

**UNIVERSITY OF ST. THOMAS
LEE AND PENNY ANDERSON ARENA**

PROJECT TEAM PRESENTATION

May 2, 2024



LEE & PENNY ANDERSON MULTIPURPOSE ARENA



RYAN  **CRAWFORD**
In Partnership with IMEG and MBJ

THE PROJECT

Lee and Penny Anderson Arena

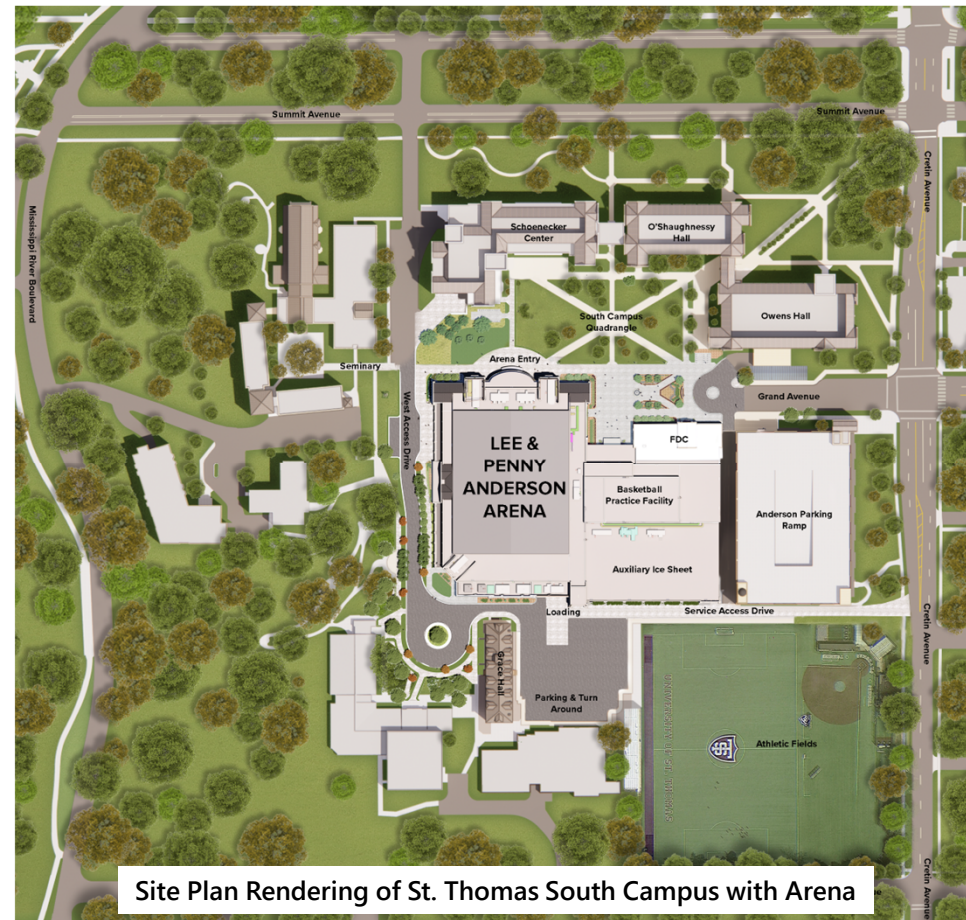
- The Arena is a result of an exciting transition from Division III to Division I athletics, which is the first collegiate program to do so in the NCAA's modern era. St. Thomas is the second Division I program in the state of Minnesota and the first in the City of St. Paul.
- The Arena will serve multiple St. Thomas athletic programs including Hockey, Basketball, Soccer, and Softball; will serve other academic and career focused St. Thomas events such as commencements and job fairs; and will serve the community through opportunities with youth sports and other groups in St. Paul.
- St. Thomas continues their commitment to high-quality buildings and facilities that are present throughout campus and continues to invest in the St. Paul community through community events and economic activity.



THE PROJECT

Lee and Penny Anderson Arena

- The Arena footprint sits entirely within the existing St. Thomas campus boundaries, sited in the center of its South Campus to provide greater setbacks from adjacent residential streets and the Mississippi River bluff.
- Eleven alternate sites were considered in St. Paul and beyond to build the Arena. The decision to construct the Arena on campus allows St. Thomas to maintain operations within its current campus boundaries, which allows students and fans to easily access the Arena by foot, and prevents a different, taxable site, from being removed from the property tax rolls for an exempt use.



Site Plan Rendering of St. Thomas South Campus with Arena

PROJECT TIMELINE

Key Milestones

- Jan 2023 Announcement of project*
- Apr 2023 Environmental Assessment Worksheet Process Start
- Sep 2023 Site Plan Review & Heritage Preservation Commission Applications
- Sep 2023 Environmental Assessment Worksheet Approval
- Oct 2023 Site Plan Review Conditional Approval
- Nov 2023 Heritage Preservation Commission Approval
- Dec 2023 Grading & Utility Permits Received; Grading & Utilities Started
- Mar 2024 Demolition Permits (Service Center & McCarthy Gymnasium) Received
- Apr 2024 Footing & Foundations Permit Received (East Half of Building)
- Apr 2024 Final Site Plan Approval Received

*Community engagement sessions related to the Arena project began immediately after the announcement of the project in January of 2023. See the following slides for more details.

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

EAW Purpose

- An EAW is an environmental review process as outlined in state statute and MN Rules 4410. An EAW was required based on the number of proposed seats in the arena.
 - Arena proposed to include 5,500 seats
 - Mandatory EAW minimum threshold is 5,000 seats (exceeded)
 - Mandatory EIS minimum threshold is 30,000 seats (well under)
- An EAW is a document intended to lay out the basic facts of a project necessary to determine if an EIS is required. It helps inform the public about the project, provides information on future permitting and approvals for the project, and identifies potential impacts and mitigation strategies for the project.
- The EAW is not meant to approve or deny a project. It is a source of information to guide other approvals and permitting decisions.
- The EAW is completed by the Responsible Government Unit (RGU; City of St. Paul).

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

EAW Conclusions

The City of St. Paul concluded that:

- All requirements of the environmental review of the proposed project have been met.
- EAW and the permit development processes related to the project have generated information that is adequate to determine whether the project has the potential for significant environmental effects.
- Areas where potential environmental effects have been identified will be addressed during the final design of the project. The project is subject to regulatory authority which will be sufficient to implement mitigation necessary to address potential environmental effects.
- Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigation measures are incorporated into project design and have been or will be coordinated with state and federal agencies during the permit process.
- Based on mitigation pursuant to the criteria in Minnesota Rule, part 4410.1700, the project does not have the potential for significant environmental effects.

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

EAW Mitigation

- St. Thomas will monitor event attendance, traffic, and parking for no less than two operational years after the Multipurpose Arena is occupied.
- St. Thomas will develop an Event Traffic Management Plan (EMP) in consultation with St. Paul Police Department and St. Paul Public Works Department. This includes strategies for traffic control, tying those specific strategies to event size and timing, and will cover any other planned/potential events at the arena beyond collegiate hockey and basketball.
- St. Thomas will establish incentives for the use of public transportation and/or rideshare services for attending events at the arena. St. Thomas will also implement reasonable parking system applications to inform patrons of parking capacity on campus and will provide off-site parking and shuttle services when large events occur at the arena.
- St. Thomas will maintain a list of potential events other than collegiate sports to be held in the arena, including the type, number, frequency, and timing of such events.
- St. Thomas will work to keep the community informed of upcoming events through the Neighborhood Relations website and email list-serve.

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

EAW Mitigation: Progress Update

- *St. Thomas will monitor event attendance, traffic, and parking for no less than two operational years after the Multipurpose Arena is occupied.*
 - St. Thomas continues their cadence of monitoring parking conditions on campus twice per year through Parking & Transportation Utilization studies (completed in Spring & Fall each year), recently completing the Spring 2024 study.
 - Monitoring of event attendance, traffic, and parking (by St. Thomas & a hired traffic consultant) will begin when the Arena is operational (anticipated Fall 2025).
- *St. Thomas will develop an Event Traffic Management Plan (EMP) in consultation with St. Paul Police Department and St. Paul Public Works Department. This includes strategies for traffic control, tying those specific strategies to event size and timing, and will cover any other planned/potential events at the arena beyond collegiate hockey and basketball.*
 - St. Thomas has compiled baseline data for the EMP and recently posted an *Overview – Draft Event Management Plan Concepts* document to the St. Thomas website.
 - EMP process to begin with SPPD/SPPW in Summer 2024. EMP will be finalized prior to the Arena opening.
 - EMP is intended to be a “living document” where strategies/measures will be refined as events occur and St. Thomas gains a better understanding of the Arena operations.

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

EAW Mitigation: Progress Update

- *St. Thomas will establish incentives for the use of public transportation and/or rideshare services for attending events at the arena. St. Thomas will also implement reasonable parking system applications to inform patrons of parking capacity on campus and will provide off-site parking and shuttle services when large events occur at the arena.*
 - St. Thomas has committed to assigning parking locations with pre-purchased tickets and for event staff, will provide parking information and instructions through various means of communication, and are currently evaluating parking system applications that report parking stall vacancy by lot with the plan of system implementation by Fall 2025.
 - St. Thomas is in conversations with multiple parties, including solidifying a partnership with Allianz Field, regarding off-site parking agreements for shuttling systems. Agreements will be in place prior to Arena opening in Fall 2025.
 - St. Thomas is in conversations with Metro Transit and MoveMN on how to best incentivize transit use to the Arena for events (what has worked well for other event destinations). Incentives will be in place prior to Fall 2025 Arena opening.
 - St. Thomas is investigating the optimal locations on campus for rideshare services and will work with rideshare companies when there is clarity regarding which companies will be operating in the metro area.

ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

EAW Mitigation: Progress Update

- *St. Thomas will maintain a list of potential events other than collegiate sports to be held in the arena, including the type, number, frequency, and timing of such events.*
 - St. Thomas has started this list in preparation for the EMP process with SPPD & SPPW. The EMP analyzes traffic control elements related to different types and sizes of events, so this list will be created in advance of the EMP process and maintained throughout operations of the Arena as events change.
- *St. Thomas will work to keep the community informed of upcoming events through the Neighborhood Relations website and email list-serve.*
 - St. Thomas has regularly been engaged with the community since the announcement of the project in January of 2023. St. Thomas will continue to keep the community informed throughout the completion of the Arena project and once the Arena is operational on upcoming events.

EAW Appeal

- The RGU's negative declaration of an EIS is currently running through an appeal process through the MN Court of Appeals and is expected to be concluded by July 10, 2024. The site plan review appeal is not the appropriate place to litigate components of the EAW.

**#1 CONSISTENCY WITH THE CITY'S
COMPREHENSIVE PLAN**

COMPREHENSIVE PLAN

City of St. Paul 2040 Comprehensive Plan – Traffic/Parking

- The project is consistent with the City's Policy Goals related to Traffic Management and Parking Demand (LU-13, LU-54, T-7).
 - The City's Transportation Demand Management (TDM) process was followed appropriately with the project exceeding the number of points required (7 points provided, 0 points required). The 7 points provided relate to bicycle parking and transit subsidies. The City's Transportation Study Guidelines were followed as well.
 - An Event Management Plan (EMP) will be created in partnership with City of St. Paul Traffic Engineering and Police Department staff to provide details on items such as off-site parking and shuttle operations, rideshare and transit options, parking assignments for spectators and workers, and communication of events.

TDM Program Standards Guide

The Travel Demand Management (TDM) program is intended to reduce single occupancy vehicle trips and implement comprehensive plan policies calling for balance and choice in transportation options.

The following is an overview of the TDM process:

1. Determining whether a TDM Plan is required
2. Meeting with Move Minnesota
3. Calculating the specific TDM point requirement for a proposal required to provide a TDM Plan
4. Identifying the measures/strategies available for assembling a TDM Plan that satisfies these requirements
5. Understanding these measures/strategies
6. Securing approval of a TDM Plan as part of the overall development approvals process and maintaining a valid TDM Plan post-approval and occupancy

Photo from Saint Paul Travel Demand Management Program Standards Guide

COMPREHENSIVE PLAN

City of St. Paul 2040 Comprehensive Plan – Traffic/Parking

- Intersection safety improvements are proposed at two intersections immediately adjacent to South Campus:
 - Traffic signal improvements at the Cretin Ave/Grand Ave intersection to allow for improved event and non-event traffic conditions.
 - Pedestrian bumpouts at the Cretin Ave/Goodrich Ave intersection to allow for shorter pedestrian crossing distances across Cretin Ave.
- Pedestrian sidewalk improvements are proposed within South Campus:
 - North side of the private extension of Grand Ave/Anderson Parking Facility.
 - West side of the Arena for the public's connection to the existing Grotto.
- Traffic Control Officers will be utilized for well attended events to ensure pedestrian and vehicular safety. Placement and number of Traffic Control Officer's will be determined in partnership with St. Paul Police Department through the EMP process.
- Vehicular gate arms utilized to restrict general vehicles from utilizing service access points.

COMPREHENSIVE PLAN

City of St. Paul 2040 Comprehensive Plan - Sustainability

- The project is consistent with the City's Policy Goals related to Sustainability.
 - St. Thomas shares the City's goal of reducing carbon emissions and has reduced carbon emissions by 51% from 2007 to 2023. St. Thomas seeks to achieve carbon neutrality by 2035.
 - The Arena project will be Leadership in Energy and Environmental Design (LEED) certified aiming to achieve at minimum LEED Silver status. Certification to be finalized after Arena is operational.
 - Location of Arena on campus will eliminate the need for students living on campus, as well as local St. Thomas supporters living in the neighborhood, to secure vehicle transportation to events.
 - St. Thomas has committed to a 1:1 tree replacement ratio from those trees that were removed by the Arena project construction.

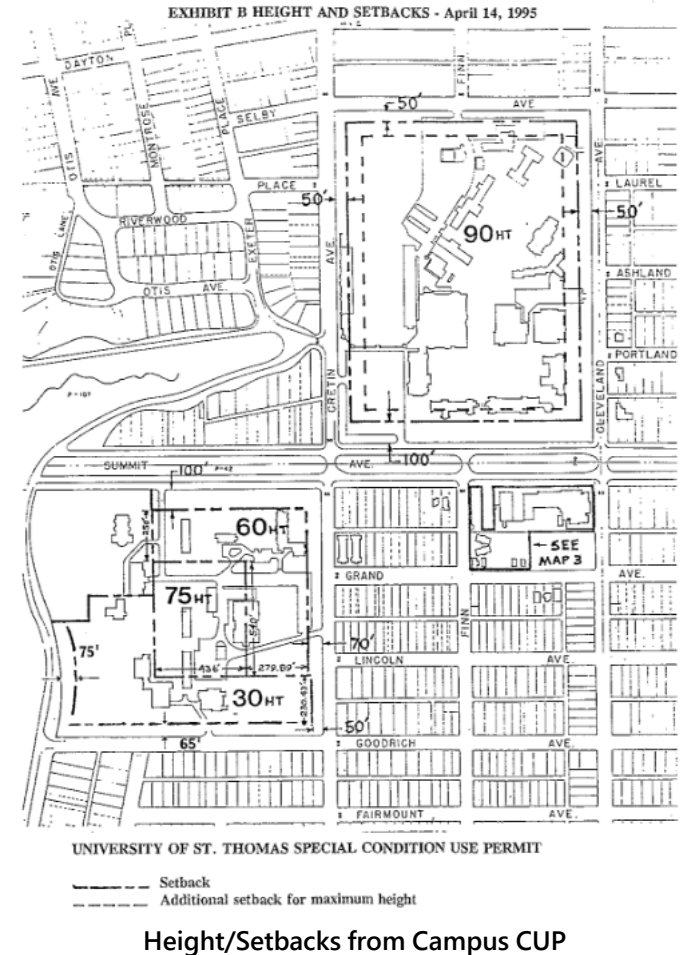


#2 CONSISTENCY WITH APPLICABLE CITY ORDINANCES

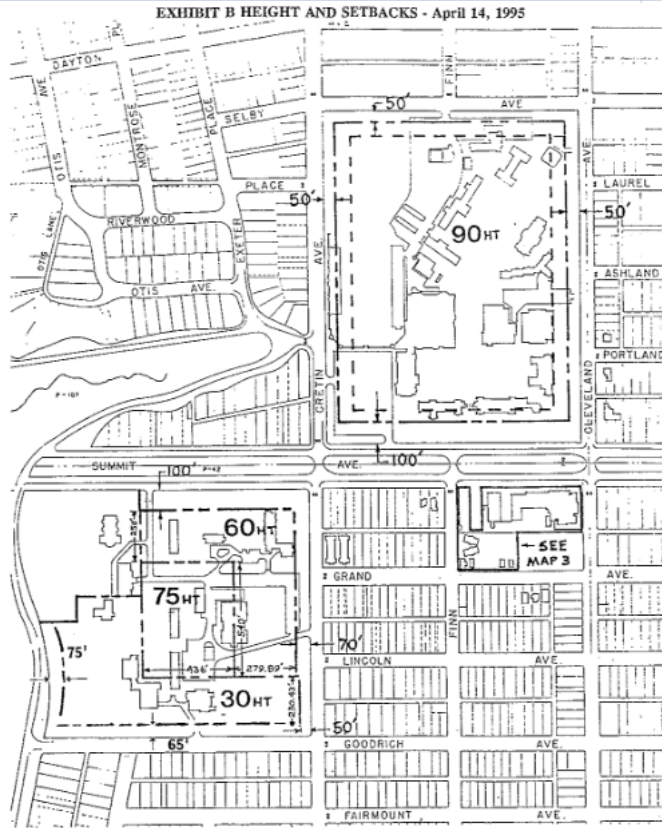
CONDITIONAL USE PERMIT (CUP)

Conditional Use Permit

- St. Thomas has operated under conditional use permits (CUPs) since 1990. The Campus CUPs include versions from 1990, 1995, and 2004.
- The CUPs address location of buildings, building height, and campus access, among other regulations.
- The RC3 Overlay District from the City's zoning code establishes maximum allowable building heights, but the CUP governs the site, as confirmed by the City during the EAW process.
 - Per the EAW: "the more specific height requirements of the University of St. Thomas CUP, 75' in the western portion of the project site and 60' in the eastern, are controlling for purposes of height regulation per a long-standing City interpretation."



