

Highland Bridge – University of St. Thomas Sports Facilities

Community Meeting
August 22, 2022

UST Sports Facilities – Agenda



1. Introductions
2. University of St. Thomas
3. Project Overview
4. Precedent Imagery
5. Community Benefits
6. Key Approvals and Process
7. Master Plan and Zoning
8. Community Engagement
9. Questions

^{HIGHLAND} *Bridge* Introductions



Amy McDonough,
Chief of Staff and Liaison to
the Office of the President



Mark Vangsgard,
Vice President for Business
Affairs and Chief Financial
Officer



Dr. Phil Esten,
Vice President, Director of
Athletics



Cory Chapman, Senior
Associate Athletic
Director, Internal
Operations



Amy Gage,
Director Community Relations



Maureen Michalski,
Vice President of
Development, Ryan
Companies



University of St. Thomas



1. **Over \$400M/year in positive economic impact in St. Paul alone**
2. **Average of 30,000 visitors from outside MN annually contributing \$7.5M+ in the immediate community**
3. Generates over \$40M annually in state and local taxes through spending by institution, faculty, staff, students and visitors
4. Employment of 1,500 in St. Paul
5. Arts and cultural events, including free concerts and lectures.
6. Engaging local business partnerships, research and innovation, volunteerism and many more!



HIGHLAND Bridge University of St. Thomas – Athletics



1. Transition from DIII to DI athletics requires updated facilities
2. Lack of space on campus to fulfill facility requirements
3. **Interest in staying in St. Paul, proximity to campus**
4. Creating broad community amenities – youth sports, tourism benefits, activities, public spaces
5. Focus on creating a positive fan experience and supporting local retail
6. **Investment in high-quality buildings and facilities**





Project Overview

Highland Bridge: UST Sports Facilities

HIGHLAND *Bridge* UST Sports Facilities – Location



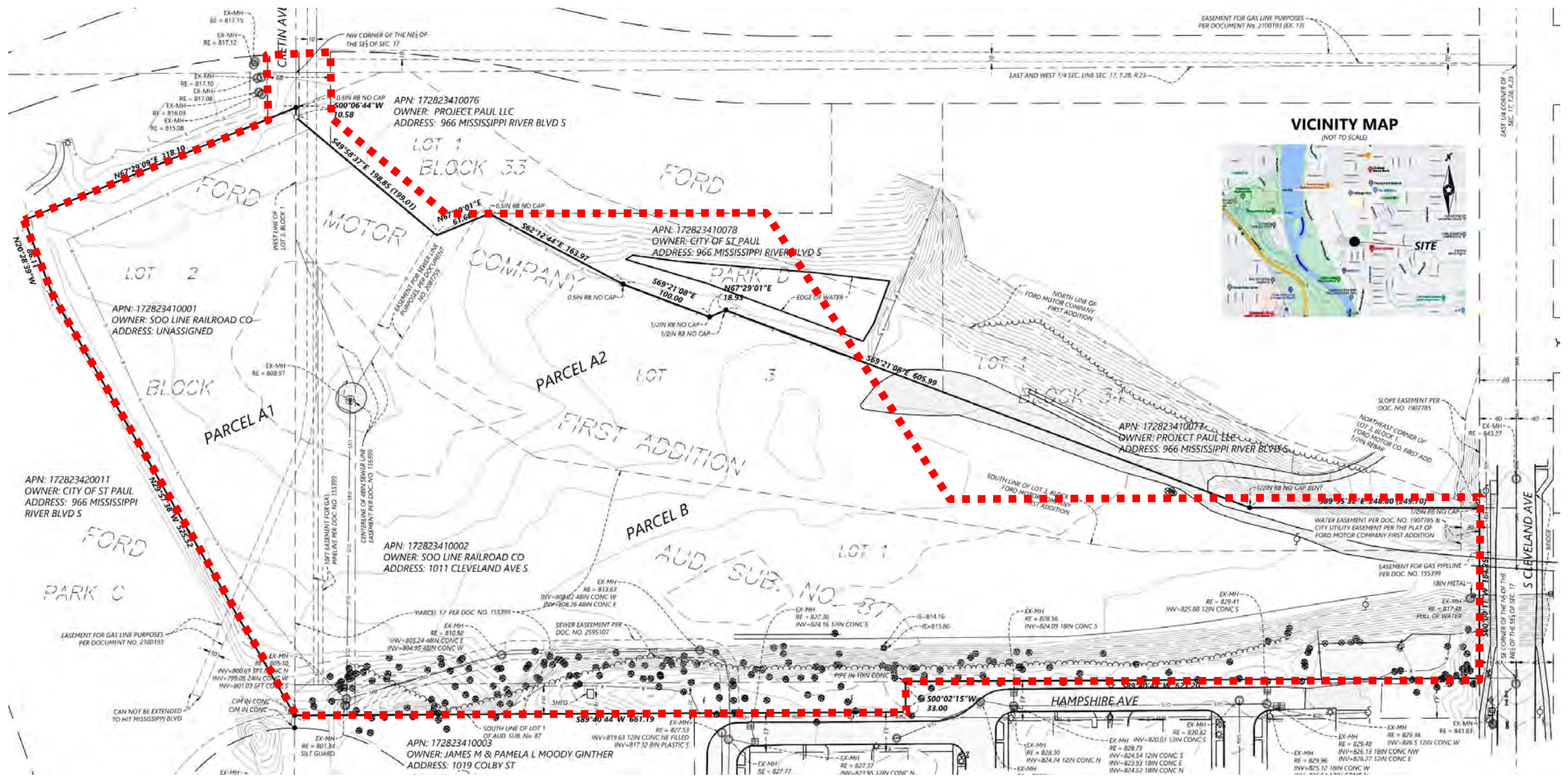
**Current Development Proposal:
UST Sports Facilities**



