9 OF 15 SHEETS
	DRAWN	ATT									
	APPROVED	BRM									

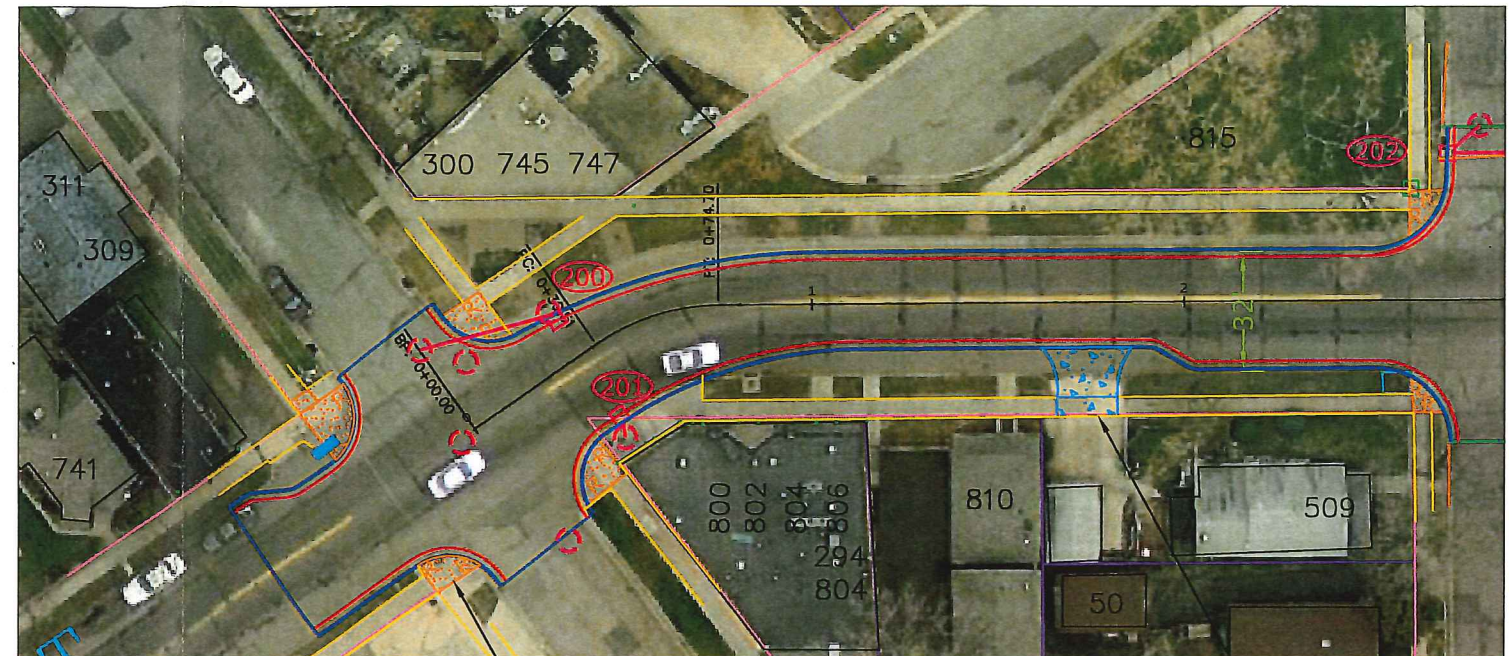
THIRD STREET

STANDARD DETAIL PLATES	
ST. PAUL DRG. NO.	STANDARD DETAIL
1200C	CONCRETE DRIVEWAY, TYPE 1
1206C	CONCRETE DRIVEWAY, TYPE 6
1304C	SIGN COLLAR PLACEMENT
2007E	CATCH BASIN, DESIGN TYPE 3C
2015G	CATCH BASIN, DESIGN TYPE 7A
2016	CATCH BASIN, DESIGN TYPE 7B
2101D	MANHOLE, TYPE I
2102D	MANHOLE, TYPE II
2103E	MANHOLE, TYPE III & III-S
2104E	MANHOLE, TYPE IV
2107C	MANHOLE, TYPE VII
2201E	FRAME CASTING A
2202D	COVER CASTINGS B
2203	COVER CASTINGS D
2207D	MANHOLE ADAPTOR RINGS
2211	CATCH BASIN, DESIGN TYPE 7A CASTING DETAILS
2212	MODIFIED TYPE 7A
2306E	RECONNECTION OF HOUSE SERVICES
2309C	CATCH BASIN CONNECTION
2311B	ANCHOR CLAMP DETAIL
2317C	TYPES OF TRENCH BEDDING
2318C	CONCRETE SADDLE FOR PIPE CROSSINGS
2319D	SADDLE CONNECTIONS FOR HOUSE SERVICES
2321	MANHOLE ADJUST
2322B	MANHOLE RECONSTRUCT
3000B	CONCRETE CURB
3003B	PEDESTRIAN CURB RAMP FOR THE HANDICAPPED
3005D	PEDESTRIAN CURB RAMP FOR THE HANDICAPPED
3006D	PEDESTRIAN CURB RAMP FOR THE HANDICAPPED
3008A	SAWED / SEALED JOINTS
3100C	CONCRETE CURB AND GUTTER, DESIGN B
3102B	CONC. CURB & GUTTER OPENING FOR DRIVEWAYS
3107A	CONC. CURB & GUTTER DESIGN D-418
4031B	BARRICADE DESIGNS
4032A	BARRICADING FOR STREET CLOSURE
4035A	WARNING LIGHTS AND CHANNELIZING DEVICES
4036	BARRICADING FOR SIDEWALK REPLACEMENT
6200B	RESET MONUMENT
MnDOT STANDARD DETAIL PLATES	
MnDOT DRG. NO.	STANDARD DETAIL
3000L	REINFORCED CONCRETE PIPE
3006G	GASKET JOINT FOR R. C. PIPE
3100G	CONCRETE APRON FOR REINFORCED CONCRETE PIPE
3133D	RIPRAP AT R.C.P. OUTLETS
3145G	CONCRETE PIPE TIES
4010H	CONCRETE SHORT CONE & ADJUSTING RING
7038A	DETECTABLE WARNING SURFACE TRUNCATED DOMES
8000I	STANDARD BARRICADES