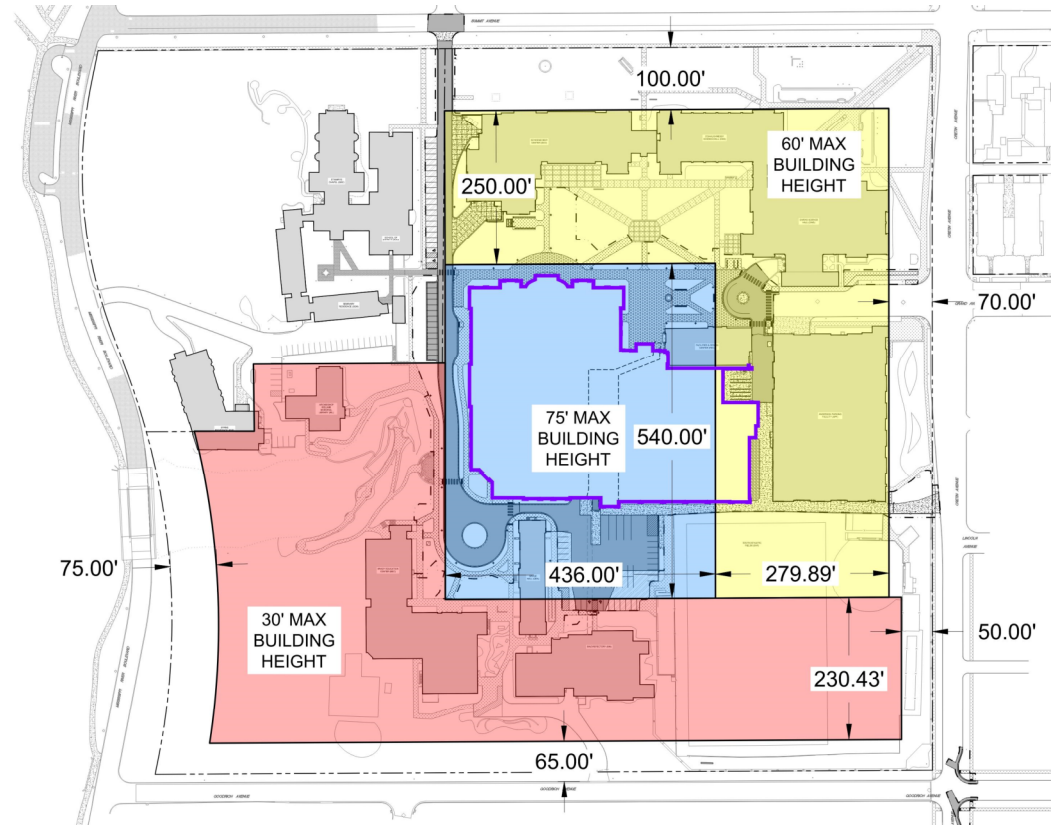
CONDITIONAL USE PERMIT (CUP)



UNIVERSITY OF ST. THOMAS SPECIAL CONDITION USE PERMIT

--- Setback
 - - - - Additional setback for maximum height

Height/Setbacks from Campus CUP

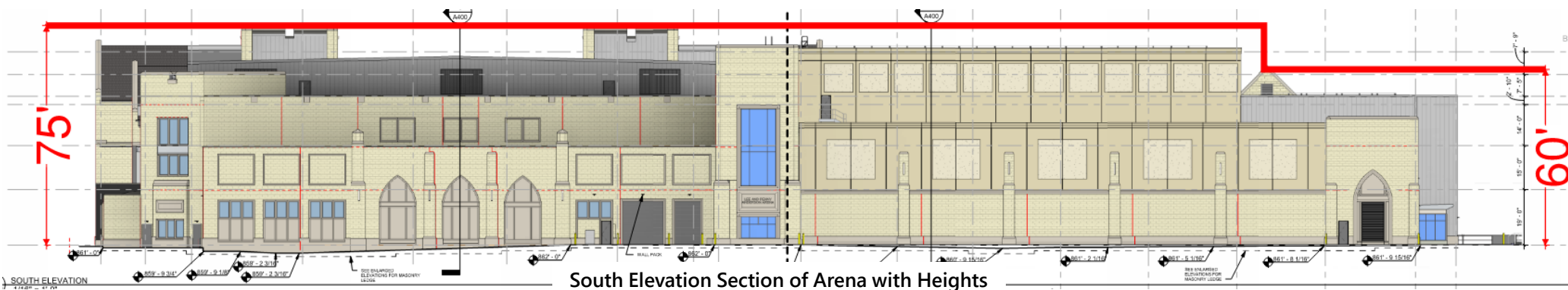


Arena with Height/Setbacks from Campus CUP

CONDITIONAL USE PERMIT (CUP)

Conditional Use Permit – Heights & Setbacks

- Portion of building located within 75' height restriction zone is all under 75' height.
 - 74'-8" height for the tallest portion of building within zone (top of main entry screening elements).
 - 66'-0" height for how city code calculates building height (basketball practice high roof).
- Portion of building located within 60' height restriction zone is all under 60' height.
 - 51'-2" height for the tallest portion of building within zone (top of parapet of metal volume).
 - 50'-10" height for how city code calculates building height (top of metal volume roof).
- Building meets all applicable setbacks for the proposed building heights mentioned above.



CONDITIONAL USE PERMIT (CUP)

Conditional Use Permit – Access

- The CUP requirements related to the Binz Refectory and the drive off Goodrich Ave are not relevant to the Arena site plan approval.
- The previous improvements to Binz did not substantially change the primary use or structure of the facility and continues to serve its primary purpose of providing a dining hall for seminary students.
- The removal of the Goodrich Ave access is unnecessary and unreasonable because it continues to serve Binz, Grace Hall, and Brady Education Center with the conditions that necessitated the loading drive access in the first place and provides necessary emergency access to those buildings.

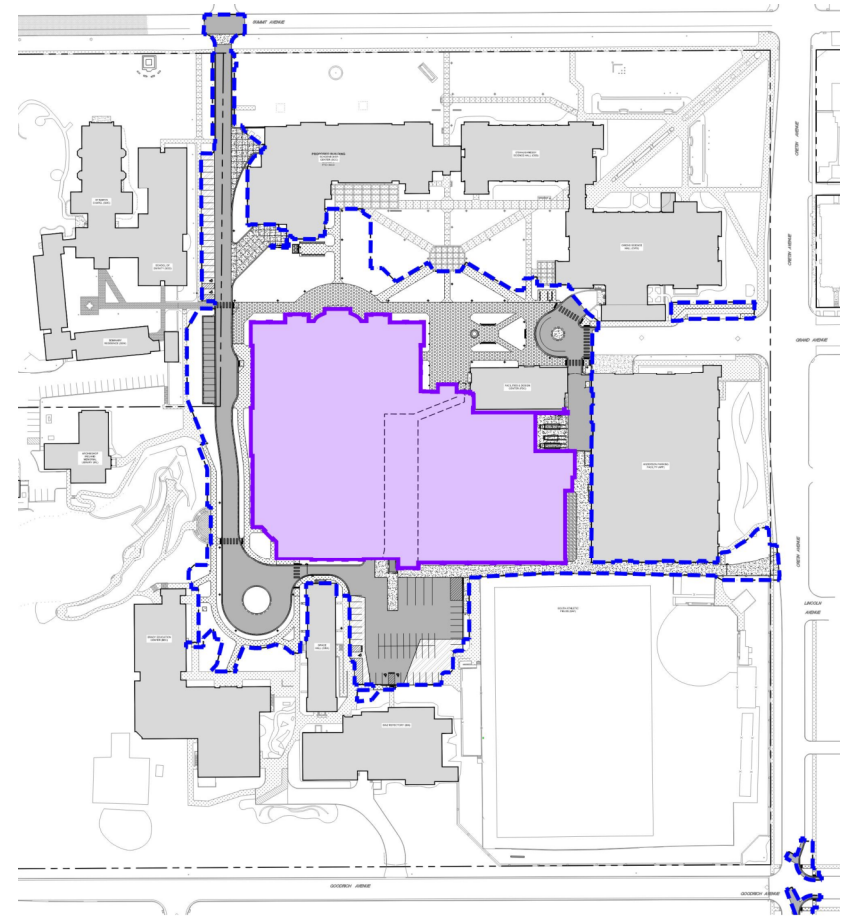


Exhibit Showing Arena Construction Limits (Blue)