^{HIGHLAND} *Bridge* UST Sports Facilities – Location



CP Rail Boundaries & UST Location





F6 Gateway District

Sites within the Gateway District will serve as the main entrance to and the economic heart of the Ford redevelopment site. The district provides for a variety of business and office uses independently or in combination with retail and service establishments. Educational, civic, and limited residential uses may also be present. The district is focused on employment activity and complementary work force services.

General Character	Attractive gateways into site, focused on employment with some retail and service
Land Uses	Office; institution; retail & service; employment; limited residential
Heights	
Minimum	30 feet
Maximum	65 feet
FAR	1.0 - 3.0

Civic and Institutional uses, including colleges/universities, are permitted uses in the F6 District. Non-commercial recreation is also permitted

Previous Development Proposal

Ryan Development Plan

- 1.50 ac Mica Park
- 110 Units Affordable Housing
- 100,000 SF Office

CP Rail Parcels (AUAR analysis)

- 55 Residential Units
- 100,000 SF Office

Total Development

- 1.50 ac Mica Park
- 110 Units Affordable Housing
- 100,000 SF Office
- 55 Units Residential
- 100,000 SF Office

Current Development Proposal

Ryan Development Plan

- 1.50 ac Mica Park
- 110 Units Affordable Housing
- 100,000 SF Office

Sports Facilities

- 1.16 ac Parkland Dedication
- Baseball
- Softball
- Parking Structure
- Practice Facility

- Sports Facilities classified as civic/institutional uses

- Civic and Institutional uses, including colleges/universities, are permitted uses in the F6 District. Non-commercial recreation is also permitted.

Difference

Additions

- 1.16 ac additional parkland
- Baseball
- Softball
- Parking Structure
- Practice Facility
- Civic/institutional uses

Subtractions

- 55 Residential Units
- 100,000 SF Office

Color Key:

