

From: [Spencer Miller-Johnson](#)
To: [*CI-StPaul Contact-Council](#)
Subject: Fw: Surface parking
Date: Thursday, June 22, 2023 10:39:54 AM
Attachments: [Outlook-pciqvm3.png](#)

Public comment for Ord 23-30 at the 6/28 City Council public hearing.



Spencer Miller-Johnson, CNU-A
Senior City Planner
Pronouns: he/him
Planning & Economic Development
1400 City Hall Annex, 25 West Fourth Street
Saint Paul, MN 55102
P: 651-266-6093
spencer.miller-johnson@ci.stpaul.mn.us
www.StPaul.gov

From: David <david_gjerdingen@comcast.net>
Sent: Wednesday, June 21, 2023 5:14 PM
To: Spencer Miller-Johnson <Spencer.Miller-Johnson@ci.stpaul.mn.us>
Subject: Surface parking

Think Before You Click: This email originated outside our organization.

I am a Highland Bridge neighbor living 4 house south of ST proposed parking lot. I am comfortable with a lot utilizing all the available space between the two access roads. This should be more than adequate to accommodate all patrons of ball games yet not be visible from the street, especially if berm is tree lined. Thanks for allowing input.

David Gjerdingen
1038 Bowdoin Street
6127189695
Sent from my iPhone

From: [Jeanette Bloss](#)
To: [*CI-StPaul Contact-Council](#)
Cc: [Spencer Miller-Johnson](#)
Subject: Highland Bridge UST Master Plan Amendment Council Hearing
Date: Thursday, June 22, 2023 11:58:53 AM

Greetings Council members,

My name is Jeanette Bloss and I live at 1055 Finn St S, St Paul - directly south of the Highland Bridge development and the proposed University of Saint Thomas baseball and softball fields and associated parking.

I want to start by saying I bought my house in Jan 2020 because of the Highland Bridge development but also due to the verdant and wooded neighborhood. I want to also start with that I am in support of the proposed UST baseball and softball fields going in to the proposed placement. However, to do so, UST will need adequate parking and the surface lot amendment to the master plan was recommended as not approved previously.

I am writing in support of all master plan amendments to be approved by the council and for the surface lot amendment to also be approved. There is already inadequate parking for the parks currently in place and the 20 spaces that would be allowed per the master plan would not be adequate even before accounting for the ball fields. The only other option for UST is to build a multilevel parking garage as opposed to a surface lot which not only do they not want to do but the neighbors in support of UST do not want. A parking garage would lack additional trees being planted as a surface lot would require. Our neighborhood would already have many mature trees removed in this usage which we don't want but are willing to compromise with more trees going back in. Trees offer habitat to local wildlife and microenvironment cooling. This is of the utmost importance in our considerations of why we want a surface lot instead of a parking garage.

Secondary to that come two other concerns about a parking garage: expense and timing versus use and security. A surface lot is already needed now for the dog parks and Highland Ball fields. People are parking on streets (Cleveland S of Montreal, Finn N of Montreal) without sidewalks and walking in the street. It's dangerous and could be resolved with a lot. A surface lot would be easier and less costly to build so it could go in sooner than the UST ballfields are ready and support the immediate needs. Lastly, we have concerns about security of a parking garage. UST is only planning on providing security on the days with ball games - 50 days out of the year. The rest would either need to be managed through the St Paul PD or be unsecured. With less visibility than a surface lot, our neighbors are concerned about people experiencing theft and mugging in the garage when unsecured and people parking there to come to our neighborhood for property thefts without the fear of visual witnesses.

I appreciate you all taking the time to read my support and concerns. Please approve all master plan amendments asked for by the UST proposal.

Thank you,
Jeanette Bloss

From: [Jim Ginther](#)
To: [Spencer Miller-Johnson](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: RE: Public Comment, University of St. Thomas Ballfields Proposal
Date: Wednesday, June 21, 2023 11:11:29 PM

Council President Brendmoen, Council member Tolbert and Members of the Council:

Thanks for the opportunity to submit for public comment on the University of St. Thomas ballfields proposal.

I am supportive of the development and feel their D1 ballfields are a perfect fit for the neighborhood and enhance a feeling of community for Highland.

I agree with the City Staff's recommendation for approval of all the Master Plan amendments.

As a resident with a common 428 foot border with the former CP rail yards, I am particularly in favor of variance #3, allowing St. Thomas to build a surface parking lot with approximately 320 parking spaces. I am against building a multi-level, above ground parking ramp.

Since the rail yards, on which the multi-level ramp would be built, are 15 feet below the neighborhood grade, the ramp would most certainly rise up to, or above, the adjacent houses across the street on Hampshire Avenue. This would add a large factor of visual pollution to the neighborhood!

Please reconsider, and approve Amendment #3 and allow St. Thomas to construct a surface parking lot, and not a parking ramp.

Respectfully,
Jim Ginther
1019 Colby St.
St. Paul, MN 55116

From: [Lisa Erbes](#)
To: [Spencer Miller-Johnson](#); [CouncilHearing \(CI-StPaul\)](#)
Subject: Public Comment University of St. Thomas Ballfields Proposal
Date: Thursday, June 22, 2023 9:30:50 AM

Council President Brendmoen, Council member Tolbert and Members of the Council:

Thank you for the opportunity to submit comments on the University of St. Thomas ballfields proposal.

My home is located at 1032 Bowdoin St., the third house south of Hampshire Ave. and one block from Cleveland Ave.

I am supportive of the development of the St. Thomas Division 1 baseball/softball complex. St. Thomas has been very forthcoming with our concerns about the development of this space and has kept us in the loop every step of the way. I look forward to having them as our neighbor.

I agree with the City Staff's recommendation for approval of all the Master Plan amendments. Because of the proximity of my home to the area where the proposed parking area will be, I am particularly in favor of variance #3, allowing St. Thomas to build a surface parking lot with approximately 320 parking spaces. I am adamantly against building a multi-level, above ground parking ramp.

The surface lot will be below our sightline and would be less noisy and less intrusive to our neighborhood. Any lighting should be at a level to not contribute too negatively to light pollution. Any smells and noise from vehicles, including people getting into and out of their cars, would be minimized at ground level. And, obviously, we do not wish to look right into a large parking ramp at such a short distance from our house.

Please reconsider, and approve Amendment #3 and allow St. Thomas to construct a surface parking lot, and not a parking ramp.

Thank you for your consideration of our neighborhood's concerns and wishes,

--

Lisa Erbes
1032 Bowdoin St.

St. Paul, 55116
678-772-8945

From: jcwinterer@gmail.com
To: [CouncilHearing \(CI-StPaul\)](#); [Spencer Miller-Johnson](#)
Subject: Public Comment, University of St Thomas Ballfields Proposal
Date: Thursday, June 22, 2023 10:18:36 AM

Saint Paul City Council
15 Kellogg Blvd West, 310 City Hall
Saint Paul, MN 55102

VIA EMAIL: CouncilHearing@ci.stpaul.mn.us Spencer.Miller-Johnson@ci.stpaul.mn.us

RE: Public Comment, University of St Thomas Ballfields Proposal

Council President Brendmoen, Councilmember Tolbert and Members of the Council:

Thank you for the opportunity to comment on the University of St. Thomas request for zoning amendments that would allow for the construction of a 320-car surface parking lot on the former train yard at Highland Bridge.

I have lived in my home at 1032 Bowdoin St. for 29 years; it is located three houses south of Hampshire Ave. The proposed surface parking lot would be located immediately north of Hampshire Ave.

After attending a number of meetings with my neighbors and with St. Thomas representatives, and after careful review of the university's plans for the surface lot, I agree with the City Staff's recommendation to approve the Master Plan amendments and I wholeheartedly support the university's request for the necessary variances.

We live in a quiet neighborhood of several blocks tucked away between Hidden Falls park to the west and Cleveland Avenue to the east. For years we have been concerned about how the developments at Highland Bridge could impact the look and character of our neighborhood.

We think the baseball-softball project is a good fit and a surface lot would have the least impact on where we live. The proposed lot is 15 feet lower than Bowdoin Street, so the lot would not be visible from our homes and yards.

A multi-level parking ramp, on the other hand, would be just the opposite. It would be located immediately north of Hampshire Avenue and would rise above Bowdoin Street. It would profoundly change the look and character of our neighborhood and not in a good way. Instead of seeing the wooded hillside to our north, we would see cars coming and going and shining their headlights into our homes at night.

I have been closely following the Highland Bridge project over the years and I know that a goal has been to have a “soft edge” when possible. Placing a multi-story parking ramp within feet of our homes is the opposite of a soft edge.

St. Thomas has a reputation for building well-designed and beautiful facilities. The plans we have seen for the proposed surface lot reflect that and would enhance that corner of the Highland Bridge project.

It also would be welcomed by neighbors to the south.

Sincerely,

James Winterer
1032 Bowdoin St.
St. Paul, MN 55116

From: [Maureen Michalski](#)
To: [CouncilHearing \(CI-StPaul\)](#); [Spencer Miller-Johnson](#)
Cc: [Melanie McMahon](#); [Vangsgard, Mark D.](#); [McDonough, Amy G.](#); [Esten, Phillip L.](#); jim.brummer@stthomas.edu; ["Benner, Jerome B."](#); [Anthony Adams](#)
Subject: Public Comment- UST Ballfields ORD 23-30
Date: Thursday, June 22, 2023 8:54:36 AM
Attachments: [image001.png](#)
[Public Comment Letter 06.22.2023-with attachment.pdf](#)

Hello,

Please see attached public comment letter regarding Ordinance 23-30 for the June 28th public hearing.

Maureen Michalski
Vice President, Real Estate Development
(p) 612-492-4603
(c) 612-599-9945

Ryan Companies US, Inc.
533 South Third Street, Suite 100
Minneapolis, MN 55415

ryancompanies.com





June 22, 2023

Saint Paul City Council
15 Kellogg Blvd. W., 310 City Hall
Saint Paul, MN 55102

Via Email: CouncilHearing@ci.stpaul.mn.us Spencer.Miller-Johnson@ci.stpaul.mn.us

RE: Public Comment, University of St. Thomas Ballfields Proposal

Council President Brendmoen, Councilmember Tolbert and Members of the Council:

Thank you for the opportunity to provide public comment for the University of St Thomas ballfields proposal. Ryan Companies is the developer for the proposal on behalf of the University of St Thomas.

This project is before you after many months of community engagement and planning with City staff. It provides the opportunity to environmentally remediate and activate a vacant and contaminated site that has no identified alternative uses and multiple barriers to development. The end product will be privately funded, high quality sports facilities providing access opportunities for public and private groups, in addition to enhanced public parkland, and possibilities created for future multimodal transit connections in the community.

Community conversations have been a cornerstone of the process of exploring and advancing the ballfields project. The University of St Thomas and Ryan have attended 13 community meetings to date, two of which were hosted by University of St Thomas in the Highland Park neighborhood. Included in this public comment package (as Exhibit C) are the questions and comments heard at community meetings. In addition to larger group meetings, the University has held smaller group discussions with immediately adjacent neighbors and continues to maintain this dialogue as planning advances.

The project team has also been engaged with City staff teams in multiple meetings per week for roughly the last six months. The outcomes of these discussions are a public parks benefit package to the City and a community benefits MOU outlining details of ballfields facility and shared parking access. Additionally, multimodal transportation connection pathways have been broadly determined for which the University will provide publicly dedicated easements at the time of site plan review.

Ryan Companies US, Inc.
533 South Third Street, Suite 100
Minneapolis, MN 55415

p: 612-492-4000
ryancompanies.com

Equal Opportunity Employer



This project has support of the Highland District Council Community Development Committee, Friends of Highland Ball, Cretin Durham Hall, and a variety of adjacent neighbors as evidenced by the support letters and testimony submitted as part of the planning commission process. To date, only two non-supportive public comments have been received as part of the Alternative Urban Area-wide Review (AUAR) process.