#3 PRESERVATION OF UNIQUE AND ENVIRONMENTALLY SENSITIVE AREAS

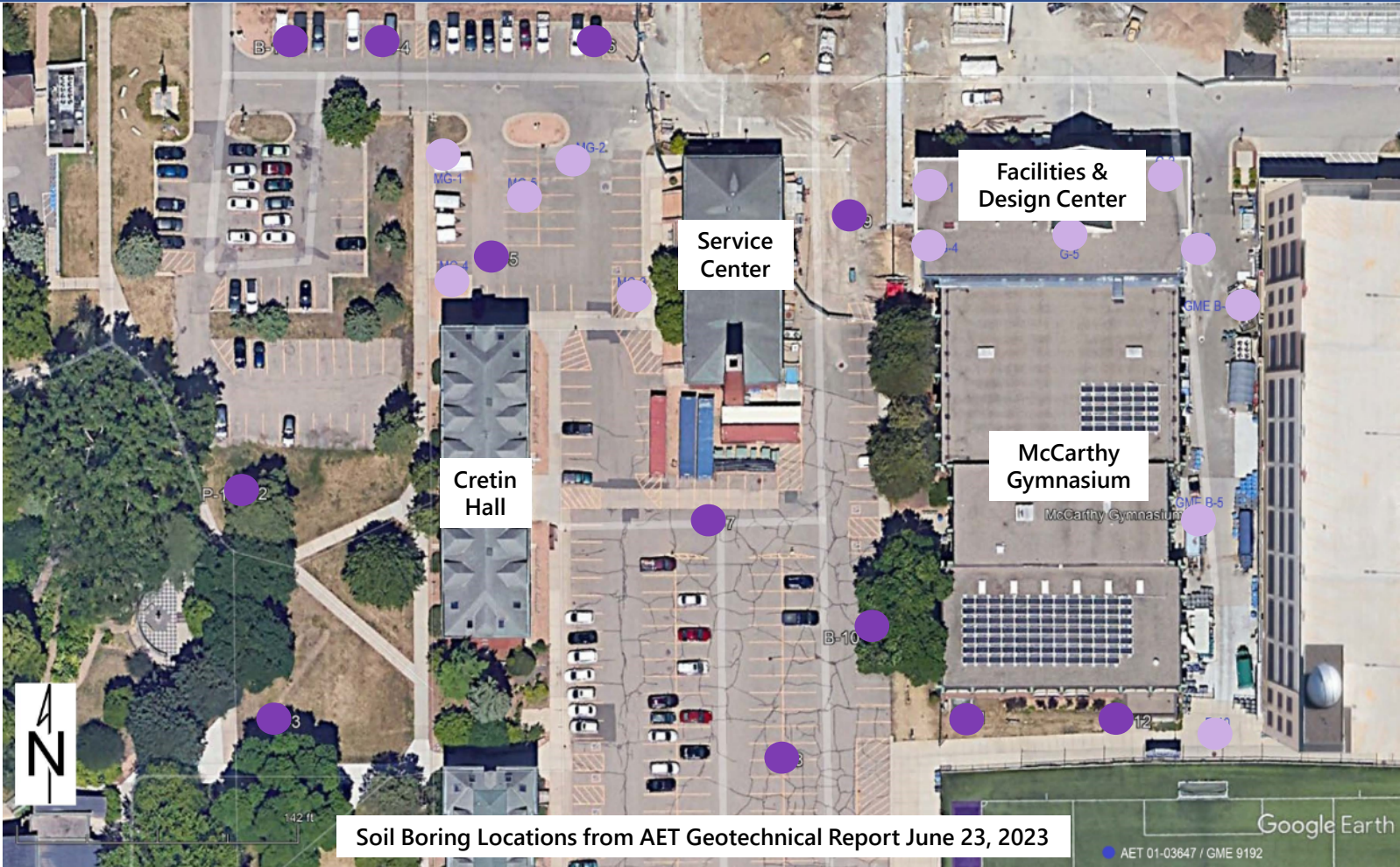
UNIQUE & SENSITIVE AREAS

Soil Conditions

- St. Thomas contracted with American Engineering Testing (AET), a local geotechnical investigation, testing, inspections, and analysis firm, to conduct a subsurface exploration program at the site, conduct soil laboratory testing, and perform a geotechnical engineering review for the project.
- AET has a breadth of knowledge about the soil conditions within South Campus having provided subsurface analysis and geotechnical engineering reviews for the Anderson Parking Ramp, South Campus Facilities Building, and McCarthy Gym Pool Renovation projects, among other projects on campus.
- To assist in the design of the Arena project, 12 standard penetration tests (borings) were performed on the site by AET ranging in depth of 15-25 feet. The borings contain information on soil layering, soil classification, geologic origins, and moisture conditions. There is also a history of soil borings for the projects mentioned above that are shown in the following exhibit.

UNIQUE & SENSITIVE AREAS

- Arena Soil Borings
- Previous St. Thomas Project Borings



UNIQUE & SENSITIVE AREAS

Groundwater – Existing

- According to the Geotechnical Report, groundwater was encountered in three of the twelve borings at depths of 10-12'.
- Two groundwater levels exist on the site:
 - 1) perched (temporary) groundwater that sits above the existing shale bedrock (6-8' below grade)
 - 2) underlying (permanent) groundwater level that sits in the limestone seams at a deeper elevation (14'-16' below grade, as determined from past St. Thomas projects)
- Groundwater levels act independently of one another and are prone to seasonal variations in depth (lower during the winter months and higher during the spring seasons or times of heavy precipitation), particularly in the perched groundwater level.
- Subgrade levels exist within the three structures being removed (Cretin Hall, Service Center, and McCarthy Gymnasium), the Anderson Parking Facility to the east, and Grace Hall to the south. Groundwater impacts have not been a concern for the existing St. Thomas facilities nor have they caused unstable soils or erosion concerns.

UNIQUE & SENSITIVE AREAS

Groundwater – Arena Design

- With the removal of the three existing structures and addition of the Arena service level, the amount of subgrade building on South Campus will be reduced by approximately 40%.
- The Arena is mostly designed on conventional footings where the exterior foundation walls generally sit 4' below grade. There is a portion of the service level that includes footings that sit 16' below grade.
- Much of the existing soils above the shale bedrock will remain untouched, therefore avoiding the perched groundwater flow. The soils that are touched on site will be replaced with well compacted, clean sands which allows groundwater to flow more easily along its intended path.
- With the Arena service level down into the shale bedrock, the construction of the service level provides a benefit to the permanent groundwater level, allowing perched groundwater to migrate deeper into the earth as opposed to it just flowing horizontally across the top of the shallow, shale bedrock layer.

UNIQUE & SENSITIVE AREAS

Pollution Prevention

- Arena Design Features
 - Subfloor heating system included to prevent subfloor permafrost, which is a common cause for failure of ice systems and liquid spills.
 - Sealant on the basement concrete floor with a zero permeable vapor barrier below.
 - City permitting and inspection processes ensures that all components are designed and constructed to the appropriate levels.
- St. Thomas Operational Safety Measures
 - Ammonia Plant Safety Program includes preventative maintenance and response protocols, training for operators of the systems, continuous monitoring, dedicated exhaust systems, and integration with the building alarm system.
 - St. Thomas currently uses ethylene glycol in their heating and cooling systems on campus to prevent systems from freezing and has trained professionals with experience operating and maintaining these types of systems.

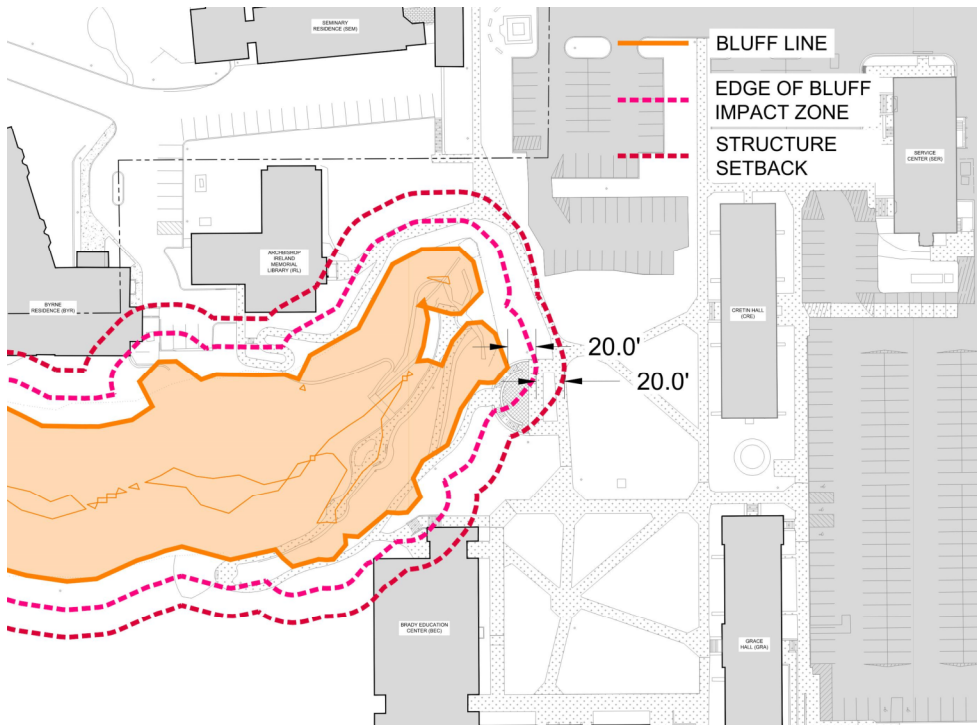
UNIQUE & SENSITIVE AREAS

Mississippi River Bluff & Grotto

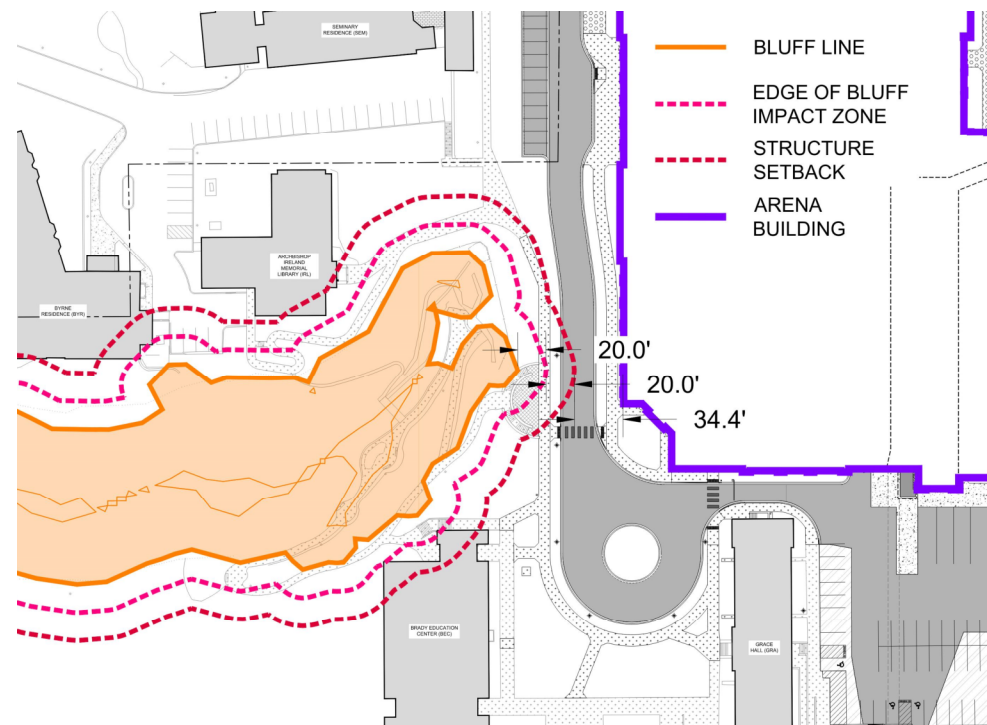
- New State MRCCA rules were adopted in 2017, but the City of St. Paul has not yet adopted the updated rules. Therefore, the City's River Corridor standards, which were consistent with prior MRCCA requirements, continue to apply to the Arena project.
- City River Corridor standards require that "bluff development shall take place at least forty (40) feet landward of all bluff lines."
 - The Arena building is more than 70' landward of the existing bluff line as reviewed with the MN Dept of Natural Resources GIS data (see following images).
- City River Corridor standards state that "transportation, utility and other transmission service facilities and corridors" shall avoid steep slopes, soils susceptible to erosion, areas of unstable soils, or areas with high water tables, among other items.
 - The extents of the Arena project do not include any of those conditions as shown in the field research and geotechnical report conducted by AET.
- The Grotto has long served the public as a quiet, contemplative space open to all members of the public to enjoy. St. Thomas will protect this asset and ensure the public continues to have access to enjoy the space.