THESE STANDARD PLATES AS APPROVED BY THE FHWA SHALL APPLY



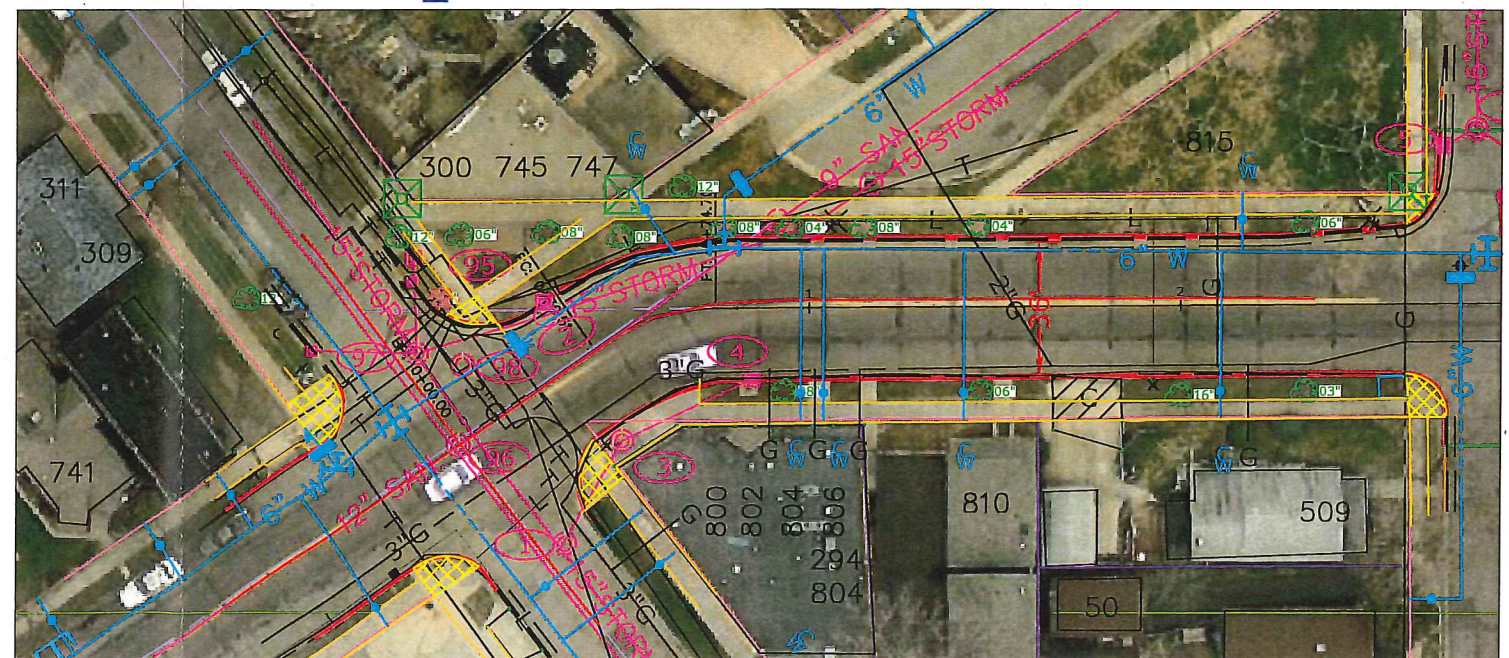
CURB BUMPOUT DETAILS
NO SCALE



MAPLE ST.

USE RADIAL TRUNCATED DOMES AT THIS QUADRANT.
ALL OTHER QUADRANTS SHALL HAVE
TRUNCATED DOMES IN THE DIRECTION OF TRAVEL.

DRIVEWAY TO BE RADIAL STYLE
AS PER STD. DETAIL PLATE 1200C
WITH 6" SCORING AS DIRECTED BY
THE ENGINEER.



STANDARD DETAIL PLATES
CONSTRUCTION DETAILS
MAPLE STREET DETAIL

	DESIGNED	BRM	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA Signature: <i>Barbara R. Munda</i> Date: 3/11/15 BARBARA R. MUNDAHL Lic. No. 43099	PREPARED BY STREET ENGINEERING DIVISION THIRD STREET	FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS	PROJECT: 15-P-1404	STATE AID PROJECT NUMBER:
	DRAWN	ATT				DRAWER: 12	CAD NAME: PROJECTS/CURRENT/THIRD/
	APPROVED	BRM				DWG. NO. 1581	DATE: 3/11/15 SHEET NO. 5 OF 14 SHEETS