

# DEVELOPMENT UPDATE

## Highland Bridge – University of St. Thomas Ballfields

Community Update  
February 28, 2023



## Presentation- 30 min

1. Introductions
2. Project Overview
3. Key Approvals and Milestones
4. Highland Bridge Master Plan Amendments
5. Alternative Urban Areawide Review (AUAR) Update
6. Parks Update
7. Key Takeaways
8. Contact Information

## Question/Answer- 30 min

This presentation along with questions asked and answers will be available on the Highland Bridge website: [www.highlandbridge.com](http://www.highlandbridge.com) and the Highland District Council website [www.highlanddistrictcouncil.org/](http://www.highlanddistrictcouncil.org/)

# <sup>HIGHLAND</sup> *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



Jerome Benner,  
Director Community Relations



Maureen Michalski,  
Vice President of  
Development, Ryan  
Companies



Tony Barranco,  
President of North Region,  
Ryan Companies



# University of St. Thomas Ballfields

## Project Overview

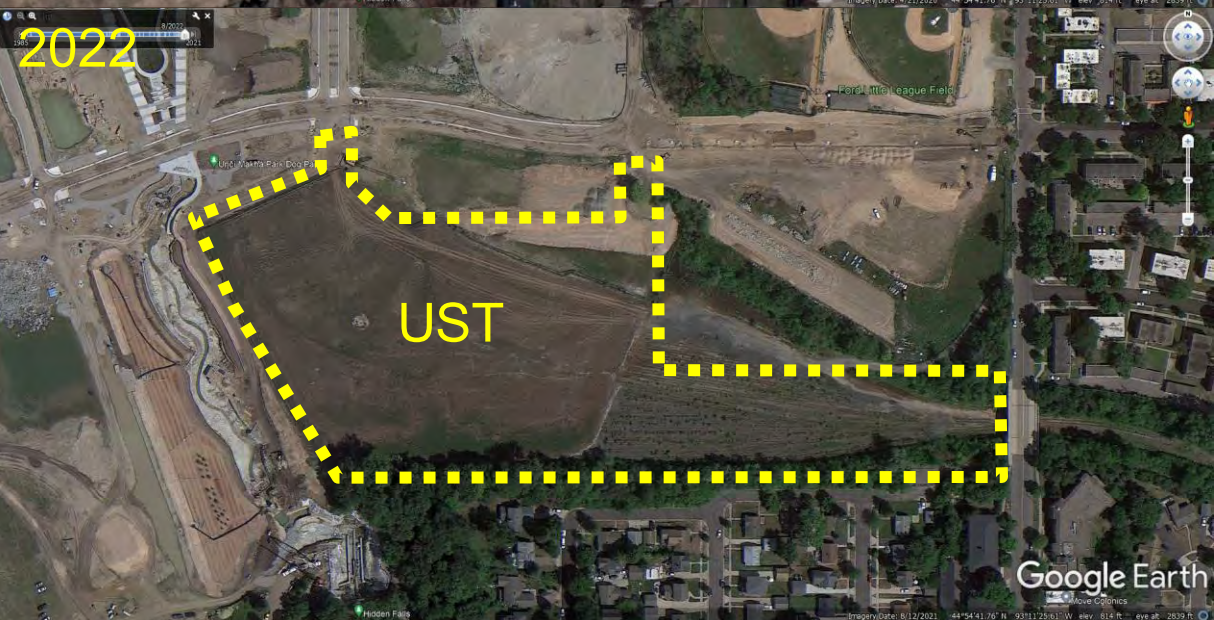