UNIQUE & SENSITIVE AREAS

Mississippi River Bluff & Grotto



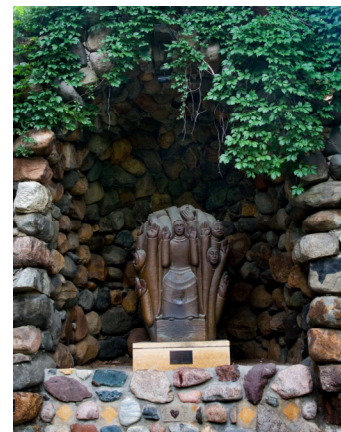
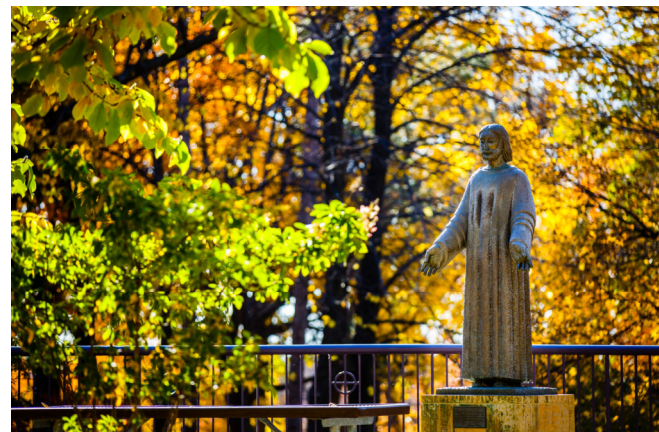
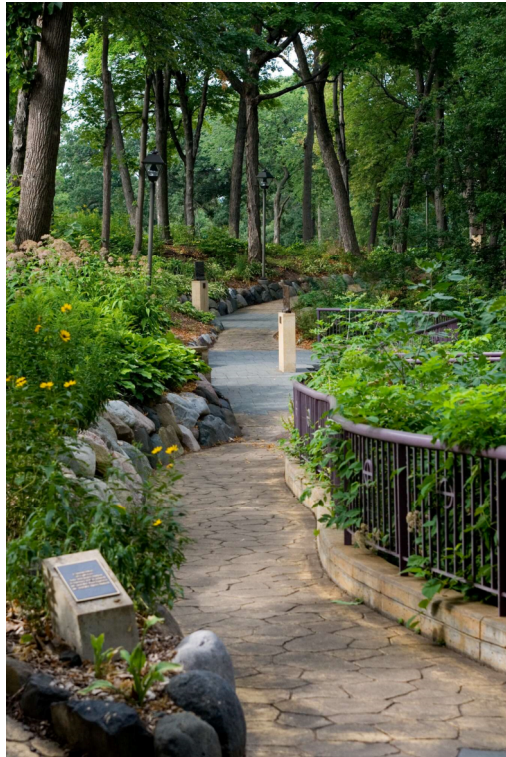
Existing Conditions Related to Bluff



Proposed Conditions Related to Bluff

UNIQUE & SENSITIVE AREAS

Mississippi River
Bluff & Grotto



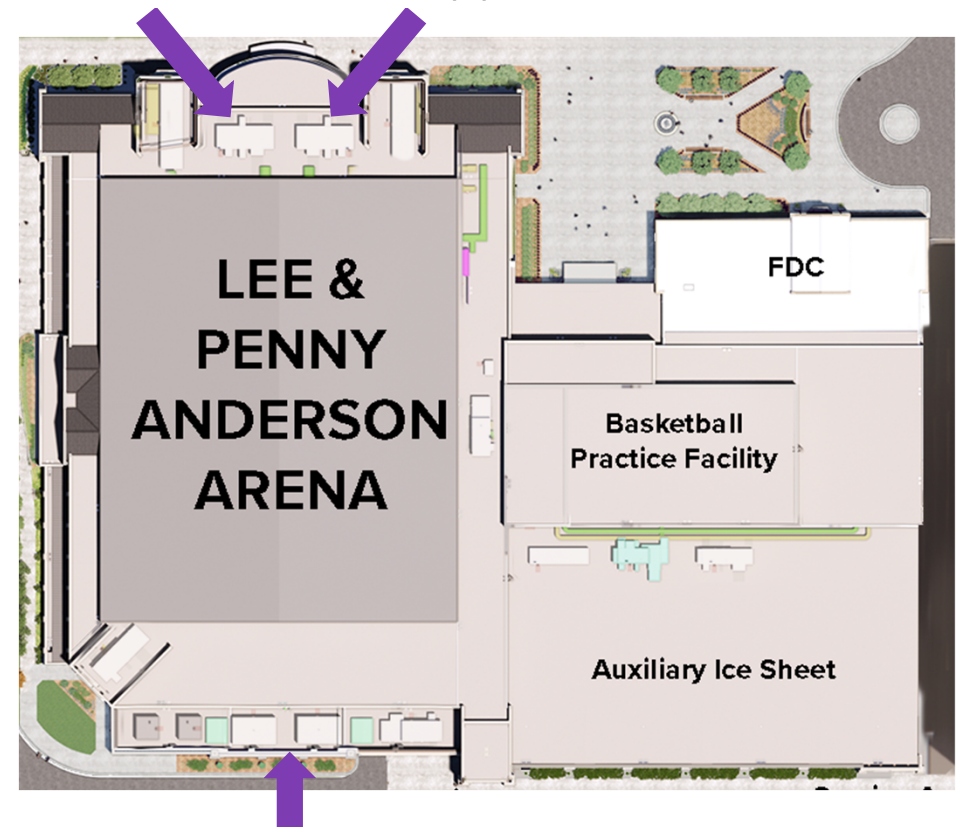
#4 PROTECTION OF NEIGHBORING PROPERTIES THROUGH REASONABLE PROVISIONS

PROTECTION OF NEIGHBORING PROPERTIES

Sound & Sight Buffers, Light & Air

- Placement of the Arena building interior to South Campus away from neighboring properties.
- Major mechanical equipment is located behind the tower features and/or raised parapets integrated into the architectural design, which help with both noise and visual impact.
- Exterior lighting designed to meet LEED's Sustainable Sites Light Pollution Reduction Credit.
- St. Thomas commitment to complete noise analysis both during project design and after completion of the project.

Tower features screen mechanical equipment



Raised parapet screens mechanical equipment

PROTECTION OF NEIGHBORING PROPERTIES

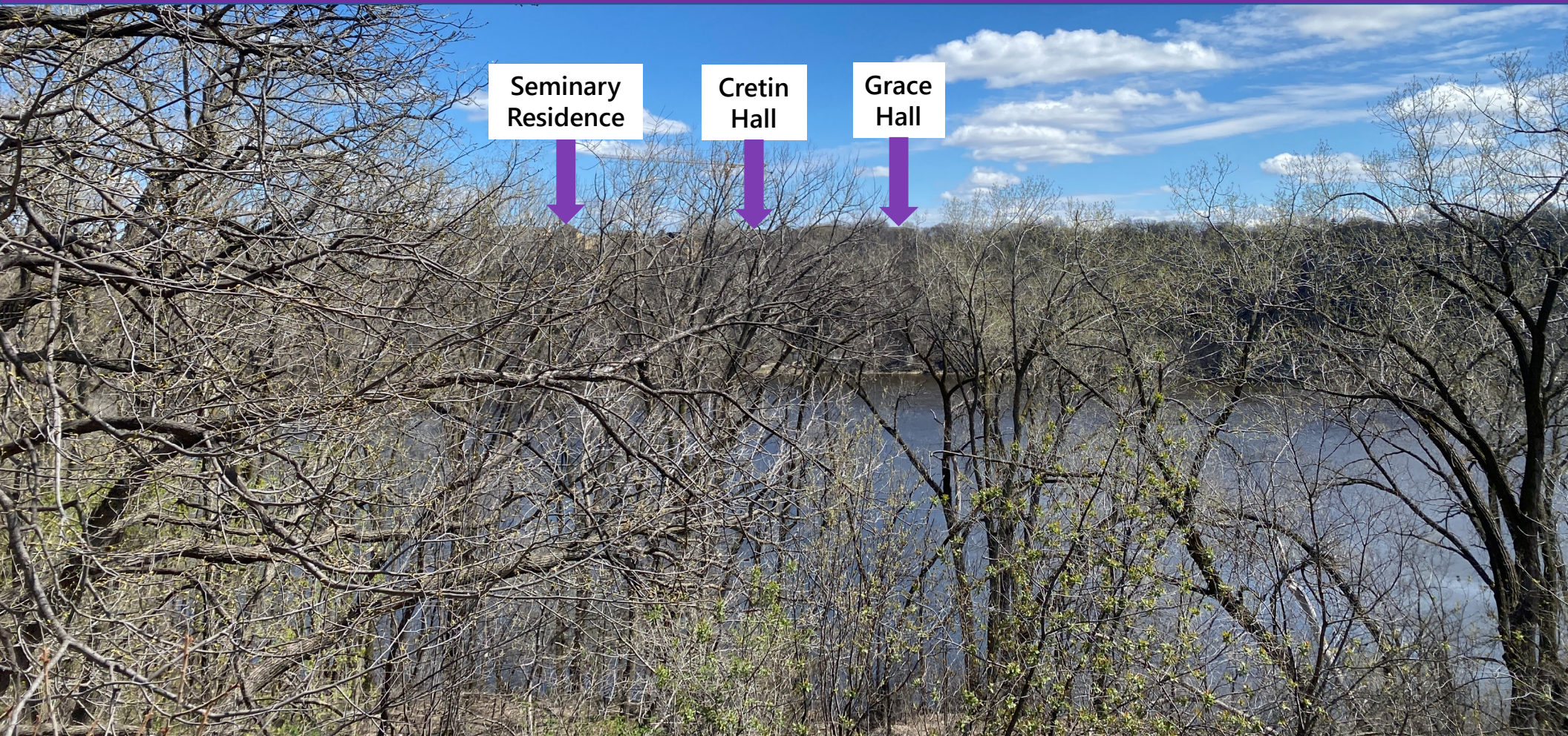
Preservation of Views – Existing

- There are no existing significant views noted in the City of St. Paul Comprehensive Plan.
- The Mississippi River Corridor Critical Area documents include a public river corridor view identified by Minneapolis that is located across the Mississippi River at the 36th Street Overlook. The view angle in the MRCCA documents looks south of St. Thomas' South Campus parcel, but St. Thomas completed a visual analysis looking directly at the South Campus parcel for what could potentially be seen from that viewpoint.