Previous City submittals regarding Master Plan Amendments and Parkland Diversion and Dedication, along with associated legal documents drafted in partnership with the City, outline various details required for the UST Ballfields proposal to advance. These approvals are needed in order for the University to understand if the proposed site is viable for this project and advance to fundraising and project design.

Included in this comment is a visual supplement, Exhibit A, which outlines some of the key components of the development as well as an overview of the community engagement process and links to content and minutes from the many Highland District Council neighborhood meetings held. Exhibit B, is a Frequently Asked Questions document that shares some of the most common topics of interest regarding the proposal. Exhibit C comprises the questions and answers from the two broad community meetings held to seek feedback beyond the official neighborhood group.

We would like to thank City staff for their extensive work to sort through the many details needed to allow this proposal to advance to date. We thank the Council for the opportunity to provide comment. We will be available at the public hearing to answer any questions you may have.

Sincerely,

A handwritten signature in blue ink, which appears to read "Maureen Michalski". The signature is fluid and cursive, with the first and last names being the most prominent.

Maureen Michalski
Vice President, Real Estate Development
Attachments



UST Ballfields City Council Public Comment Exhibit A Visual Supplement

June 28, 2023

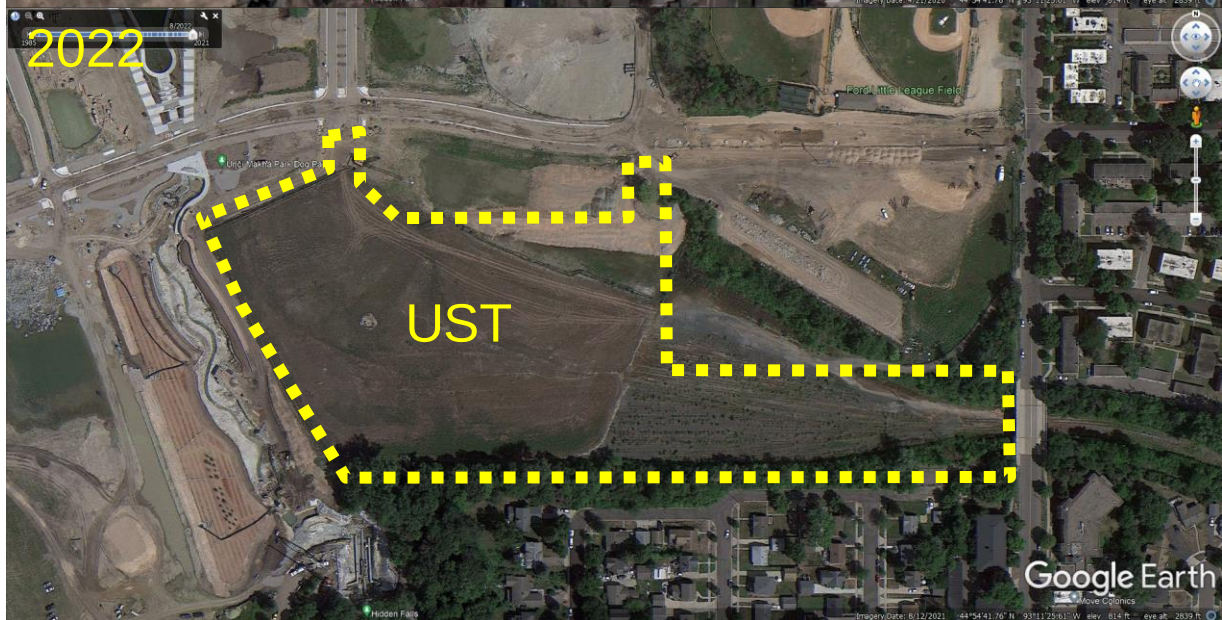
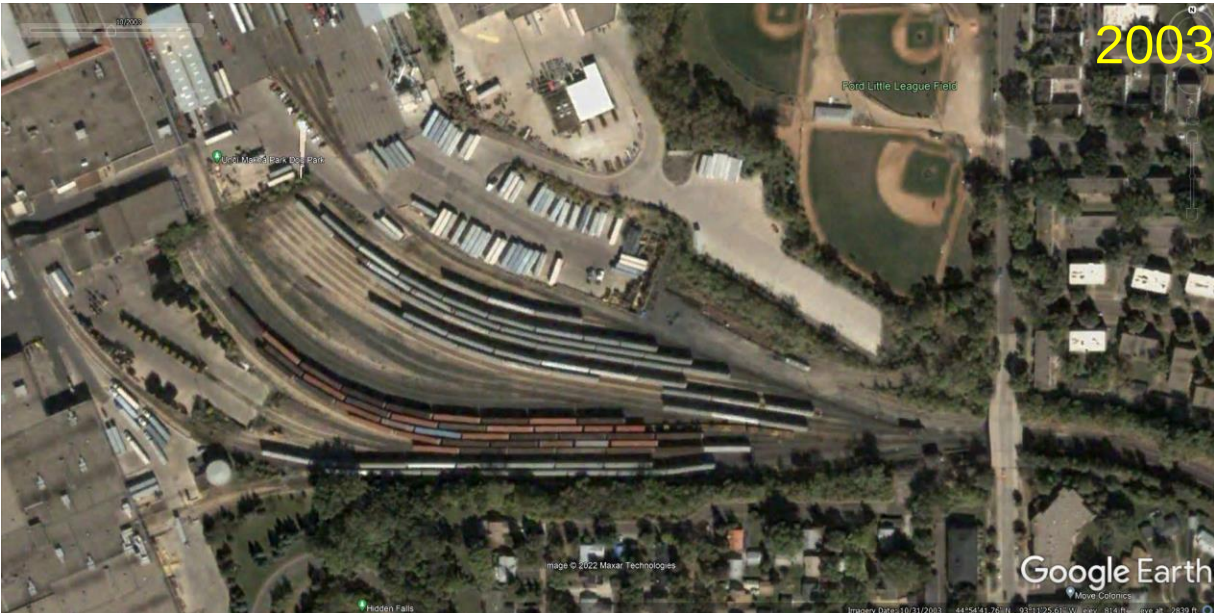


University of St. Thomas Ballfields

Project Overview



Current Development
Proposal: University of
St Thomas Ballfields



^{HIGHLAND} *Bridge* Location



Rendered Site Plan



Site Plan is Preliminary and subject to change

Rendered Site Plan



Greyed out buildings to the north and east of the ballfields are NOT a part of the UST project, nor proposed at this time, and are only massed placeholders that comport with original Ryan redevelopment plan



Redevelopment of CP Rail Site: Providing a market identified use, allowing for environmental remediation and bringing quality facilities and investment to the property, which otherwise will remain vacant and unutilized.

Community Facility Use: Creation of quality facilities that could be used for youth and community ballfield use (on scheduled, fee basis), entertainment and parking.

Master Plan Alignment: Identifies options for meeting institutional uses as desired in the Master Plan.

Enhanced Public Parkland: Increase in usable area and appraised value of public park land and provides City benefits package for CP Rail park dedication.

Multimodal Transportation: Expands pedestrian and bike connections through the site and unlocks the potential for a future Ford Spur connection, enhancing trail and transit connections.

Improved Water Quality: Improving stormwater quality and management on a currently unmanaged site, decreasing flow rate to Hidden Falls Park. Expands and improves area wetland conditions.

Sustainability: LEED Silver per UST standards.



Community Meetings – Past

- [Highland District Council Community Development Committee January 18, 2022](#)
- [Highland District Council Community Development Committee February 15, 2022](#)
- [Highland District Council Community Development Committee May 17, 2022](#)
- Highland Business Association Lunch and Learn June 13, 2022
- [Highland District Council Community Development Committee June 21, 2022](#)
- [Highland District Council Community Development Committee July 19, 2022](#)
- [Community Meeting August 22, 2022](#) at Lumen Christi
- [Highland District Council Community Development Committee October 18, 2022](#)
- [Highland District Council Community Development Committee January 24, 2023](#)
- [Highland District Council Community Development Committee February 21, 2023](#)
- [Community Meeting February 28, 2023](#) at Gloria Dei
- [Highland District Council Community Development Committee March 21, 2023](#)
- [Highland District Council Community Development Committee- May 16, 2023](#)
- **Neighborhood Support Letter Received May 2023**

Individual/Group Neighbor Engagement – Past

- March 2023, April 2023
- Email correspondence with 90+ Community meeting attendees

Please see Exhibit C for community meetings questions, feedback, comments. All meeting presentations and minutes are posted and available on the Highland District Council website: <https://www.highlanddistrictcouncil.org/>

- UST parking to be surface parked with tree islands to minimize view of structured parking to neighborhood. Structured parking to be constructed in the future only if required based on attendance.
- Memorandum of Understanding (MOU) between UST, Ryan and City to provide public access to surface parking when not in use by UST. Parking is desired for visiting the new Highland Bridge Parks and Highland Ball events and will decrease dependency on neighborhood parking.
- Enhanced landscaping for southern edge of site along with commitment to neighbor feedback on plant species.
- Increased setback of facilities from existing Unčí Makhá Park in the amount of approximately 30' rather than the minimum allowed 6'.
- MOU with City to provide public access to ballfields facilities for public and private groups on a scheduled, fee basis when not in use by UST. It is exceptional for Division 1 athletic facilities to have a community access component.
- Easements to benefit the City for future multimodal transit opportunities through the site including pedestrian, bicycle, bus and/or rail. The easements will be refined during the UST Ballfields site plan review process as project design details evolve.
- A comprehensive public parkland benefit package.
- Traffic analysis showing that the UST plan does not materially change the trip generation when compared to Ryan's original development scenario from 2019 study.
- Expanded wetland area on land that will be owned and maintained by UST.



Community Engagement – Neighborhood Support



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HDC Resolution Master Plan Amendments at Highland Bridge

WHEREAS Ryan Companies has submitted an application to amend the Master Plan for the Highland Bridge site in order for the University of St. Thomas (UST) to develop a sports complex on the southern portion of the site; and

Whereas the Community Development Committee of the Highland District Council (HDC) has met with Ryan Companies, UST and neighbors on May 17, 2022, June 21, 2022, July 19, 2022, Oct 18, 2022, Jan. 24, 2023, Feb. 21, 2023 and March 21, 2023 to discuss the proposed plans for a UST sports complex on a portion of the Highland Bridge site, and 13 acres of the Canadian Pacific (CP) Rail land; and

Whereas the proposed sports complex is a use that was originally intended for the southern portion of the Highland Bridge site (2017 Master Plan design), but was changed when there was not a partner to develop the space; and

Whereas the City and Ryan have identified the need to amend the language of the Master Plan for this use to be built; and

- Whereas six amendments to the Highland Bridge Master Plan are proposed:
- Exclusion to the Floor Area Ratio requirements within the F6 district for Civic & Institutional uses
 - Include civic & institutional uses as a separate land use category with maximum parking per Sec. 63.207 of the Zoning Code
 - Exempt civic & institutional uses from the 20 surface parking space maximum in the southeasterly F6 district
 - Exempt civic & institutional buildings from the ROW setback in the F6 district
 - Revise the details of the Shared Transportation Corridor to allow flexibility for routing and engineering decision as design progresses
 - Relocate Park through parkland diversion slightly to the east of the current location. Address parkland dedication benefits package due to the development of the CP parcels.