Current Development  
Proposal: University of  
St. Thomas Ballfields



# HIGHLAND *Bridge* Location



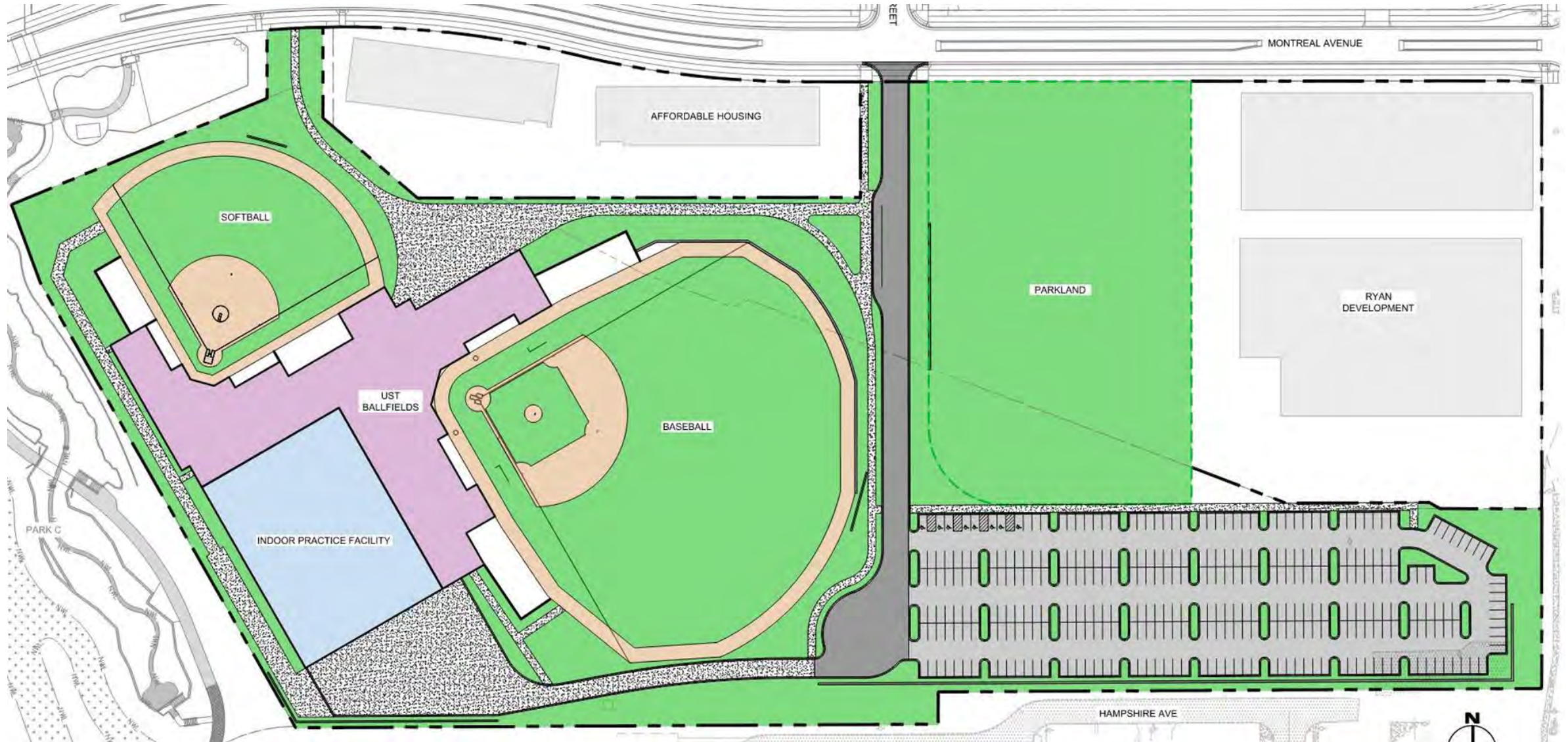


# <sup>HIGHLAND</sup> *Bridge* Location





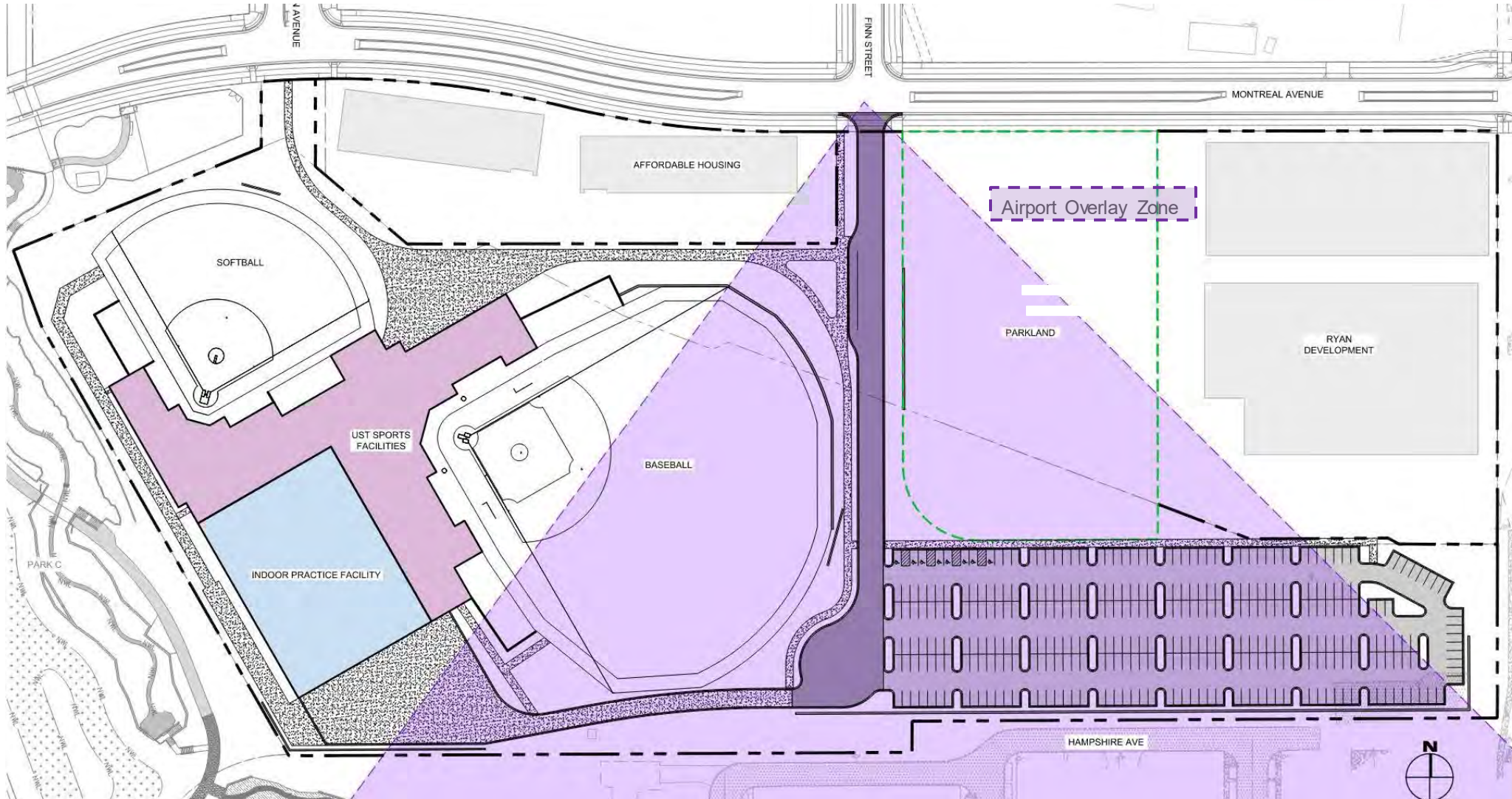
# HIGHLAND *Bridge* Site Plan



**Site plan is preliminary and subject to change.**



# HIGHLAND *Bridge* Airport Overlay



Occupiable uses in Airport Overlay zone require a MAC variance



# Rendered Site Plan



Site Plan is preliminary and subject to change



# Rendered Site Plan

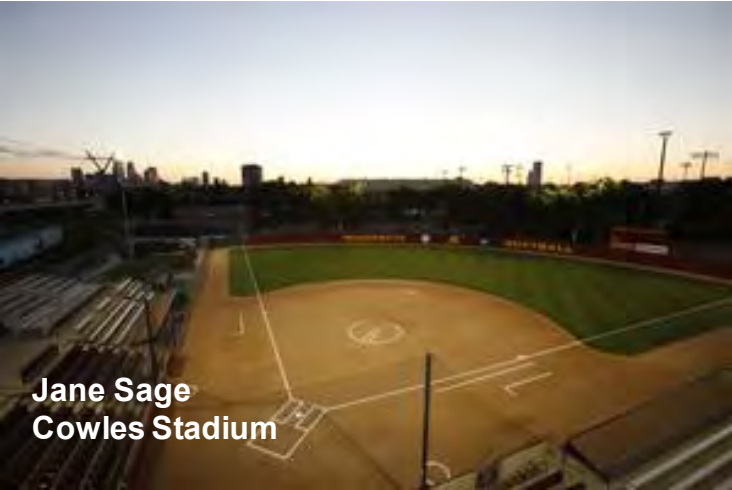
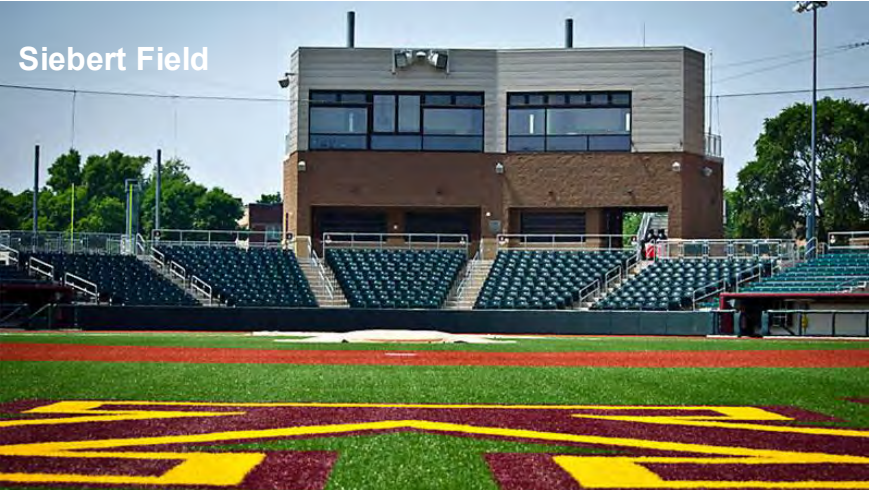
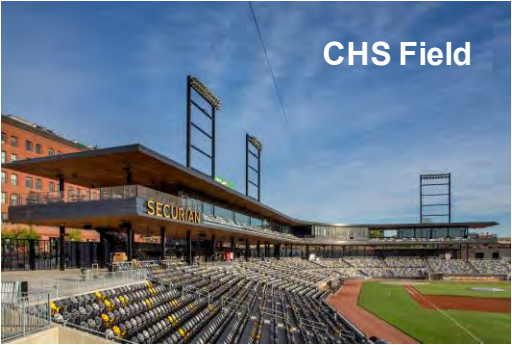
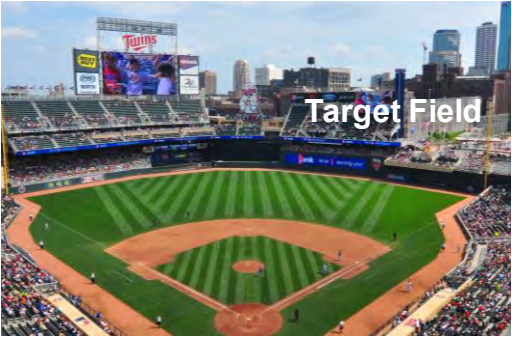


Greyed out buildings to the north and east of the ballfields are not a part of the UST project and are only massed placeholders that comport with original redevelopment plan



# Comparison Venues and Capacities

Twin Cities Venue Comparisons			
Venue	Approximate Capacity	Primary User	Primary Sport
Target Field	40,000	MN Twins	Professional Baseball