Preservation of Views – Proposed

- The first image following shows the existing site conditions and notes existing Cretin and Grace Halls as well as the existing Seminary Residence building.
- The second image includes a rendering of the proposed Arena project inserted into the photo to show how much of the Arena building is visible across the river, and references Grace Hall and the Seminary Residence building for orientation purposes.
- It is very difficult to see any of the existing buildings from across the river, and the Arena is imperceptible compared to the existing conditions of the site.

PUBLIC RIVER CORRIDOR VIEWS

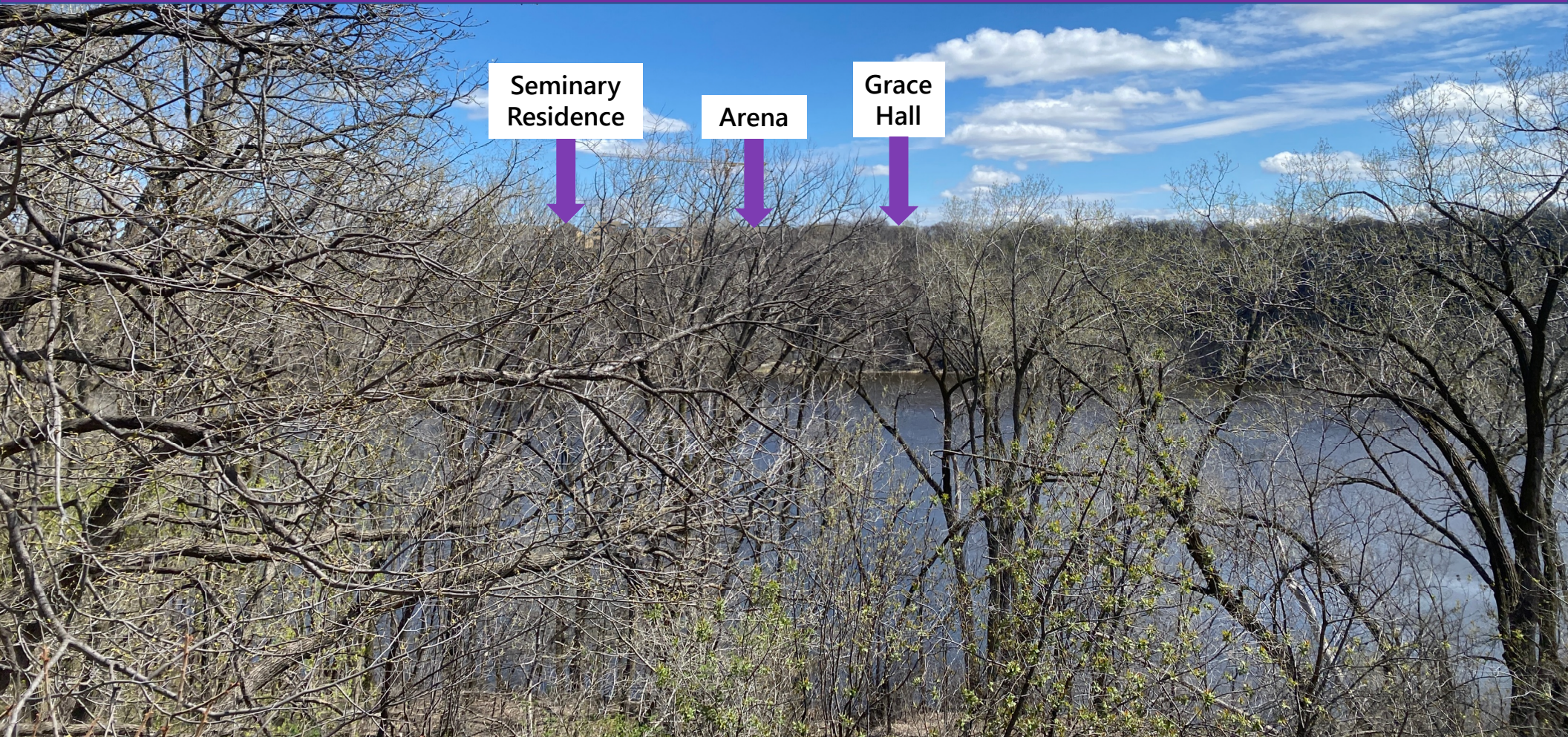


Seminary
Residence

Cretin
Hall

Grace
Hall

PUBLIC RIVER CORRIDOR VIEWS



Seminary
Residence

Arena

Grace
Hall

**#5 ARRANGEMENT OF BUILDINGS TO
ENSURE ABUTTING PROPERTIES
AREN'T UNREASONABLY AFFECTED**

BUILDING ARRANGEMENT

Building Arrangement

- The building arrangement is located interior to the South Campus parcel and complies with all height and setback regulations as set forth by the Campus CUP.
- The building arrangement is thoughtfully placed to enhance a number of public views, minimize impacts to neighbors, and respect the existing architecture of St. Thomas' campus.
 - North Façade: The north façade includes symmetrical towers that frame a 3-story glass entry and act as functional screen walls to the rooftop mechanical units. The Arena height is lower than the recently constructed Schoenecker Center across the South Campus quadrangle and only a small portion of the Arena building can be viewed from Summit Ave to the north.
 - West Façade: The western façade includes a lowered parapet, upper roof volume, a stepped back second and third floor, and a first-floor bump-out to provide a smaller scale at the ground floor for pedestrians walking along the Grotto and to respect the architecture and scale of the St. Paul Seminary buildings across the western drive lane.
 - South Façade: The south façade steps down in elevation to match the scale of Grace Hall. The auxiliary ice sheet volume is consistent with the scale of the existing Anderson Parking Facility to the east and landscaping is provided to enhance the view from Goodrich Ave.
 - East Façade: The east façade provides a prominent gable end that frames the terminus of Grand Avenue. The ridge and eave of the sloped roof on the north side sit a full story lower than the adjacent Schoenecker Center, Owen's Science Hall, and O'Shaughnessy Science Hall.

BUILDING ARRANGEMENT – NORTH FACADE



BUILDING ARRANGEMENT – WEST FAÇADE



BUILDING ARRANGEMENT – SOUTH FAÇADE



BUILDING ARRANGEMENT – SOUTH FAÇADE



BUILDING ARRANGEMENT – EAST FAÇADE



#6 CREATION OF ENERGY- CONSERVING DESIGN

ENERGY CONSERVING DESIGN

Energy Conserving Design

- St. Thomas' commitment to maximizing energy through the building design can be shown through:
 - Energy efficient lighting
 - Energy efficient building envelope
 - Low-flow indoor plumbing fixtures
 - High-efficiency boilers for domestic hot water
 - Lower carbon structure and materials selection through incorporation of products with recycled content and/or sustainable manufacturing methods
 - Low GWP refrigerants for cooling system
- Air curtains at all loading dock doors to reduce infiltration
- High solar reflectance roof membrane to reduce cooling loads
- Natural materials that are locally sourced
- Connection to the South Campus utility loop provides for lower campus-wide chilled water and steam energy use



#7 SAFETY AND CONVENIENCE OF VEHICULAR AND PEDESTRIAN TRAFFIC

PEDESTRIAN & VEHICULAR SAFETY

Transportation Study

- The EAW included a Transportation Study component to assess existing traffic operations and parking within the St. Thomas campus, identify impacts associated with the proposed arena traffic operations and parking, and recommend mitigation measures to address any issues identified to traffic operations and parking.
- The Transportation Study was completed by an engineering firm with experience in athletic venues of various sizes, in the same geographic area as the Arena, and based the Study assumptions on other local event studies, technical resources, and event travel characteristics around the Twin Cities and country.
- The EAW Transportation Study was a starting point to analyze the traffic and parking conditions for the arena and not the final proposed traffic and parking conditions by St. Thomas.
- The EAW Findings of Fact took the deficits outlined in the EAW Transportation Study and determined mitigation measures that are required for the project to alleviate those deficits. The EAW Findings of Fact and Final Site Plan Approval conditions are required to be implemented by St. Thomas prior to the Certificate of Occupancy for the Arena.

PEDESTRIAN & VEHICULAR SAFETY

Anderson Parking Facility Access Addendum

- An addendum to the EAW Transportation Study was completed through the Site Plan Review process focused on pedestrian and vehicular interaction at the north side of the APF building.

Traffic Demand Management (TDM)

- The City's Transportation Demand Management (TDM) process was followed appropriately with the project exceeding the number of points required (7 points provided, 0 points required). The 7 points provided relate to bicycle parking and transit subsidies.