Whereas the construction of ball fields will not meet the FAR because they are not as dense as an office building or other use, and

Whereas parking in the original plan was based on more of an urban use and limits the parking on the site to one space per 200 square feet of building, and this calculation does not work for a sports arena, which is based on seat count; and

Resolution 2023–05D



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Whereas the construction of surface parking will benefit other groups, such as Highland Park Little League, and neighbors that use the other facilities; the parks, dog park, walking trails; and

Whereas the immediate neighbors to the south of the proposed plan have requested at numerous meetings that the proposed parking be a surface lot that does not impact their homes with light pollution, that the parking be recessed, and that sufficient foliage be added to minimize the impact; and

Whereas the Master Plan currently requires no more than a 15 foot setback, which applies to a more urban development, but with ball fields would not allow for proper operation, an entry plaza, and a proper setback from vehicle and pedestrian traffic; and

Whereas it is important to the community to maintain the Shared Transportation Corridor for future pedestrian/bike/transit uses, the committee encourages allowing for flexibility in the location of the corridor when planning for transit nodes, accessibility to bike trails and walking paths; and

Whereas the relocation of Parkland through a parkland diversion and the dedication of parkland benefits due to the development of the CP rail property, will allow for more usable space in Mica Park by taking away the challenge of the grade difference and wetland area of the currently proposed park; and

Whereas the neighbors and committee believe this project is making good use of land that has limited uses, would allow for further acquisition and use of the CP Rail spur, and with the airport overlay and bad grading, this is one of the best uses of this land; therefore

BE IT RESOLVED that the Community Development Committee of the Highland District Council recommends the approval of the following changes to the Highland Bridge Master Plan:

- Exclusion to the Floor Area Ratio requirements within the F6 district for Civic & Institutional uses
- Include civic & institutional uses as a separate land use category with maximum parking per Sec. 63.207 of the Zoning Code
- Exempt civic & institutional uses from the 20 surface parking space maximum in the southeasterly F6 district
- Exempt civic & institutional buildings from the ROW setback in the F6 district
- Revise the details of the Shared Transportation Corridor to allow flexibility for routing and engineering decision as design progresses
- Relocate Park through parkland diversion slightly to the east of the current location. Address parkland dedication benefits package due to the development of the CP parcels.

Resolution 2023–05D



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Approved March 21, 2023
By the Community Development Committee of the Highland District Council

Resolution 2023–05D

Planning Commission

- Master Plan Amendments – April 28, 2023 Planning Commission Public Hearing
- City Staff recommendation for approval of all Master Plan Amendments.
- 7 support letters received in addition to Highland District Council support letter, 1 supportive public testimony. No oppositional letters or testimony.
- Recommendation for approval of all Maser Plan Amendments except Master Plan Amendment request #3.

Parks Commission

- Parkland Diversion & Dedication – May 11th Parks and Recreation Commission Meeting
- Recommendation for approval of the parkland diversion and dedication, including related benefits package.

Legal Documents

- Redevelopment Agreement Modifications (legal descriptions with replat, ensures business terms of redevelopment agreement continue to apply to Ryan owned parcels):
Drafted with City Staff and ready for signature.
- TIF Plan Amendment and Minimum Assessment Agreement Amendment (legal descriptions with replat, ensures minimum assessments values for Ford Site continue to apply to Ryan owned parcels): Drafted with City Staff and ready for signature.
- MOU for Community Benefits: Drafted with City Staff and ready for signature.

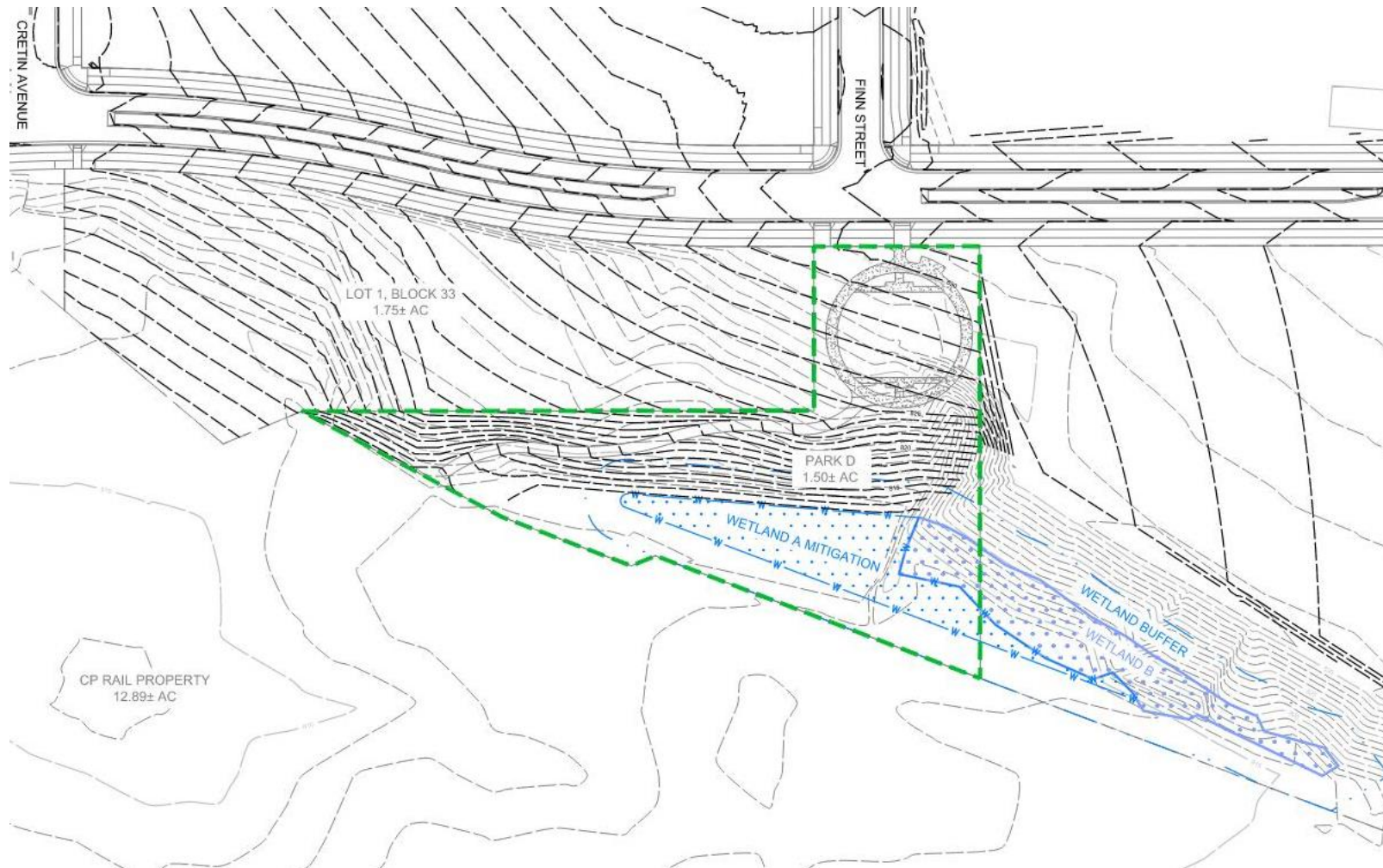
AUAR Update (Highland Bridge Generally)

- New traffic scenario expected to generate similar amount of trips to original Ryan development scenario from 2019. Same mitigation strategies in original AUAR for traffic.
- Public comments – two generally opposed to UST. Remainder of comments DNR, Met Council as expected.

Parkland Diversion and Dedication Benefits

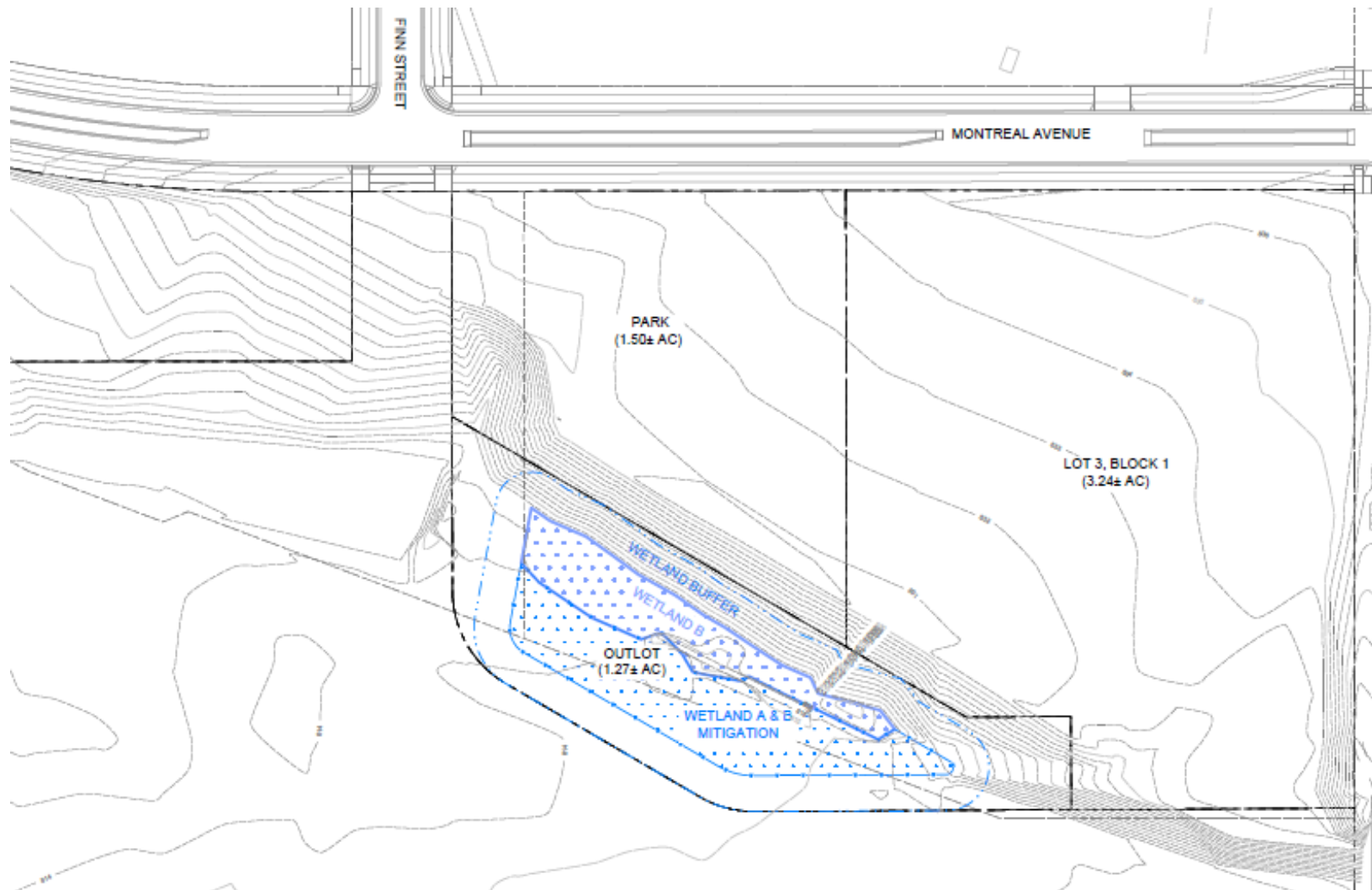


- Limited street frontage and access
- 34% sloped areas
- 41% wetland areas
- Limited programming due to budget





- 38% more useable area
- No wetlands
- \$227k greater appraised value
- Additional dollars to DOUBLE existing parks budget





- Community and public access to a surface parking facility constructed by the University of St. Thomas with an anticipated investment value of \$2,000,000, supporting adjacent parks and Highland Ball little league fields.
- Premier athletic facilities & infrastructure constructed and fully privately funded by the University of St. Thomas with an anticipated investment value of \$38,000,000 and available for fee based, scheduled use by both public and private groups when not in use by UST.
- Public easements over private University of St Thomas land to allow for future pedestrian, bike and multimodal transit enhancements that will further connect the amenities and parks at Highland Bridge to the broader community.