CHS Field	7,000	St. Paul Saints Baseball	Professional Baseball
Siebert Field	1,500	University of Minnesota	Collegiate Baseball
<b>UST Baseball Stadium</b>	<b>1,500</b>	<b>University of St. Thomas</b>	<b>Collegiate Baseball</b>
Parade Stadium	1,000	Augsburg University	Collegiate Baseball
Jane Sage Cowles Stadium	1,000	University of Minnesota	Collegiate Softball
<b>UST Softball Stadium</b>	<b>1,000</b>	<b>University of St. Thomas</b>	<b>Collegiate Softball</b>





# HIGHLAND *Bridge* Baseball & Softball Schedule



- Regular practice begins **September through October**
  - **2-3 home games for both baseball/softball**
- Spring outdoor season starts when the snow melts
- Home games **start last week of March end in May** for regular season
  - Both baseball/softball will play **up to 20 home games**
- Baseball conference games are **Friday, Saturday, Sunday**
  - (few mid-week games on a Tuesday or Wednesday evening)
- Softball conference games are normally played on **Saturday (double-header) and Sunday.**
  - A few mid-week games on a Tuesday or Wednesday evening
- NCAA or conference postseason games into early June (contingent)
- **Community, high school and youth sports games** variable
- Event-focused traffic will be ~50 times per year for UST baseball/softball. Other anticipated traffic will be for community events, such as youth sports.







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 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 level of events.
4. **Master Plan Alignment:** Identifies options for meeting institutional uses desired in the Master Plan

(Continued on next slide)





5. **Enhanced Parkland:** Increase in usable area for existing public parkland and increase in public park value per CP Rail park dedication.
6. **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.
7. **Improved Water Quality:** Improving stormwater quality and management on a currently unmanaged site, decreasing flow rate to Hidden Falls Park and improving area wetland conditions.
8. **Sustainability:** LEED Silver per UST standards.