Event Management Plan (EMP)

- An Event Management Plan (EMP) will be created in partnership with City of St. Paul Traffic Engineering and Police Department staff to provide details on items such as off-site parking and shuttle operations, rideshare and transit options, parking assignments for spectators and workers, and communication of events.

PEDESTRIAN & VEHICULAR SAFETY

Site Plan Review Requirements

- The following pedestrian and vehicular safety improvements are a requirement for the project identified through the site plan review process coordinated with various City departments:
 - Intersection safety improvements at Cretin Ave/Grand Ave (traffic signal improvements) and Cretin Ave/Goodrich Ave (pedestrian bumpouts).
 - Pedestrian sidewalk improvements on the north side of the private extension of Grand Ave/Anderson Parking Facility.
 - Vehicular gate arm for the Southeast Cretin Ave access point to ensure that access point is utilized for service vehicles only.
 - Commitment to Anderson Parking Facility modifications should Arena event conditions become problematic.

#8 AVAILABILITY AND CAPACITY OF STORM AND SANITARY SEWERS

STORM AND SANITARY SEWERS

Stormwater – Existing

- The existing site conditions drain stormwater runoff to 1) an existing storm sewer pipe that discharges directly into the Grotto and 2) an existing storm tunnel running deep under South Campus, both of which eventually discharge to the Mississippi River.
- The existing stormwater discharge from the Arena project limits does not include any stormwater management controls (unfiltered water with an uncontrolled runoff rate) to these outlet locations. There are no drainage problems on the existing site.

Stormwater – Arena Design

- The proposed site conditions will filter the Arena project stormwater through two stormwater treatment systems, both of which include manufactured treatment devices using enhanced filtration media and underground cisterns. This allows treated stormwater to be released at a slower, more consistent flow rate from the retention systems. This stormwater treatment will help prevent downstream erosion concerns of the embankments, help boost the ecology of the Grotto area, and improve water quality draining to the Mississippi River.

STORM AND SANITARY SEWERS

Sanitary – Existing

- The existing South Campus conditions include:
 - Both Cretin Hall and Service Center draining to the St. Paul Seminary site and eventually connecting into the existing municipal sewer line in Summit Ave
 - McCarthy Gymnasium draining into the existing municipal sewer line in Cretin Ave

Sanitary – Arena Design

- The proposed campus conditions include:
 - A new sanitary sewer service connecting up to the Summit Ave municipal line in order to separate the St. Thomas and St. Paul Seminary utility lines
 - Two new sanitary sewer services connecting to the Cretin Ave municipal line
- The EAW reviewed wastewater management and determined that there is sufficient sewer availability for the existing municipal infrastructure to service the demand of the Arena

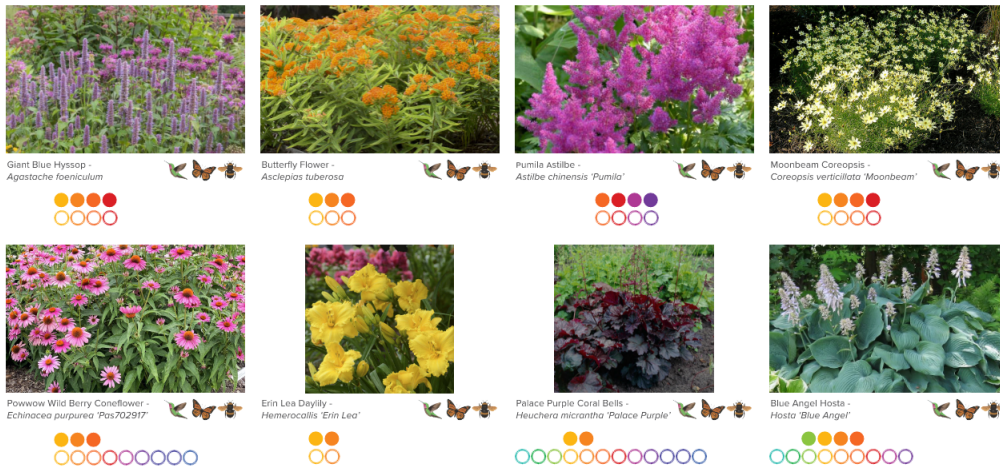
#9 SUFFICIENT LANDSCAPING, FENCES, WALLS AND PARKING

LANDSCAPING/SCREENING

Landscaping

- Planting of new trees near the Mississippi River bluff, within the South Campus quadrangle, within the northeast plaza at the terminus of Grand Ave, and along the south façade help to screen and/or enhance portions of the project for public enjoyment.
- Expansion of St. Thomas' existing pollinator paths, incorporation of native landscaping, and replanting of oak tree saplings propagated from other oak trees on campus.

PERENNIALS/VINES/GRASSES PERENNIALS



Planting Palette Emphasizing Seasonal Color Variation and Pollinator Habitat

Northeast Plaza Rendering With Planting Details

PARKING

Parking

- The EAW Transportation Study carefully assessed the available parking supply during non-event and event conditions, anticipated attendance levels and the quantity of athletic events based on comparable athletic programs, and used expertise in traffic modeling locally and around the country to provide a conservative estimate of the impacts events may have on campus and on the surrounding neighborhood.
- The EAW mitigation measures require monitoring of event attendance, traffic, and parking for at least two years after the arena is open, establishing incentives for the use of public transportation and/or rideshare, implementing reasonable parking system applications, and providing off-site parking and shuttle services for events near max capacity.

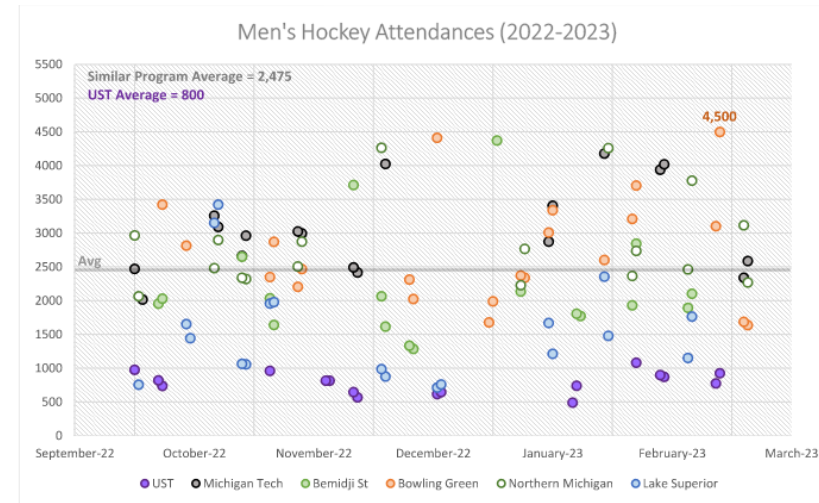


Table 7. Estimated Event Schedule

Event	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Total
Men's Basketball ⁽¹⁾	1	1	1	4	1	6	1	15
Women's Basketball ⁽¹⁾	0	1	2	4	0	6	2	15
Men's Hockey	0	0	0	0	9	9	0	18
Women's Hockey	0	1	0	0	6	8	3	18
Total	1	3	3	8	16	29	6	66

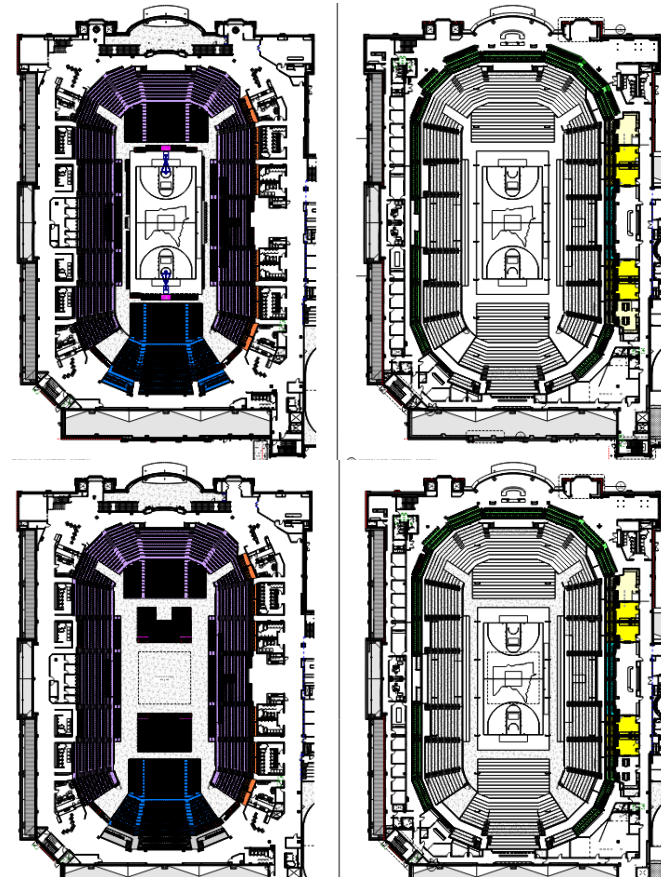
(1) Note men's and women's basketball games are currently played on-campus.