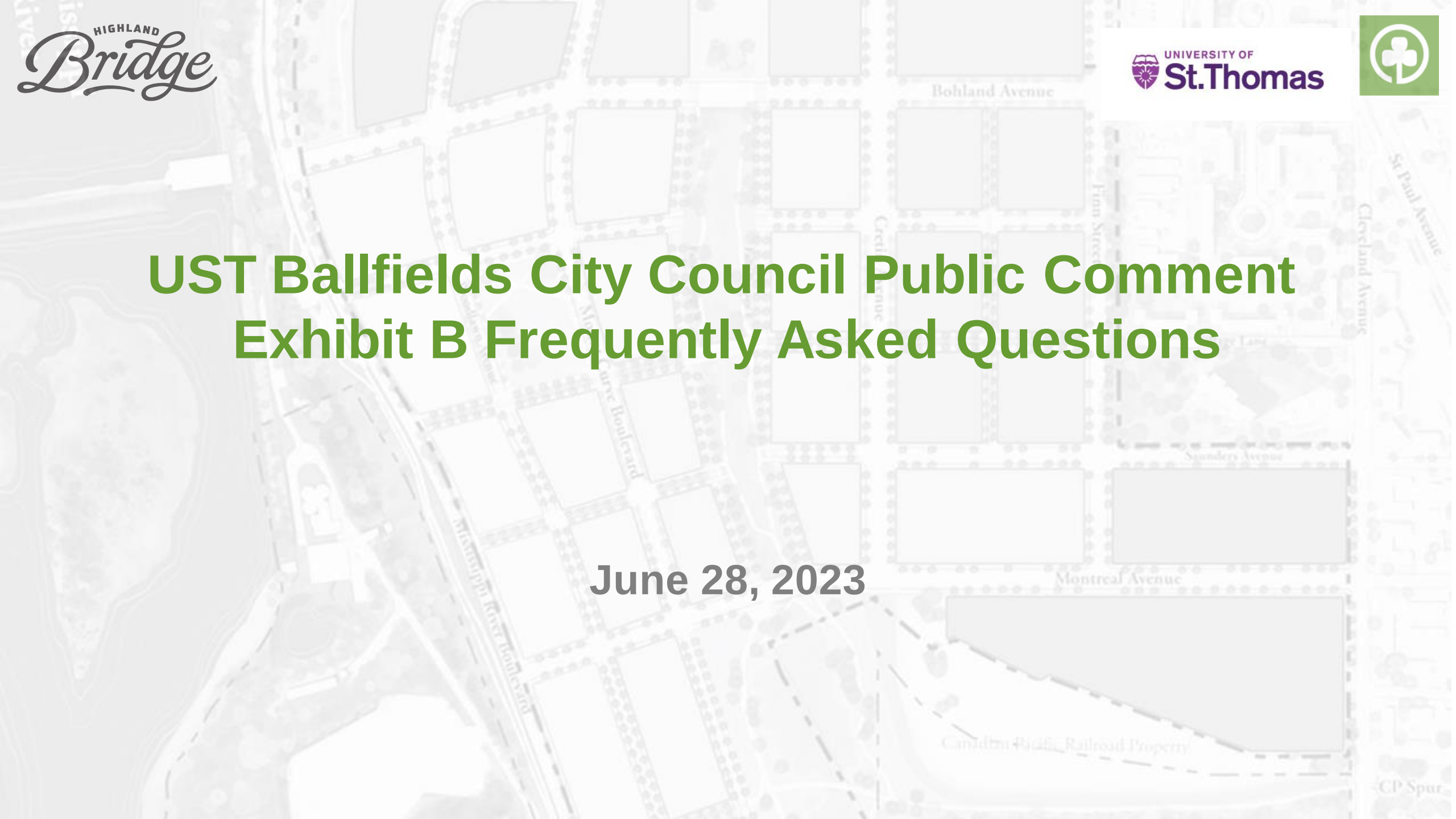
All items memorialized in written agreements with the City of St Paul



Key Takeaways



- Present zoning in the **F6 Gateway District** allows for **recreational facilities and institutional uses**. However, the Master Plan was not created with specific design requirements of recreational facilities in mind, therefore Master Plan Amendments are needed.
- All Master Plan Amendments must be approved to allow for the functionality of the ballfields.
- Benefits of the UST Ballfields include:
 - Opportunity to put CP Rail site into a productive use, satisfying an unknown of what might develop there, cleaning up the site and **bringing investment** as well as **unlocking multimodal ped/bike/transit connections** to allow for the Ford Spur connection.
 - Creation of **quality facilities** with access options for public and private groups.
 - **Enhanced public parkland** for the community.



UST Ballfields City Council Public Comment Exhibit B Frequently Asked Questions

June 28, 2023



- Is the Ballfields Use allowed in the zoning district? Master Plan?
 - Yes. The use is allowed in the zoning district and the master plan identifies Civic and Institutional uses as a requested use type for the gateway zoning district.



- What are the community benefits?
 - Redevelopment of the CP Rail Site – the project provides a market identified use, allowing for environmental cleanup of the site and the creation of quality facilities and investment which will otherwise remain vacant with meaningful barriers to development such as restrictive airport overlays, site visibility and access.
 - Community Facility Use – the project creates privately funded, quality facilities that could be used on a scheduled, fee basis by public and private groups.
 - Enhanced Parkland – the project provides a comprehensive public parks benefits package, increasing value, useability and amenities for the City owned Míča Park.
 - Multimodal Transportation – the project unlocks the potential for a future Ford Spur connection, enhancing pedestrian and bike trail opportunities along with the possibility of future multimodal transit corridor to the east.
 - Improved Water Quality and Wetlands – the project improves stormwater quality and management on a currently unmanaged site, decreasing flow rate to Hidden Falls Park and improving area wetland conditions.
 - Sustainability – the project will be built to LEED silver per UST standards.



- What are the public use benefits of these privately funded facilities?
 - The UST Ballfields and surface parking will be entirely privately funded and owned by the University in order to support the University's Division I athletic programs. Access to the ballfields and parking by other groups is an additional benefit of this development. The ballfields will be available for scheduled, fee-based use by both public and private groups when not in use by the university. The surface parking will be available to the public when not in use by the university or groups scheduled at the ballfield facilities.
 - The community benefits MOU negotiated with the City memorializes UST's stated commitment to allow access to both the ballfields and the surface parking. This specific legal document has been prepared in partnership with the City of St. Paul (City) Attorney's Office, Mayor's Office, and Parks and Recreation Department.
 - Per Division I NCAA regulations, UST is not able to provide preferential treatment to any singular entity or person as related to potential impacts on prospective student-athletes and their eligibility

- What are the public use benefits of these privately funded facilities? (continued)
 - It is common practice for higher education owned facilities to require a fee (rent and expenses), liability insurance and scheduling for use of their sports facilities. For example, the University of Minnesota baseball fields rent for a fee based on user needs and requests and includes a use fee plus relevant expenses such as lights, scoreboard, press box, concourse, custodial, etc. The fees for the proposed ballfields use have not been set at this time. These fees will not be set until there is a more defined timeline for completion as well as understanding of project design and amenities. Fees will be set to respond to the marketplace as well as to account for facility and equipment depreciation, insurance, staffing for scheduling, utilities, and other expenses.
 - Publicly-owned facilities, such as some within the City of Saint Paul, also may require a fee for use and scheduling. For example, Jimmy Lee Recreation Center has a multi-use field that is only allowed to be used for a fee or as part of an organized recreational team of the facility. Outside of community hours, which are currently held on Saturdays from 2-4 p.m., there is limited public access to the field, depending on the rental schedule. The cost to rent the field is \$110 per hour. Similarly, Dunning fields require a fee for use and have limited access for public use. These fees are used to supplement the cost to maintain these amenities for the community.



- Will the Ballfields plan change any of the commitments Ryan made as part of the Redevelopment Agreement?
 - No. The re-platting of the sites still allows the adjacent Ryan owned parcels to be developed in the manner outlined in the redevelopment agreement. Affordable housing as determined in the Redevelopment Agreement will not be impacted by this proposal. The parcel at the southwest corner of Montreal and Cleveland is still able to accommodate 100,000 sf of office space per the redevelopment plan, although timing of potential advancement of that use is unknown. In addition to accommodating the physical developments of the redevelopment plan, the UST proposal also does not change the minimum assessment values paid of the Ryan owned parcels, maintains the same 429 Assessments and maintains the same Green Infrastructure fees paid to the City. While there are legal boundary changes required, the business terms of the redevelopment agreement remain.



- What City approvals are needed for the ballfields to advance?
 - Master Plan Amendments: While the use and use type is compatible with the zoning district, a variety of adjustments to the master plan are needed in order to facilitate the operations of a ballfields complex at the site.
 - Zoning Code Text Amendments: Related to the technical details of the requested Master Plan Amendments.
 - Parkland Diversion and Dedication: The relocation of Míča Park is required to extend the street grid into the ballfields site to provide access to the proposed facilities. A comprehensive parks benefits package has been negotiated with the City and approved by the Parks Commission. The community benefits associated with the park benefits are also memorialized in an MOU between the City, Ryan and UST. A budget amendment is needed to accept additional funding provided by UST that will be put towards Míča Park.
 - Plat: In order to facilitate the layout of the ballfields and accommodate the wetlands, platting and transfers of land ownership are required. Re-platting is also needed to provide more valuable and usable parkland as per the park's benefits package.



- What City approvals are needed for the ballfields to advance? (continued)
 - Legal Documents: Legal documents have been drafted to memorialize various details associated with the development in partnership with the Mayor's office, City staff and the City Attorney's office. These include a Redevelopment Agreement amendment and TIF Plan Amendment in order to change legal descriptions and boundaries related to the re-plat. These amendments do not change the assessments or fees committed to under the original redevelopment agreement.
 - AUAR Update: The AUAR Update addresses items such as traffic and environmental impacts within Highland Bridge with the addition of the UST Ballfields project. This document is reviewed by City staff.
 - Zoning Applications: Zoning applications may happen in the future as the actual design of the ballfields and associated facilities advances.
 - Site Plan Review: Will advance upon design of the project and will include publicly dedicated easements for the multimodal transit connections as a condition of approval.



- What approvals are needed by non-City entities?
 - Airport Overlay: The Metropolitan Airports Commission has purview over the airport overlay approvals. An application was submitted in May and the project anticipates a board hearing by end of summer 2023.
 - Wetlands: The wetlands are under purview of a Technical Evaluation Panel led by the City Water Resources Engineer with input from the Capitol Region Watershed District, Ramsey County, and the Board of Soil and Water Resources. We have been in discussions with them for many months to sort out details of a revised wetland layout for the area. We continue to refine and advance the details of wetland planning with the Technical Evaluation Panel and anticipate approvals at end of summer 2023.



- What is the property tax impact of the proposal?
 - The CP Rail site (where the ballfields are planned) presently generates very low tax revenue, with assessments totaling only around \$5k per year and no other property taxes paid. Given this, the site is an ideal location for achieving the desired institutional use for the Ford Site, as required in the Master Plan, since it will not impact the anticipated minimum assessment values for the Highland Bridge site. The new use will not result in any loss of property tax revenue from current conditions. Furthermore, the development of the adjacent Ryan properties could proceed as planned according to the original redevelopment agreement. The adjacent Ryan properties will continue to pay the minimum assessments as agreed to by Ryan and the City in the redevelopment agreement.
 - UST pays sales tax on ticket sales as well as on cash food sales, bookstore sales, and more. In 2022, UST paid \$330k to the state of MN in sales and use tax. \$30k of this was specifically for Athletic tickets. While UST is exempt from property taxes as a nonprofit educational entity, it does pay assessments and fees to the City which range from \$85,000 to \$150,000 per year, depending on the activity of the city. UST also repairs many city amenities – sidewalks on city property, curb and gutter, etc. at the university's expense.



- What are alternative options to the UST Plan for the site?
 - Ryan Companies did not acquire the CP Rail parcel alongside the Ford Site in 2019 as there were no viable uses for the site at that time, along with the fact that the site has a variety of physical and regulatory challenges. The various challenges make development for alternate uses difficult. A federal and local flight overlay zone limits the ability to provide buildings with occupiable uses (as seen in the supplemental information provided). The westerly portion of the site that is not subject to the airport overlay is restricted by the Mississippi River Corridor Critical Area. Further compounding development challenges include substantial grade changes on the site, visibility from major roadways and site access.
 - Although the AUAR from 2019 utilized an office and housing scenario for the CP parcels to plan for traffic counts, there was never an actual development plan for those uses. The 2019 assumption was used to size the infrastructure for future uses on the site.