Program Unchanged

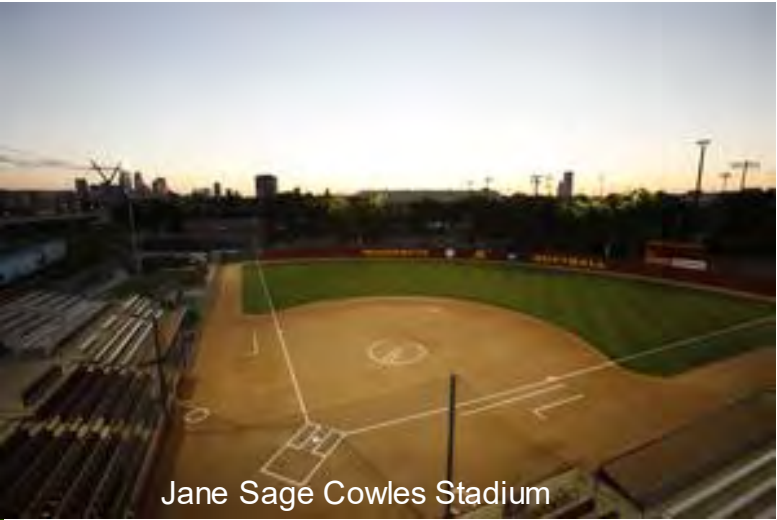
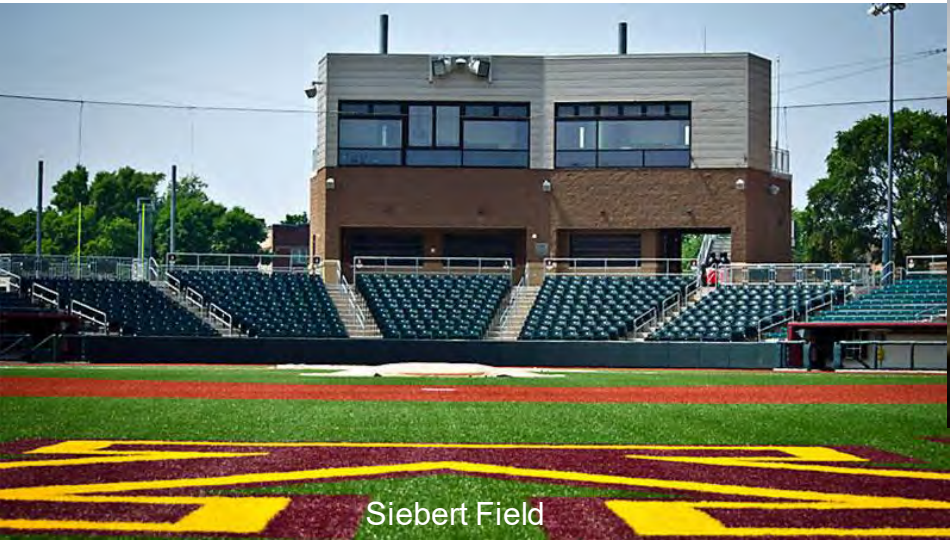
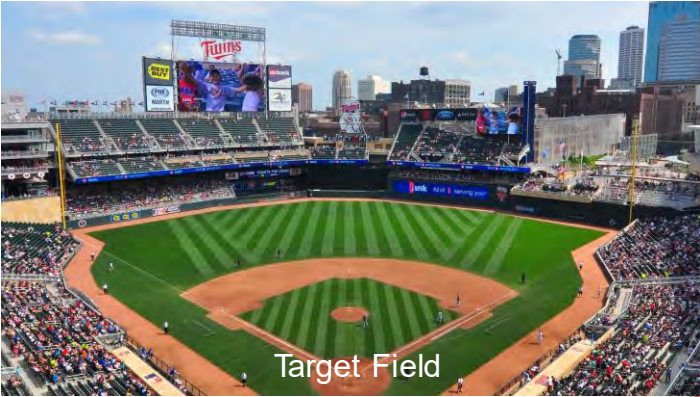
Program Subtraction

Program Addition

1. **Redevelopment of CP Rail Site:** Identifies a productive use for CP Rail Site, placing very low tax land that has sat unused for a decade into a community supporting use. Without a market-identified use, this site will continue to remain vacant and unutilized.
2. **Master Plan:** Identifies civic and institutional uses as a requested use for the gateway zoning district. Proposed uses of new development are allowed within the current zoning district.
3. **Event Frequency:** Event-focused traffic, ~50 times per year for UST baseball/softball. Maximum capacity events occurring less frequently. Other anticipated traffic for community use events such as youth sports, etc.
4. **Traffic:** The Ford Site AUAR for the CP Rail Parcel anticipated 55 housing units (~70 cars on site with multiple trips per day) and 100,000 SF of office (500 cars entering/exiting twice per day). The UST plan would decrease day-to-day traffic by ~50% when compared to those assumptions.
5. **Mica Park:** Maintains original size near the same location.
6. **Affordable Housing:** Maintains current planned locations on site as per original Ryan development plan.
7. **Ford Spur:** A viable development opportunity for the CP Rail site unlocks the potential for a future Ford Spur multimodal transit connection, enhancing trail and transit options and future possibilities.
8. **Taxes:** CP Rail currently pays very minimal taxes related to their parcel (~\$5k/year in assessments). UST utilized property will be tax exempt and anticipated to be similar land square footage to current CP Rail parcel.

Comparison Venues and Capacities

Twin Cities Venue Comparisons			
Venue	Approximate Capacity	Primary User	Primary Sport
Target Field	40000	MN Twins	Professional Baseball
CHS Field	7000	St. Paul Saints Baseball	Professional Baseball
Siebert Field	1500	University of Minnesota	Collegiate Baseball
UST Baseball Stadium	1500	University of St. Thomas	Collegiate Baseball
Parade Stadium	1000	Augsburg University	Collegiate Baseball
Jane Sage Cowles Stadium	1000	University of Minnesota	Collegiate Softball
UST Softball Stadium	1000	University of St. Thomas	Collegiate Softball