Attendance at Similar Programs (top) and Estimated Event Schedule (bottom) from EAW Transportation Study

PARKING/EVENT ATTENDANCE

Parking/Event Attendance

- The EAW Transportation Study assumed 4,000 seats for Hockey and 5,500 seats for Basketball. St. Thomas had speculated that number could grow to 6,000 for commencements if the floor of the arena is used for seating, but that assumption was proven to be high.
- The Arena design currently includes the following seat counts for different events*
 - Hockey: 4,006 seats
 - Basketball: 5,311 seats
 - End Stage Configuration: 4,524 seats
 - Center Stage Configuration: 5,497 seats
- *Note the seat count is subject to change as the project finishes out the permitting process to meet applicable codes, but is not anticipated to be significantly different than noted



Seating Bowl Diagrams from Building Permit Set
(basketball top, center stage configuration bottom)

#10 SITE ACCESSIBILITY

SITE ACCESSIBILITY

Site Accessibility

- Accessible parking is provided within each parking lot or ramp to be utilized for Arena parking.
- St. Thomas' South Campus is widely accessible through the existing sidewalks and pedestrian pathways.
- Accessible passenger loading zones are provided surrounding the Arena project:
 - At the terminus of Grand Ave to be used during non-event conditions.
 - Within the Anderson Parking Facility for access to the auxiliary ice sheet.
 - West side of the Arena adjacent to the visitor team entry.

#11 EROSION AND SEDIMENT CONTROL PROVISIONS

EROSION AND SEDIMENT CONTROLS

Erosion and Sediment Control

- A National Pollutant Discharge Elimination System (NPDES) Permit was required for the project and was received based on the Stormwater Pollution Prevention Plan (SWPPP) developed with the approved site plans.
- A Capitol Region Watershed District (CRWD) Permit for erosion and sediment control was required for the project and was received based on the approved site plans.
- Both the NPDES & CRWD Permits are requirements of final site plan approval and required before construction starts on site. Both were received and submitted to the site plan file.
- The building permit process also includes structural review of the building design and would not allow a building to be constructed on soils that are unstable or susceptible to erosion.

RE: NPDES/SDS General Stormwater Permit for Construction Activity (MNR100001) Application
Permit ID Number: C00068427
Project Name: Lee & Penny Anderson Multipurpose Arena

The Lee & Penny Anderson Multipurpose Arena project has been granted coverage by the Minnesota Pollution Control Agency (MPCA) under the National Pollutant Discharge Elimination System (NPDES)/State Disposal System (SDS) Stormwater Permit (Permit) for Construction Activity. Permit coverage is effective for this project on November 20, 2023.

You are required to comply with the terms of the permit to prevent erosion and control sediment from your site with the procedures established in your stormwater pollution prevention plan (SWPPP). You are also required to upgrade your SWPPP and erosion prevention and sediment control best management practices as site and weather conditions dictate throughout the entire term of the project.

Once all construction activity has been completed at this project, you must submit a notice of termination using MPCA e-Services (<https://rsp.pca.state.mn.us>) within 30 days of meeting the conditions outlined in Part 4 of the permit. You can check the status of your permit on the MPCA's construction stormwater permit information search page at: <https://webapp.pca.state.mn.us/csw/permits>.

Please save this letter for your records. If you have any questions about permit coverage for this project, please contact the Construction Stormwater Program at 651-757-2119 or toll free at 800-657-3804.

NPDES Permit Coverage Card from MPCA

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

St. Thomas has engaged in substantial community outreach through regular neighborhood community meetings, town halls, and smaller group conversations with concerned neighbors. The following includes the neighborhood meetings with discussion points at each.

Q1 2023 (5 meetings: 1/25 MGHLU, 1/31 WSNAC, 2/13 Town Hall, 2/27 CLUED, 3/14 WSNAC)

- Discussion Topics: Project Need, Project Overview, Q&A Session Hosted by Neighbors

Q2/Q3 2023 (5 meetings: 6/5 Town Hall, 6/13 WSNAC, 7/12 EAW Open House, 7/18 WSNAC, 7/26 MGHLU)

- Discussion Topics: Project Milestones, Arena Program Elements, Design Updates (Site & Building), EAW Open House

**JOIN US FOR A
CONVERSATION WITH
FRIENDS AND NEIGHBORS**

Monday, June 5, 6:30-8 p.m.

Scooter's - Anderson Student Center

on the first floor next to the bookstore

Join President Rob Vischer, Athletics Dir. Phil Esten and our neighborhood relations team to hear about exciting plans to bring vitality to Saint Paul through a world-class hockey and basketball arena. We'll share updates on the arena development and take your questions.

Light refreshments will be provided.

Parking available in Anderson Parking Facility and Anderson Student Center

Contact neighbors@stthomas.edu to RSVP

COMMUNITY ENGAGEMENT

Q4 2023 (5 Meetings: 10/16 CLUED, 10/25 MGHLU, 11/21 WSNAC, 12/13 MGHLU, 12/18 CLUED)

- Discussion Topics: EAW Update, Entitlement Schedule Update, Design Update (Architectural, Landscape Architecture), Construction Schedule Update

Q1 2024 (3 Meetings: 2/13 WSNAC, 4/23 WSNAC, 4/30 WSNAC)

- Discussion Topics: Design Update (Seat Counts & Layout), Construction Update (Progress Photos & Milestones), Event Management Plan Update, Entitlement/Permitting Update, Community Listening Session



COMMUNITY ENGAGEMENT

Concerns Raised Through Engagement

- Spectators circling neighborhood to find parking
- Trucks using the Summit Avenue access drive
- Impact to tree canopy on campus
- South façade of the arena facing Goodrich Avenue was too blank
- Open lines of communication and early notice of large events
- Creating a parking lot facility near Goodrich and Mississippi River Boulevard (MRB)

Arena Project Adjustments

- Tickets will be sold with assigned parking; off-site parking and shuttle options available for large events
- Added new Southeast Cretin Avenue access point
- St. Thomas commitment to 1:1 tree replacement ratio, which is above project requirements
- Additional planting and stone details added to the south façade to provide a more pleasant aesthetic
- Modified website to make finding events more accessible. Email notifications distributed to neighborhood list to alert neighbors of large events happening on campus
- Removed parking option near Goodrich/MRB as a mitigation effort



LEE & PENNY ANDERSON MULTIPURPOSE ARENA



RYAN  **CRAWFORD**
In Partnership with IMEG and MBJ



Minnesota Impact

- **\$997.6 million**
generated in economic impact
- **7,050 jobs**
supported and sustained
- **\$60.6 million**
generated in state and local taxes



Twin Cities Impact

- **\$810.5 million**
generated in economic impact
- **5,728 jobs**
supported and sustained
- **\$39.4 million**
generated in state and local taxes



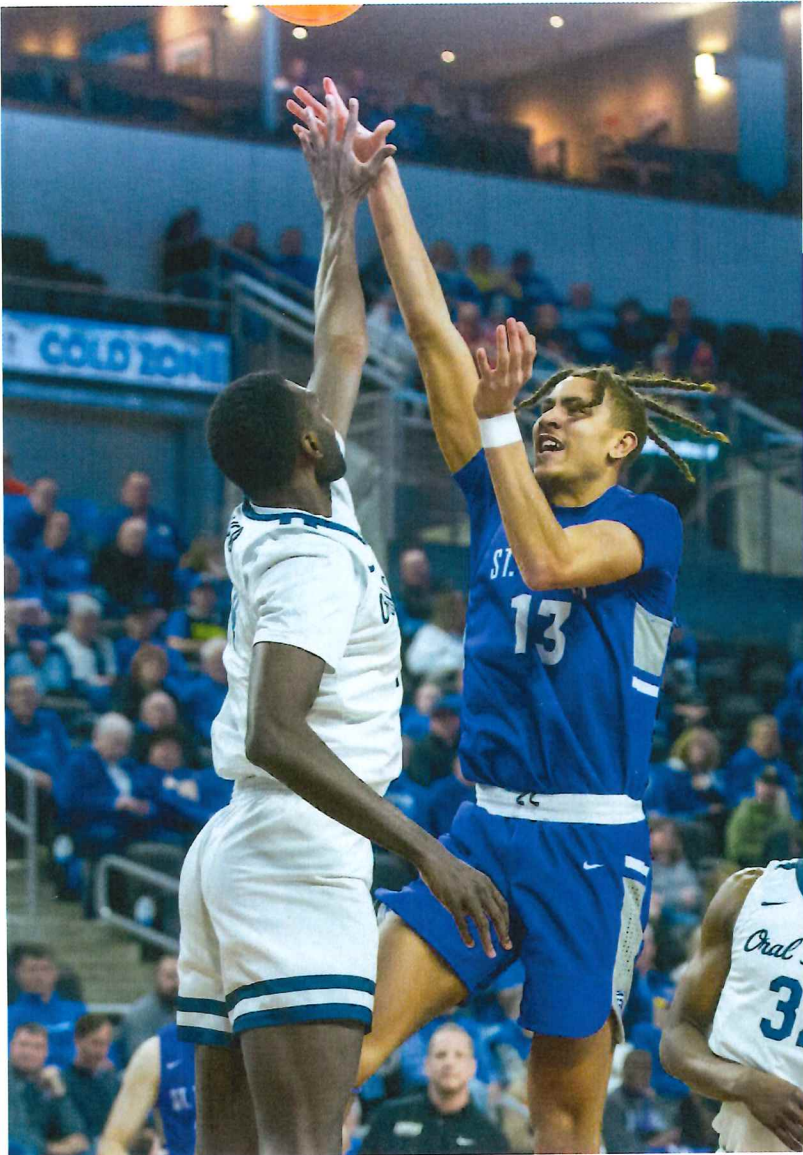
City of Saint Paul Impact

- **\$498.8 million**
generated in economic impact
- **3,525 jobs**
supported and sustained
- **\$24.2 million**
generated in state and local taxes



Local Neighborhood Impact

- **\$124.7 million**
generated in economic impact
- **881 jobs**
supported and sustained
- **\$6.1 million**
generated in state and local taxes



Tommie Athletics Impact

- **\$77.7 million**
total economic impact driven by St. Thomas Athletics
- **480 jobs**
supported and sustained by St. Thomas Athletics
- **\$5.6 million**
in state and local taxes generated by Athletics
- **\$318.5 million**
spending during construction of the Anderson Arena
- **1,863 jobs**
supported during arena development
- **\$14 million**
state and local revenues during construction period