- What is the capacity of the planned facilities and schedule?
 - The capacities planned for the UST Ballfields include a maximum of 1,500 seats for baseball and 1,000 seats for softball. Unlike many other collegiate ballfields, it is anticipated that the baseball and softball facilities planned as part of the project will share service areas for restrooms, concessions, ticketing, etc. The most similarly sized local baseball stadium is Siebert Field (University of Minnesota) with ~1,500 seats. In contrast, CHS field in downtown Saint Paul (St. Paul Saints) has a capacity of ~7,200 seats which is much larger than the fields proposed. The most similarly sized local softball facility is Jane Sage Cowles Stadium (University of Minnesota) with ~1,000 seats; however, that venue has additional ancillary facilities that in the case of the UST Ballfields would be shared with baseball.



- What is the capacity of the planned facilities and schedule? (continued)
 - The combined softball and baseball program schedule equates to roughly 50 events per year. Regular practice for the UST baseball and softball teams begins September through October with two to three home games for both baseball and softball. Spring season will start when the snow melts, with home games beginning the last week of March and ending in May for regular season play. Both baseball and softball will play up to 20 home games in the spring season. Baseball games are primarily on Fridays, Saturdays and Sundays (with several Tuesday or Wednesday evening games), and softball games are primarily on Saturday and Sundays (with several Tuesday or Wednesday evening games). Post-season games may extend into early June and community, high school and youth sports game times will be variable.



- What is the capacity of the planned facilities and schedule? (continued)
 - Attendance of baseball and softball games on campus have not previously been tracked as the attendance has been low enough not to warrant ticketing for the events. UST's best approximation for historic on campus games is 300 people for baseball events and 200 people for softball events. Those numbers reflect a Division I program that recently transitioned from Division III and is still building to Division I attendance levels. It can reasonably be assumed that attendance will increase after the Ballfields are constructed, the fan experience improves, and the Division I program grows in popularity over time. Aspirations for higher attendance events including conference championships and regional tournaments, which will warrant a higher attendance level, should be taken into consideration as well.



- What are parking needs for the site?
 - UST has very recently transitioned from Division III to Division I sports and only see a couple of hundred attendees for baseball/softball games on campus today due to their current facility capacities. They foresee attendance at their events growing as they become more of an established Division I program, which is the reason they are providing larger capacity concourse seating while looking to construct a smaller amount of parking stalls in the form of surface parking at this time. Typically, the ratio of attendees to parking stalls for collegiate sporting events is approximately 3:1, equating to 330 stalls for softball (1,000 seats) at full capacity and 500 stalls for baseball (1,500 seats) at full capacity. It is rare that these teams would have events that would occur concurrently. The softball and baseball program schedule equates to roughly 50 events per year.



- What are parking needs for the site? (continued)
 - With regards to alternate transit, UST presently offers shuttles to offsite games for their hockey program (games are played in Mendota Heights) and would anticipate offering shuttles for students as well as shuttling athletes to events at these new proposed ballfields. The surface parking allows for flexibility on a variety of levels for the site and community. There is currently a lack of demand for structured parking based on attendance. As program attendance grows, alternative transit and transportation forms may develop in the future and make a structured parking facility irrelevant. There is also the future potential for shared parking as the adjacent Ryan Block 34 project is developed, should uses be compatible. The surface parking maintains flexibility around the future shared transportation corridor that may connect future transit opportunities to the east of Cleveland Ave and towards downtown St. Paul.



- Why is surface parking proposed?
 - The surface parking has had positive community feedback regarding the proposed design and location over structured parking. Due to grade changes on the site, the parking is lower in elevation than the adjacent Cleveland Avenue and single-family neighborhood (south of Hampshire Ave) by approximately 15 feet. This allows for views from Hampshire Ave and Cleveland Ave to be of tree canopies with the surface parking lot as opposed to building façade with a parking structure. This area is also set back over 400 feet from Montreal Avenue and as shown in the renderings, is significantly lower in elevation than Montreal Ave with landscaping and grade change screening it from the main Highland Bridge development. With landscaping, the surface parking will be much less visible to the adjacent neighbors than a structured parking deck, which could not reasonably be expected to be fully screened by landscaping.



- Why is surface parking proposed? (continued)
 - Further, the surface parking has been designed and placed specifically to maintain flexibility for the long-term planning in this area of the site as it relates to the Ford Spur and transit corridor. The desire of UST and the neighbors is to minimize the parking structure until such time as it may be necessary to accommodate the volume of attendees. The neighborhood feedback has been positive regarding having additional parking available in this area to serve the Highland Ball little league fields as well as the nearby parks. The surface parking is aligned with the campus design for civic and institutional uses and will comply with the off-street parking regulations of the zoning code such as landscaping, lighting, and stormwater runoff. In terms of attendance at events and use of the parking.



- How are wetlands in the area being managed?
 - Ryan Companies has worked in partnership with the City Water Resources Coordinator and the Capitol Region Watershed district to manage the current wetlands on the site as well as the relocation of wetlands that will be required as part of the public right of way work for the Finn Street/Montreal Avenue area to the north of the proposed UST facilities. The only wetlands on the CP Rail parcel have been determined by the City, Watershed District, and State to be incidental, meaning they are man-made and were created in order to facilitate drainage for the prior rail lines on site. Therefore, these wetlands do not need to be preserved. There are existing wetlands on the parcel currently owned by the City of St Paul Parks department that also span across the site boundary to Ryan's adjacent Block 34 property. This wetland will largely remain in place as part of the redevelopment project. As part of the planning for the UST Ballfields project the relocated wetlands that were previously planned for the Park D site will now be moved to allow for the Finn Street extension into the UST project area. These wetlands will be located to the south of the existing Wetland B. Wetland management and siting is a requirement of the site plan review and approval by the Capitol Region Watershed District and City Team is required.



- How will design of the buildings be managed in relationship to Uᅇčĩ Makhá Park?
 - It is anticipated that the practice facility and concourse buildings facing Uᅇčĩ Makhá Park will be set back approximately 30 feet from the property line to allow for fire and maintenance access to the west sides of these buildings. Further, there is a grade change between the CP Rail parcel and Uᅇčĩ Makhá Park which will require retaining walls with fall protection fencing. It is anticipated that an approximately 8 - 12 foot landscape buffer will exist between fire/maintenance access and the edge of the property line facing the park along with another 12 - 16 foot landscape buffer between the fire/maintenance access and the proposed buildings. Further, it is the intention of the University of St Thomas that the design of the west side of the facilities will be “four sided” architecture which engages with the park. Design will be further advanced after completion of Master Plan amendment approvals and fundraising.



UST Ballfields City Council Public Comment Exhibit C Neighborhood Meetings Q&A

June 28, 2023



- Ryan and UST have attended 13 public meetings to discuss the ballfields project and seek community feedback.
- UST Hosted Two Community Meetings in Highland Park
 - August 2022, Lumen Christi – 90 Attendees
 - February 2023, Gloria Dei – 40 Attendees
 - All Materials with Questions/Answers discussed during meeting were then posted publicly and available on the Highland District Council and Highland Bridge websites.
 - Attendees at the first meeting were sent links to the full presentations via email and informed of subsequent community meeting
- Adjacent Neighbor Meetings – 1 family, 1 larger group to discuss concerns about the southern edge of the site. Ongoing email correspondence with neighbors.



- The most immediate neighbors to the development have three primary concerns:
 - Limiting their views of parking associated with facilities
 - Maintaining the tree screening offered by the current “berm” on south edge of site
 - Limiting pedestrian traffic from the ballfields to the neighborhood and vice-versa (parking in their neighborhood to attend events)
- UST and Ryan continue to work with these neighbors to address their concerns:
 - We have provided rendered images to better illustrate conditions.
 - The project is being designed to discourage pedestrian access on this southern edge.
 - The project is proposing surface parking (with tree islands) instead of structured parking, which is preferred by the neighbors as it will be much less visible.
 - We have committed to landscape screening at the southern edge on top of a retaining wall. When designing we will provide the neighbors the opportunity for input on plant species.

2.28.23 Community Meeting Question & Answers

Highland Bridge: University of St. Thomas Ballfields

Presentation and Q&A Posted:

<https://www.highlanddistrictcouncil.org/wp-content/uploads/2023/03/UST-Ballfields-Community-Meeting-02.28.2023.pdf>

Is anything being done to change the roads going in and out of Montreal, like St. Paul Ave and Cleveland? There are problems with Highland Ball there now.

- There is a traffic analysis in process as a part of the AUAR Update. Conversion of this intersection to a four-way stop condition was completed in 2022 for operational improvements with the addition of the west Montreal Ave component.

Is there any place or meeting on those traffic discussions?

- There is a public comment period as a part of the AUAR Update. We will keep the community informed at upcoming HDC meetings.

Is this project already done, and these are just the final approvals?

- UST is pursuing a ballfield at this location. In addition to the public processes that need final approvals, UST needs to fundraise for the projects.

Do people have a voice to stop this development?

- Yes, at the city council and planning commission public hearings.

Will there be increased shuttle service for students/faculty/community members? What about better Metro Transit access for the public?

- A priority for UST is to determine how to shuttle student athletes and student spectators to the ballfields. UST currently shuttles hockey fans to Mendota Heights for games, so we have experience with this process. There will be fans who drive and that is why the parking is important. A Metro Transit line is designed to route through Cretin Ave and Montreal Ave when demand is available.

Any provision for pedestrian access from the south for those neighbors?

- Ped access is available from the south through Uñčí Makhá Park. From Hampshire Ave there is significant grade change, the project is not planning on a pedestrian access in this area.

What about people walking down a set of stairs?

- Previous feedback from neighbors was to not allow access from Hampshire Ave as event attendees would likely use free parking in the neighborhood streets to attend events.

Will the parking area be free, or will it vary depending on the event?

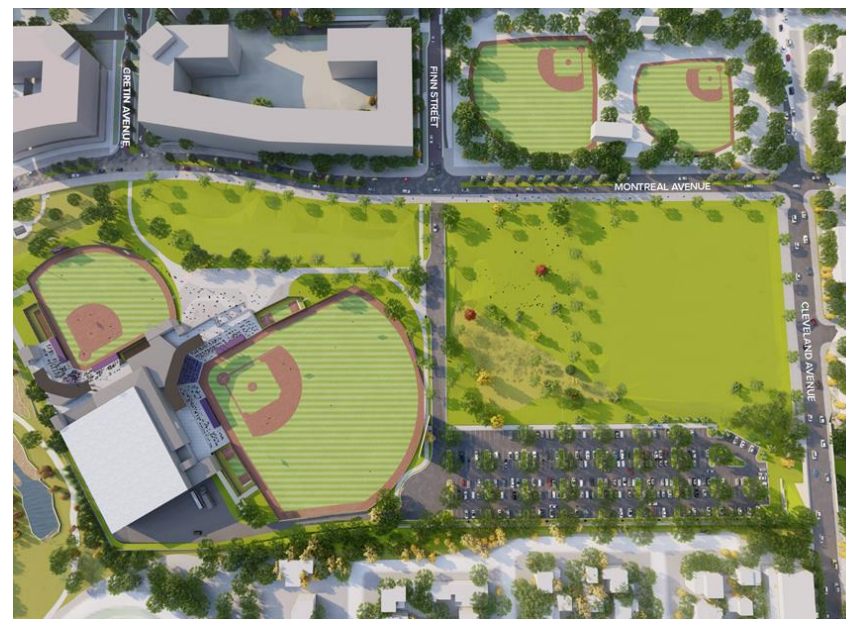
- UST will likely control/restrict parking during programmed events at the facilities. It is to be determined if there will be a charge. Right now, we don't anticipate a charge for Highland Ball and others during non-event times.