Precedent Imagery

Highland Bridge: UST Sports Complex

Highland Bridge University of St. Thomas Campus

UNIVERSITY OF
St. Thomas





Nebraska-Omaha



Nebraska-Omaha



Nebraska



U of MN

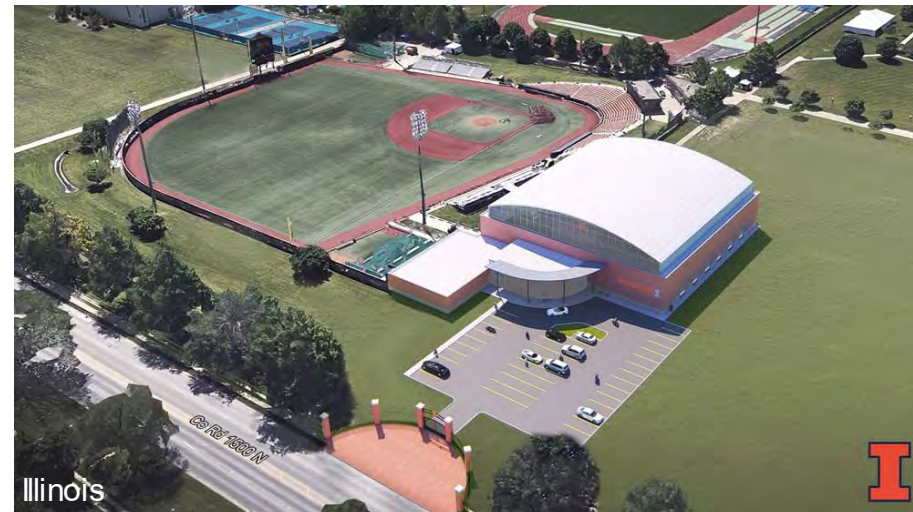
HIGHLAND Bridge Precedent Imagery – Training Facility



Stafford Hills Club



Impact Sports Academy



Illinois



Anderson Parking Facility



Community Benefits

Highland Bridge: UST Sports Facilities

1. **Redevelopment of CP Rail Site:** Providing a market identified use, allowing for cleaning up the site and bringing quality facilities and investment to the property, which otherwise will remain vacant and unutilized.
2. **Community Facility Use:** Creation of quality facilities that could be used for youth and community ballfield use, entertainment, gathering spaces and parking.
3. **Job Creation:** Creation of ~200-250 construction jobs, ~5 daily new jobs on site; an additional ~20 jobs during baseball/softball event season, depending on the levels of events.
4. **Master Plan Alignment:** Identifies options for meeting institutional uses desired in the Master Plan as the market has shifted away from traditional office.
5. **Economic Development:** Supporting local retail and restaurants with visitors to the area for event attendance.
6. **Enhanced Parkland:** The addition of public parkland or parkland dedication fees per CP Rail park dedication.
7. **Multimodal Transportation:** Unlocks the potential for a future Ford Spur connection, enhancing trail and transit connections. Expanding pedestrian and bike connections through the site and allowing the possibility of future multimodal ped/bike/transit corridor to the east.
8. **Improved Water Quality:** Improving stormwater quality and management on a currently unmanaged site, decreasing flow rate to Hidden Falls Park and improving on-site wetland conditions.
9. **Sustainability:** LEED Silver per UST standards.



Key Approvals and Milestones

Highland Bridge: UST Sports Facilities

UST Sports Facilities – Key Approvals



City Approvals

- AUAR Update – Started May 2022, Will be revised per updated UST plan. Completion TBD.
- Master Plan Amendments – Process TBD after site plan.
- Parkland Dedication – Process TBD after site plan.
- Redevelopment Agreement Modifications – Unknown if required. Process TBD after site plan.
- Zoning Applications – Process TBD after site plan.

Other Approvals

- Airport Overlay Approvals – Timing TBD
- Wetland Approvals – Timing TBD



Master Plan and Zoning

Highland Bridge: UST Sports Facilities

- Present zoning in 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 sports facilities.
- The Master Plan Amendments are one layer of approvals in a multilayered approval process.

	UST Sports Facilities – Major Amendments & Zoning Code Changes
MP Amendment 1: Floor Area Ratio	- Exclusion to the Floor Area Ratio requirements within the F6 district for Civic & Institutional uses
MP Amendment 2: Land Uses	- Amend the Commercial, Employment and Residential use ranges within the F6 district
MP Amendment 3: Building Type Standards	- Exclusion to the maximum Public Right of Way Setback for Civic & Institutional uses in the F6 district
MP Amendment 4: Shared Transportation Corridor	- Adjustment to the alignment and information within the Shared Transportation Corridor description
MP Amendment 5: Open Space System	<ul style="list-style-type: none"> - Adjustment to the Open Space System for the proposed relocation of the Community Green Space - Adjustment to the Open Space System for the addition of the CP Rail Parkland Dedication

- Additional Master Plan Amendments may be necessary. Once site plan is determined the team will work with City staff to determine requirements.