The more greenery the better from Hampshire Ave. The renderings show what neighbors to the south were hoping for. Is the greenery getting wider to the west? Encourage sidewalk along west side of Cleveland Ave.

- The greenery does get wider to the west in the current design. We're still working through design elements that impact the width. Ryan development of Block 34 (corner of Montreal and Cleveland) will include a sidewalk on the west side of Cleveland Ave. when the parcel is developed.

Will the berm and trees get torn down and rebuilt?

- The design is not fully evolved yet, but this is very likely and will depend on the final design. The project team does anticipate impact to existing trees.





What are the noise and light variance thresholds?

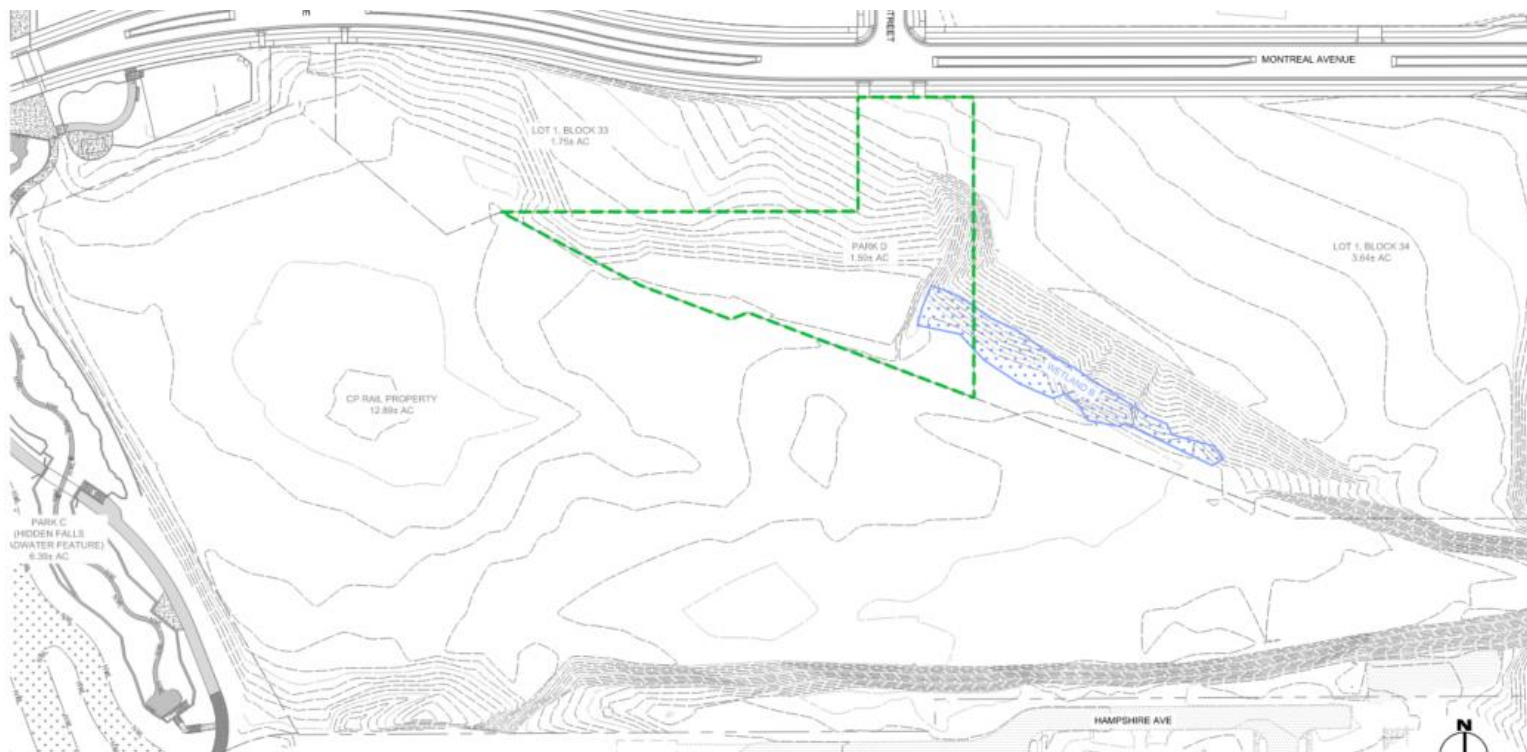
- A Master Plan Amendment was completed in 2022 to allow the recreational field lighting to go higher than 20' as previously limited by the Master Plan. The Amendment defers to Zoning Code Section 63.116 for exterior recreational field lighting. There are regulations within the Master Plan to limit light spill across property lines and cast fixtures downwards.
- Noise analysis will be conducted at a later date. Light will need to be looked at through the site plan review process. Lights will be on while the fields are in use.



Examples of recreational lighting technologies that focus lights downward on the fields and limit light spill across property lines

When ball games are not going on, what is the community use and how is it monitored? Are young people able to play on them? What about the wetlands? There is a lot of wildlife in those wetlands (including deer and coyotes).

- Ballfields will not be completely open to the public for safety and security reasons. The property will be managed and scheduling/access coordinated through UST.
- Existing wetlands in the site include the area in blue. Wetland mitigation was originally planned to be added to the west but is now proposed to be added to the south. Wetland delineation completed in 2021 on the CP Rail site indicated existing wetlands were incidental (manmade) drainage areas that were created to manage water around the rail lines.



Visuals have been great. Title of the land has transitioned from CP Rail to the Port, why did it do that? Does it stay as abstract property?

- Port acquired on an interim basis to clean up the property and prepare it for redevelopment.
- The property is registered as Torrens property.

What's going to happen to the current softball field on UST campus? Is there planning for renewable energy, such as solar panels?

- That area of campus will remain as athletic fields. There haven't been discussions about solar panels at this site yet. The University has solar on many on-campus buildings and invests in solar research through their Center for Microgrid Research.

Could you clarify the relationship between UST and the City. Who will provide security, what's the tax status of the property, what kinds of City services are expected, and will the City be compensated?

- CP Rail parcel has been paying \$5,000/year in assessments and no further property taxes on the parcels. Therefore, there is no loss in tax revenue with this new use. The adjacent Ryan developments will be able to be developed to the full extent that was anticipated in the redevelopment agreement and are subject to the minimum assessments.
- The property is and will be privately owned, including the streets and ped/bike paths, and will likely have public easements for future public use.
- UST is constitutionally exempt from property tax but does pay sales tax on items, such as ticket sales. Also, UST pays a series of fees to the City.

Where does the Hidden Falls Creek start in the Highland Bridge development?

- Hidden Falls starts at the south edge of the Highland Bridge development, south of Mississippi River Blvd. The original creek started in the Highland Village Shopping Center area near Ford Parkway.

How will the stormwater runoff be handled?

- Stormwater management will both connect with the Highland Bridge system and to a new system within the UST site. As of now, the new system is anticipated to be an underground retention system near the ballfields.



Is it possible that the parking lot may not always be a surface lot? Can you expand on that?

- There is not as much attendance right now at baseball and softball games as UST has recently made the transition from Division III to Division I but anticipates that to grow as we become a more established Division I program. UST plans to monitor attendance over time. If/when additional parking is required, a parking structure may be constructed. We are proposing to build a surface parking lot right now as a full structure is not needed and a structure would be more visually impactful to neighbors than surface parking. A common ratio of fans to cars is 3:1 for events. Given the size of the facilities there could be ~500 cars in the future as events grow in attendance. However, UST is also looking at shuttling people and using rideshare.





**Could you talk more about the event focused traffic- are those games?
Will lights be on before it is dark?**

- Approximately 50 events per year includes both baseball and softball home games. Lights may be on during the days when we need to meet broadcast requirements.
- Highland Ball turns the lights on 6 days a week for their use of nearby fields.

08.22.22 Community Meeting Question & Answers

Highland Bridge: University of St Thomas Ballfields

Presentation and Q&A Posted:

<https://www.highlanddistrictcouncil.org/ford-site/>



Why should Saint Paul citizens not hold out for development that will generate property taxes?

Due to the CP Rail site's current low tax generation (~\$5k/year in assessments), the CP site is the best place to accommodate an institutional use as it will not change anticipated minimum assessment values on the Highland Bridge site. The site is located within the Gateway zoning district, which is focused on institutional, and employment uses, rather than residential uses. Residential uses are amply planned to be accounted for on the redevelopment site to the north. Per the approved Master Plan, Ryan is obligated to provide a minimum of 50,000 square feet of civic and institutional space within Highland Bridge – these types of uses, such as churches, do not generate tax dollars.

Without an identified use for the CP Rail site and a user willing to clean up the site, development will not occur in this area. Ryan did not acquire the CP Rail parcel as part of its initial site acquisition because a use was not identified. With 122 acres to the north envisioned to be developed over the next 10-15 years, additional uses will not be attracted to this site for decades. Reasons for this are the CP site is located away from the Ford Parkway commercial corridor, has limited visibility from the surrounding area, is restricted in access to roadways, and has various height and land use restrictions based on the Mississippi River Critical Corridor Area and Airport Overlays that cross the site that make it difficult to develop. Further, the site is encumbered by stringent Master Plan requirements, including a desire for a shared transit pathway connection through the site that may include rail in the future.

(answer continues on next page)



Prior to the City and Ryan agreeing to the Master Plan, the City completed the Ford Site Alternative Urban Areawide Review (AUAR) that forecasted office and residential uses for the CP Rail site for analysis purposes. These uses are unlikely to happen as there are 3,800 housing units on the Highland Bridge site and the site is not an ideal location for offices. The proposed ballfields are an ideal use for this site. A CNPC memo to the City Planning Commission in 2017 states: “the City strongly supports inclusion of recreational field space on the redeveloped Ford site. After testing various locations and configurations for this type of space on the site relative to other uses and their location, the southeast corner was ultimately identified as the best location for recreational fields. Part of this land is owned by Ford and the remainder is owned by Canadian Pacific Railway.”

Please explain how this project will correspond to St. Thomas’ mission of “all for the common good?”

St. Thomas encourages our students to engage in the broader world and be "of" the community – not just in the community. St. Thomas is an involved and contributing part of the St. Paul community. Our mission is to be engaged in the neighborhood and community where we live, and it’s important to St. Thomas to keep our new ballfields in Saint Paul. As an active member of the community, these ballfields will benefit our broader community and offer tremendous opportunities to youth sports organizations.



As a neighborhood resident, my areas of concern include traffic (Montreal and Cleveland are already narrow) and emergency vehicle access during games and other events. Noise and light are other concerns as there are city and state standards for noise. What plans are in place to ensure that these events respect our neighborhood?

As a part of the project entitlements, traffic will be analyzed by the project team and the City to ensure the surrounding infrastructure operates to an adequate level during day-to-day conditions and during events.

The project team will need to ensure that emergency vehicles can access all parts of the buildings and facilities, which will be reviewed and confirmed by the City Department of Safety and Inspections (DSI) during the project entitlements.

At our current athletic facilities on campus, we comply with noise and light standards and monitor levels during events. Technology also allows us to direct light away from residences. These standards will continue to be employed for the ballfields use at Highland Bridge. Noise and light will also be reviewed as a part of the project entitlements.

Overall there are processes in place through the City and the State to review these items, most of which have opportunities for public review and input. We will keep the neighborhood apprised of the public review periods through the monthly Highland District Council meetings so that those opportunities are not missed.



Can you describe St. Thomas' Conditional Use Permit? Why not rent Allianz or CHS fields instead of building?

The City of Saint Paul Conditional Use Permit, issued in 2004, forbids St. Thomas from purchasing land within one mile of campus for expansion. CHS Field already has two tenants, the Saint Paul Saints and Hamline University, with a lot of competing times for practice, games, and other facility use. If St. Thomas were to play games regularly elsewhere, St. Thomas would still need practice facilities for baseball and softball teams.

From an outward appearance, St. Thomas has a lot of money. Who is going to carry the long-term financials for the building?