	UST Sports Facilities – Major Amendments & Zoning Code Changes Summaries
MP Amendment 1: Floor Area Ratio	The proposed use provides jobs, entertainment and recreation, and it has unique requirements from typical zoning applications due to the need for fields and parking facilities that don't directly apply to the zoning calculations. Recreational facilities are typically lower density facilities (due to fields, courts, etc.)
MP Amendment 2: Land Uses	The Sports Facilities qualifies as an institutional use rather than an employment use. The F6 district and Master Plan outline certain percentages of uses that must be adjusted to allow for the Sports Facilities. The UST project makes up a large square footage within the F6 district, which skews the percentages as they are counted as all institutional uses.
MP Amendment 3: Building Type Standards	The Master Plan building type standards were created with typical urban development in mind, not specialized facilities. Amendments are required to allow for proper operations of the fields and facilities for the Sports Facilities and to account for the unique arrival experience for the site
MP Amendment 4: Shared Transportation Corridor	The opportunity to realize a use for the CP Rail site unlocks the potential future ped/bike/transit connection envisioned in the Ford Spur Study. This change allows for the alignment of the route to vary as determined by the engineers as long as the key connection points and opportunities are met to allow for multimodal transit connects.
MP Amendment 5: Open Space System	The Master Plan identifies a specific location for the 6th open space element referred to as the Community Green Space. This location will maintain materially in the same place and will require minor boundary adjustments while maintaining overall location and size. Also, additional land will be dedicated to City of St Paul Parks to meet the CP Rail site park dedication requirements.



Community Engagement

Highland Bridge: UST Sports Facilities



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 Meetings- Future Potential

- Highland District Council Community Development Committee October 18, 2022 6:30 pm
- Highland District Council Community Development Committee November 15, 2022 6:30 pm
- Community Meeting December/January- Details TBD.

City Public Hearings

- Master Plan Amendments – TBD
- Parkland Dedication – TBD
- Zoning Applications – TBD
- AUAR Update – TBD



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Q&A





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 athletic facilities 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 athletic facilities in Saint Paul. As an active member of the community, these facilities 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 these athletic facilities 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.



Is the proposed facility for male and female athletes?

The proposed athletics facilities 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 fee in lieu park dedication fees are required for Parks. The calculation of park land dedication, based on a City of Saint Paul formula, equates to the addition of 1.16 acres of park on top of the four public parks already planned for Highland Bridge. Parkland will not be removed due to this project but enhanced through additional land area that is publicly dedicated or fees in lieu.

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 would 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 Highland Baseball for this project. We are committed to finding ways for the community to use these facilities when not in use by our athletes. 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 about how we can offer the facilities 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 are looking at alternative locations. We haven’t landed on anything specific at this time.

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, but currently do not know the extent of any tree or berm removal. St. Thomas has held an initial meeting with homeowners to start discussions on the berm and trees and we will continue to communicate as we have a better understanding of ballfields and site layout.



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. St. Thomas currently does not have lights on campus, so games are played in daylight. If we were able to provide lights at the new facility, 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 ramp 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 likely 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 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.

The facilities "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 garages 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, 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.

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 garage 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, but currently do not know the extent of any tree or berm removal. St. Thomas has held an initial meeting with homeowners to start discussions on the berm and trees and we will continue to communicate as we have a better understanding of ballfields and site layout. 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. 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 stadia? 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 this Sports Complex enhance the Highland Bridge development?

The revised UST project as discussed at the August 22nd community meeting 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. See page 13 (“UST Sports Facilities – Use Comparison”) from the UST presentation given on August 22nd for a comparison between the previous programming assumed over these land parcels compared to the current proposed development scenario.

Development of the UST project will enhance Highland Bridge by adding 1.16 acres of new parkland from the development of the CP Rail parcel as well as green spaces for the ballfields, will allow 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 Sports Complex 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.

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 Sports Complex “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 Sports Complex.” Please explain. Currently Finn is not a through street to Ford Parkway; does this proposal anticipate that changing?

The Finn St access is no longer critical to the UST project due to the reduction in size of the facilities and eliminating hockey at the site.

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.

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 Cretin Ave (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. The additional 1.16 acres of parkland 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 foot 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 on the parking garage? How tall?

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

Will lights, of some sort, be on the Sports Complex 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.