The primary source of funding for the ballfields will come from philanthropy (donations). Anything not funded through philanthropy will be funded by municipal bonds or debt obligations to St. Thomas. St. Thomas has not asked for support, nor has the City of Saint Paul volunteered support, for the private infrastructure on site.



What is the anticipated effect on property values if this plan goes through?

We anticipate a positive impact on property values as Highland Bridge has been improved. There have been significant improvements with public infrastructure, green space and park land, which is an enhancement over the prior private industrial land use. We anticipate that adjacent property values would be improved with the clean up of the CP Rail parcel, the future possibilities for multimodal transit access this project allows for, and high quality buildings with generous amounts of green space that are part of the vision for the CP site redevelopment for the use of St. Thomas.

St. Thomas moved to Division 1 from Division 3 sports. Could St. Thomas go back to Division 2 or 3?

St. Thomas was asked by our prior conference to leave, which prompted the move to Division 1 sports. Moving from Division 1 to Division 2 or 3 is highly unlikely and to St. Thomas' knowledge has not been done before.



Are the proposed ballfields for male and female athletes?

The proposed ballfields are for equitable use to both male and female athletes. Currently, St. Thomas softball (women) and baseball (men) play on campus. At this time, softball plays on the same field as men's and women's soccer, and facility usage is compressed as Division I athletic seasons are longer than Division III athletic seasons. Also, the current baseball facility on the corner of Selby and Cleveland is inadequate for Division I sports.

Can you clarify the acreage of the proposed parkland on the property?

The 1.5-acre park was a previous requirement in the Master Plan and redevelopment for the 122 acre Ford Site. With redevelopment of the CP Rail parcel, additional land or park dedication fees are required for Parks. Parkland will not be removed due to this project but enhanced through additional land area that is publicly dedicated OR parkland dedication fees as determined by the City of Saint Paul.



You talk about new jobs, but these are jobs moving from St. Thomas down to this location. A new commercial location would bring new jobs. Who's going to abate the pollution in the rail switching yard?

St Thomas anticipates approximately 5 new jobs associated with expanded facilities and approximately 20 seasonal jobs. Other jobs will be on site; however, these are jobs that already exist. A new commercial office use for this site is highly unlikely given market conditions, change in work patterns from COVID, and lack of desirability and visibility of this site for an office user.

When Ford owned the larger site, they remediated the soils to residential standards at their cost before Ryan purchased it. Ford also remediated some of the CP Rail parcel at the north end. The Minnesota Pollution Control Agency website provides detailed information on this.

<https://www.pca.state.mn.us/waste/saint-paul-ford-site>

Any additional remediation required would be part of this redevelopment, and we will need to determine how those costs will be covered as we advance the plan for redevelopment.



What will happen on campus if this proposal goes through?

St. Thomas may use the previous field spaces for campus recreation, intramurals, or club sports on campus. The current softball field on campus is currently hosting both men's and women's soccer teams and could remain a soccer facility. Where baseball is played, it could remain as a practice field or be used for other activities. St. Thomas will look at opportunities on campus after furthering a project for baseball and softball relocation.



I did not enjoy living near the St. Thomas campus. Why will it be any different in Highland Bridge than on campus currently? How will you benefit the broader community and not just the affluent?

We are aware it can be difficult to live in a densely populated area dominated by student rentals. We do not expect Highland to be attractive to students as a place to rent, and do not expect that dense student rental market to come to Highland. Much is changing on our main campus in terms of residency and student rental behavior. St. Thomas now has a two-year residency requirement, which means we have more students living on campus than ever before. In addition, St. Thomas has a robust neighborhood relations program and has put many resources into educating student renters and responding to neighbor concerns. If there are student conduct issues, we will respond accordingly. However, we do not expect that baseball and softball will generate student conduct issues.

We want to partner with the community to support youth athletic activities and are pleased to have the support from Friends of Highland Ball for this project. We are committed to finding ways for the community to use the ballfields when not in use by our athletes. There are times when St. Thomas will need to secure our ballfields from a vandalism and safety standpoint. We are open to starting a conversation with the community where ideas are shared about how we can offer the ballfields for community use.



There are 1,000 boys and girls who play baseball and softball for Highland Ball, nearly all of whom live near here. The UST ballfields here provide a great opportunity to have partnerships. Ryan donated the land where those kids are playing now. How do you make these partnerships a reality?

It starts out with early conversations about the needs of the community. St. Thomas welcomes these conversations and partnerships.

What happened to the hockey arena on the CP Rail site? St. Thomas cannot build within one mile of campus – what’s the history of this? Would this facility be considered part of the campus and then you couldn’t build within a mile of this?

The Conditional Use Permit (CUP) has been in place since 2004, which limits development near campus. These facilities at Highland Bridge would not be covered by the existing CUP.

Regarding the hockey arena, St. Thomas has pivoted from the Highland Bridge site and is exploring an on-campus location.



I worked at St. Thomas for many years and live south of the CP Rail site. There is an existing berm with many trees. Would you have to remove those trees and berm?

The berm and trees are located on the CP Rail parcel, and trees will be impacted. We understand this is a neighborhood concern. UST has continued discussions with homeowners regarding the berm and trees and we will continue to communicate as we have a better understanding of grading and landscape plans.



How late do the baseball and softball games go? What kind of energy is going to be used to supply facilities? How is trash pickup handled?

We begin the softball and baseball season at the end of March or early April. The season is typically concluded by the end of May but may go into the first part of June; conference championships rotate from year to year. Games would start at approximately 6:00 pm and are generally about two to three hours in length. Softball games are shorter than baseball games.

We are currently planning to hook the site up to regular city power.

Regarding trash pickup, St. Thomas takes great pride in our facilities and upkeep of our land. This will translate to the new facility.



Do you plan to charge for parking? If so, people will seek free parking in the neighborhood.

Our plan is to include parking in the price of tickets. Season ticket sales are a big benefit and something St. Thomas encourages. Season ticket holders have greater familiarity with visiting facilities and site access, as well as parking.

I am on the board of Friends of Highland Ball. We cannot be more excited to have St. Thomas as a potential neighbor. In our experience, St. Thomas has been a great partner. How soon could you start?

We wish we could start sooner than we will; everything is dependent on philanthropy. The target would be completion no earlier than the fall of 2025.



Where will the parking be? Up against the berm? Could people park at the main campus and be shuttled to games so the parking facility could be smaller? We're trying to minimize traffic. The City of St. Paul wants us to walk and ride bikes.

We will update the traffic analysis as part of our planning efforts. The parking will be on the southeastern corner of the site. The parking could potentially be utilized for neighborhood events as well.

Regarding shuttles, St. Thomas currently offers shuttles to the Mendota Heights ice arena for hockey games.

There is about 15 feet of grade change between the bridge and the bottom of the railroads. Due to the natural height differences there it would be unlikely that access to a future parking facility would occur from Cleveland.



UST contributes no taxes to the City of St. Paul. Given the TIF financing used in the Highland Bridge development, how will UST ease the City's future financial burden? Is UST extracting a favorable tax benefit on development as a non-taxpaying entity?

While St. Thomas does not pay property taxes to the City of St Paul, it does contribute financially to the community. A recent study commissioned concluded the economic impact to be over \$400M/year in positive economic impact in St. Paul alone. Further, St. Thomas generates ~\$40M annually in state and local taxes through spending by institution, faculty, staff, students and visitors. UST does realize a sales tax benefit on some construction material purchases for development but no other tax benefits on development apply.

(answer continued on next page)



The TIF financing used in Highland Bridge for infrastructure includes 55 acres of parks and open space- public roads, public bike and pedestrian paths, four new public parks, and required public access to 8 acres of privately owned and maintained public recreation spaces. The initial TIF investment of \$53M in Highland Bridge contributed to \$84M in the public infrastructure noted above for a development that will generate an estimated \$18M per year in new tax revenue and \$1B in added property tax base, therefore generating a significant return on public investment. Further, the assessments paid by the vertical development at Highland Bridge will entirely pay off the TIF financing (plus interest) provided by the City. 429 Assessments and GI Fees collected as part of the vertical development will pay off the remainder of the City financing provided.



The ballfields "could" be used by the public, per the presentations. What does "could" mean? How many days per week? Of the existing UST athletic facilities, exactly how many days per week are they available to the general public?

We want to partner with the community to support youth athletic activities. There needs to be formal time and use of the fields for the St. Thomas student athletes as well as potential informal youth activities. There are times when St. Thomas will need to secure our facilities from a vandalism and safety standpoint. We are open to starting a conversation with the community where ideas are shared and we look forward to developing greater detail as we advance design and operations planning.

How is this better for the community than desperately needed housing?

Without an identified use for the CP Rail site it will continue to remain undeveloped. There is not a developer that would acquire the site for additional housing units given the 3,800 housing units planned for the next 10-15 years on the former Ford site to the north, in addition to the use restrictions within the FAA zone that are not grandfathered in (unlike the residential neighborhood to the south). The ballfields and associated facilities will create high quality buildings, large expanses of green space, improve public multimodal transportation options, public access, expanded park space, and improved water quality for the community.



Why would we want athletic traffic and parking in this location? Why would this be proposed without a concurrent plan to incorporate meaningful public transportation?

The plan for the ballfields and facilities will incorporate the parking needed in order to minimize impact on potential parking in the adjacent neighborhood for events. We anticipate the parking facilities may also be available for use by adjacent facilities and users when not in use by athletics in order to alleviate neighborhood street parking concerns. The parking facilities will be a small portion of the site square footage and ballfields will generate significant new green space for the community.

In terms of multimodal transportation, we have been engaged in ongoing conversations with Metro Transit and Ramsey County with regards to transit connections related to these new facilities and integrating with other proposed plans. For example, Ryan Companies is participating with Ramsey County in the Blue Line Riverview Connection Study working group. In the site design, we plan to incorporate the required space to accommodate a variety types of potential public transportation as indicated in the Master Plan. These land areas will be dedicated, likely through easements, for this purpose and will be available when the agencies that manage public transportation wish to advance expansion of their services or addition of new public transportation modes.



What assurances can you make that traffic in Highland Park will flow efficiently once all residences and businesses at Highland Bridge are filled, especially when there are also events at the proposed stadia?

As a part of the project entitlements, traffic will be analyzed by the project team and the City to ensure the surrounding infrastructure operates to an adequate level during day-to-day conditions and during events. The original AUAR for Highland Bridge is also required to be updated every 5 years until the development is fully built out. If traffic patterns change over time or if assumptions made in the previous analysis do not come to fruition, the regular updates to the AUAR are the opportunity to identify those problems and work with the City on infrastructure modifications to resolve them.



How do UST and Ryan expect to meet the City and State noise limits? How will you control noise if venues are used by other entities? What plans exist to manage light pollution? What is the expected intensity of lighting planned?

At our current athletic facilities on campus, we comply with noise and light standards and monitor levels during events. Technology also allows us to direct light away from residences. These standards will continue to be employed for the ballfields use at Highland Bridge. Noise and light will also be reviewed as a part of the project entitlements. We first must have a site plan before we understand lighting needs and details and will share those as planning continues.



What plans are in place and how will you enforce them to ensure that those attending events will be respectful of our neighborhood properties? How will you police the use of alcohol at games? Will managing crowds and safety be the responsibility of the St. Paul Police?

All events will include St. Thomas staff, including staff from our Department of Public Safety. For larger events, we do contract with both an external event security company and the St. Paul police department as needed. If there are student conduct issues, we will respond accordingly. However, we do not expect that baseball and softball will generate a large number of student conduct issues. We do not sell alcohol at athletics events to the general seating population, but rather is served in private and highly controlled areas. At our other events, if attendees appear under the influence we manage accordingly, up to and including being asked to leave the event.



How will you keep attendees, players and others from parking in spaces currently needed for the neighborhood? Will you create no parking zones and permit only parking?

As a part of the project entitlements, traffic (including parking) will be analyzed by the project team and the City. Our plan is to include parking in the price of tickets so that the ramp is essentially “free” for event attendees when they arrive for the event, therefore justifying them to park as close to the fields as possible which would be within the ramp. Season ticket sales are a big benefit and something St. Thomas encourages as well, as they have greater familiarity with visiting facilities and site access including parking. Operations of the parking will also need to be designed to reduce wait times before and after events, which is a focus of the project team as the project advances. Any measures for restricting parking or traffic beyond those on the site itself would be planned for in partnership with City public works and traffic staff.



Has there been a well developed and vetted environmental review of the proposed use of the property? What is the expected impact on trees, plants, birds, coyotes, fox and water quality? Will you protect and preserve the trees along Hampshire that serves as a small buffer between the site and the neighborhood? Will chemicals be used in the landscaping and maintenance of fields and what is the impact on the Mississippi River and water quality?

The original AUAR that was completed for Highland Bridge looked at these impacts with development of the CP Rail site. The AUAR is an environmental review that looks at many of the items mentioned in the question above. Below is one source from the Environmental Quality Board (EQB) website outlining what is reviewed in AUAR's. <https://www.stpaul.gov/departments/planning-and-economic-development/planning/ford-site-highland-bridge/ford-site>

The berm and trees are on the CP Rail parcel, and trees will be impacted. We understand this is a neighborhood concern. The fields are anticipated to be artificial turf in lieu of grass fields. Stormwater runoff will be treated prior to discharging from the site and the plan will require review and approval of the Capitol Region Watershed District for water quality.



Who is paying for the infrastructure and maintenance of the property? Will the city be responsible for water, waste management, road maintenance, and any additional maintenance to Cleveland, Montreal and other areas as a result of the proposed development?

St. Thomas will maintain any private property associated with the development. Any parkland dedicated as part of the development of the CP Rail parcel will be owned and maintained by the City. Maintenance of other areas will depend on if they are owned publicly or privately, which is yet to be determined for many aspects of the project including utilities and roadway. No additional maintenance to Cleveland or Montreal Ave are anticipated above and beyond what is anticipated based on the development of Highland Bridge as a whole.

Who will pay for all this proposal adds to maintenance and safety requirements: new roads and their maintenance, waste management, water supplies, public safety, traffic management, rowdiness or worse at the site and in spill over into the neighborhood?

St. Thomas maintains its current facilities on campus in a first class manner, at a cost to the university, and intends to do so as well at the ballfields facilities at Highland Bridge. Maintenance of other areas will depend on if they are owned publicly or privately, which is yet to be determined for many aspects of the project including utilities and roadway.



What other plans does UST have for any of the land and areas in our neighborhood to support the ballfields? Housing for athletes? Parking lots for tailgating? Food trucks? New bus routes?

There are no plans at this time for use of any additional land or areas in the neighborhood to support the ballfields development. We do not foresee concentrated student rentals in the Highland Park area.

Activities ancillary to athletic events are not the focus of planning at this time. We must first advance site planning and core business operations concerns before any consideration of other activities.

In terms of multimodal transportation, we have been engaged in ongoing conversations with Metro Transit and Ramsey County with regards to transit connections related to these new facilities and integrating with other proposed plans. For example, Ryan Companies is participating with Ramsey County in the Blue Line Riverview Connection Study working group. We plan, in the site design, to incorporate the required space to accommodate a variety types of potential public transportation as indicated in the Master Plan. These land areas will be dedicated- either through public right of way or through easements- for this purpose and will be available when the agencies that manage public transportation wish to advance expansion of their services or addition of new public transportation modes.



Does St. Thomas pay taxes on ticket sales? What other kinds of fees does St. Thomas pay to the City?

St. Thomas pays sales tax on ticket sales as well as on cash food sales, bookstore sales, etc. In 2022, we paid \$330k to the state of MN in sales and use tax. \$30k of this was specifically for Athletics (tickets).

While we are exempt from property taxes as a nonprofit educational entity, we do pay assessments and fees to the City of St. Paul which range from \$85,000 to \$150,000 per year, depending on the activity of the city. We also repair many city amenities – sidewalks on city property that are heaving, curb and gutter, etc. at the university's expense.

We also pay \$10,000 to each of our District Councils per year and \$10,000 to WSNAC (our neighborhood group).



Will this revised proposal impact the Highland Bridge development? How will these ballfields enhance the Highland Bridge development?

The revised UST project as discussed is proposing to modestly shift parcel lines for Block 33 (affordable housing), Block 34 (office), and Mica Park (Park D) but maintain the previous programming proposed in the original Ryan Development Plan. The goal is to be net neutral in usability of each land parcel and will not impact the ability to deliver on the projects proposed in the Redevelopment Agreement.

Development of the UST project will enhance Highland Bridge by improving public parkland dedications, adding green spaces for the ballfields, allowing for future public multimodal transportation options to be included to and from Highland Bridge, and will provide high quality buildings to cap the southern end of the development. Development of the CP Rail parcel will also clean up the site and put it into an attractive and beneficial use.



On Page 13 of the May meeting document, under “Design Standards Summary,” there is a statement: “A clarification is required to allow for proper operations of the fields and facilities for the Ballfields and to account for the unique arrival experience for sports facilities.” What does this mean? With the revised plan, does this statement still apply?

The proper operations of the fields and facilities refers to specific sun angles that the fields can be oriented to avoid impacts to batters and fielders in certain times of the day. The Ford Site Zoning and Public Realm Master Plan (Master Plan) requires buildings to be built within 5'-15' of the public right of way to create an urban edge along each roadway, but if the baseball and softball buildings were constructed to meet that requirement the fields would then be oriented in a way that the sun is a detriment to the operations of the sports facilities. The Master Plan requirement for setbacks was implemented with that urban edge in mind for most buildings that would occur within Highland Bridge but didn't allow for civic & institutional uses (which are required and allowed by the Master Plan) such as the sports facilities to be developed in ways that work best for their operations. This still applies for the revised UST project scope.

(Continued on next page)



Sports facilities have unique arrival experiences for fans as most of them arrive within a consolidated period before the event starts, therefore requiring certain traffic flows into (and out of) the parking facilities on site. A longer parking structure (exceeding the 500' building width limitation of the Master Plan) allows sports facility to stretch out vehicles on both ends of the garage for efficient flow into (and out of) the garage. With the revised plan, this amendment is may no longer be necessary as there are only about 1/3 of the vehicles that would be traveling to the facilities as there were in the previous project proposal. The project team is working to confirm that however as we work through our updated programming and site layout.



How/why will the ballfields “unlock the ability to have the connection between CP and Highland Bridge?”

Without an identified use for the CP Rail site it will continue to remain undeveloped. The Master Plan requires a shared transportation corridor to connect Cretin Ave to the CP Rail Spur passing underneath the Cleveland Ave bridge to protect the possibility of a future connection. The UST project allows for a development project to occur on the CP Rail site, turning vacant land into a productive use, and a future transportation project to occur at a later date that will be integrated into the productive development layout. Without an identified use (and therefore land buyer) there is not the potential for the desired connections per the master plan to occur.

Stated that baseball/softball seasons run from March/April until June. Previously it was stated that there would be about 50 games total for the ballfields. How many days each week do you anticipate that there will be games? How many per week?

During the season games will be 3-4 per week on both weekends and weekdays. Times vary based on the day of the games but are typically afternoons or evenings; times may start earlier based on weather or doubleheaders (often caused by rain outs). The previous season schedules can be found on the UST website and would be representative of future seasons.

Baseball: <https://tommiesports.com/sports/baseball/schedule/2022>

Softball: <https://tommiesports.com/sports/softball/schedule/2022>



It was previously stated [with prior site plan including hockey] that “Finn Street is the necessary alignment for successful operations of the Ballfields.” Please explain. Currently Finn is not a through street to Ford Parkway; does this proposal anticipate that changing?

The previous reference was for the access point into the UST project to be an extension of Finn St south through the Montreal Ave intersection; the reference did not mean to indicate any extension of Finn St up to Ford Pkwy. This connection from the Finn St and Montreal Ave intersection WAS necessary based on the number of vehicles attending large events per the previous proposed plan, how site operations would direct traffic to and from the site (east and west on Montreal Ave), and the layout of the facilities to meet various constraints of the site and entitlements.

<https://www.ramseycounty.us/residents/roads-transportation/multi-modal-planning/blue-lineriverview-connection-study>



There are several references to rail transit. According to the Metropolitan Council website, other than the extensions to the Green and Blue lines (Southwest and Bottineau) there are no additional rail transit plans being considered. Are you aware of something else?

The Master Plan planned for dedicated transit to connect down Cretin Ave and through the CP Rail parcel to connect with the CP Rail Spur east of Cleveland Ave. See pg 108 (“Cretin Ave with Transit”) and pg 125 “Shared Transportation Corridor” within the Master Plan.

<https://www.stpaul.gov/sites/default/files/2022-05/Ford%20MP%20Amended%20Oct%202021%20Rev1.pdf>

There is an additional study Ramsey County is conducting right now, expected to conclude in the Spring of 2023, called the Blue Line Riverview Connection Study that is looking at how transit could be improved within the Highland Park area to connect Riverview and the Blue Line. Rail transit is one of the considerations of that study.

<https://www.ramseycounty.us/residents/roads-transportation/multi-modal-planning/blue-lineriverview-connection-study>



Currently there are no streets within the CP property. What will need to be built?

An extension of Finn Street (whether that is an extension of the public roadway or simply a private access point is still to be determined) will be used to service the UST ballfields. A route for this roadway to possibly connect under the Cleveland Ave bridge in the future is required by the Master Plan for future transit connection.

Construction jobs are temporary. How many more construction jobs would be added than would have been created by the construction of the original site plans?

The UST project is estimating ~200-250 construction jobs. The previous residential and office jobs (assumed in the AUAR plan, not in any Ryan development plans) were estimating ~150 construction jobs.



What is the “1.16 acres of publicly accessible privately maintained amenity space?”

This is a reference to the prior site plan presentation earlier this summer for which the plan included hockey. The project team will be working with Parks Dept staff on the exact format of the park dedication associated with the new CP Rail parcel.

Will Ryan’s planned tax generating uses in the area between Montreal and the CP Rail parcel be displaced?

No. With the revised UST ballfields plan and placement of facilities almost wholly on the CP Rail parcel, the 110 units of affordable housing and 100,000 sf of office per the Ryan Development Plan could still be developed on the remaining parcels between Montreal and CP Rail. There also will be no modifications to the minimum assessment values. The additional parkland dedication or fees required by the city per park dedication ordinance for the CP rail parcel would also increase public benefit without impacting ability to develop the Ryan Development Plan uses noted above.



Master Plan calls for lighting to be restricted to 20 feet. The May proposal states that 90 feet lights would be necessary to provide a safe playing environment for the ballfields. What mitigating factors are planned? How late will the lights be on? How many days will this occur?

There is an exclusion within the Master Plan (pg. 52) that allows outdoor performance, sport, and recreation facilities to be excluded from Table 4.5 lighting requirements (pg. 50) and instead refer to the city zoning code for lighting. City staff is working on an amendment to the Master Plan to clarify the outdoor performance, sport, and recreation facilities section.

Facility lighting has not been designed at this point as a site plan is not yet been finalized. A photometric plan will be provided to the City at the time of project entitlements to ensure that the light levels at the property lines comply with the zoning requirements.

The Master Plan states that the lights should be turned off by 9pm or 30 minutes after the event.

Lighting will likely occur only on nights where the fields are used for events. Further details will be available, and we will be able to answer to a greater level of detail as the plan and site design is developed.



What kind of lighting will be in the parking area? How tall?

The design of the project has not progressed to that level of detail.

Will lights, of some sort, be on the Ballfields components 24/7? Whether there are events or not?

Security lighting will be on around the exterior of the buildings and along the main roadways and pedestrian areas, similar to typical street lighting. As the design develops we will have greater detail to provide as to the site lighting beyond field lights. The field lights will likely only be on during event use in the evening or if needed for broadcasting requirements.