# University of St. Thomas Ballfields

## Key Approvals and Milestones





### **Community Meetings- Past and Current**

- Highland District Council Community Development Committee January 18, 2022
- Highland District Council Community Development Committee February 15, 2022
- Highland District Council Community Development Committee May 17, 2022
- Highland Business Association Lunch and Learn June 13, 2022
- Highland District Council Community Development Committee June 21, 2022
- Highland District Council Community Development Committee July 19, 2022
- Community Meeting August 28, 2022
- Highland District Council Community Development Committee October 18, 2022
- Highland District Council Community Development Committee January 24, 2023
- Highland District Council Community Development Committee February 21, 2023
- Community Meeting February 28, 2023

### **Community Meetings- Future Potential**

- Highland District Council Community Development Committee- March, April etc. 2023

### **City Public Hearings**

- Master Plan Amendments – see detailed schedule in prior slides
- Parkland Dedication – see detailed schedule in prior slides
- Zoning Amendments (if any)- TBD





## **City Approvals**

- AUAR Update: Jan 2023 Start, Jun 2023 Complete (**Details in later slides**)
- Master Plan Amendments: Jan 2023 Start, Aug 2023 Complete (**Details in later slides**)
- Parkland Swap & Dedication: Jan 2023 Start, Jun 2023 Complete (**Details in later slides**)
- Redevelopment Agreement Modifications (legal descriptions with replat): Jan 2023 Start, Aug 2023 Complete
- Plat: Mar 2023 Start, Jun 2023 Complete
- Zoning Applications: TBD

## **Other Approvals**

- Airport Overlay Approvals: Jan 2023 Start, May 2023 Complete
- Wetland Approvals: Jan 2023 Start, May 2023 Complete





# Highland Bridge Master Plan

**Proposed Amendments**



<b>MP Amendment 1:</b> Floor Area Ratio	- Exclusion to the Floor Area Ratio requirements within the F6 district for Civic & Institutional uses
<b>MP Amendment 2:</b> Parking	<ul style="list-style-type: none"> <li>- Modification to Table 4.7 for Civic &amp; Institutional uses as a land use category and setting the maximum spaces allowed as provided in Section 63.207 of the Zoning Code</li> <li>- Increase in the number of surface parking spaces within the southeasterly F6 district for Civic &amp; Institutional uses</li> </ul>
<b>MP Amendment 3:</b> Building Type Standards	- Exclusion to the maximum Public Right of Way Setback within the F6 district for Civic & Institutional uses
<b>MP Amendment 4:</b> Shared Transportation Corridor	- Adjustment to the alignment and information within the Shared Transportation Corridor description
<b>MP Amendment 5:</b> Open Space System	- Adjustment to the Open Space System for the proposed relocation of the Community Green Space CP Rail Parkland Dedication





# Master Plan Amendment #1

Floor Area Ratio



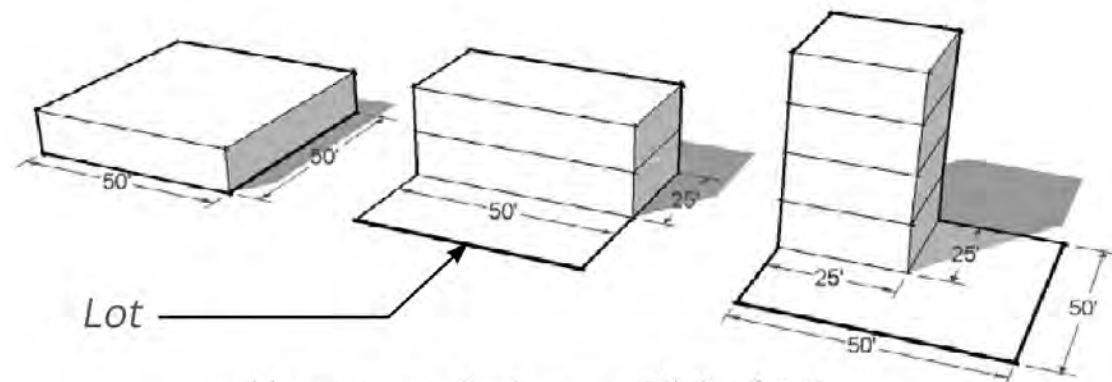
# *HIGHLAND Bridge* Master Plan Amendments



**Floor Area Ratio (FAR) Summary:** The proposed use provides entertainment and recreation. The ballfield facilities would be under the currently required FAR minimum due to the nature of their use.

**Master Plan Requirement:** The Master Plan requires a range of FARs for each of the six zoning districts ranging from 0.25 in the F1 district up to 6.0 in the F4 district. The F6 district where most of the recreational facilities exist in the development or are proposed requires a minimum of 1.0 FAR.

**Requested Amendments:** Exclusion to FAR requirements within the F6 district for Civic & Institutional uses (which Recreational facilities fall under).



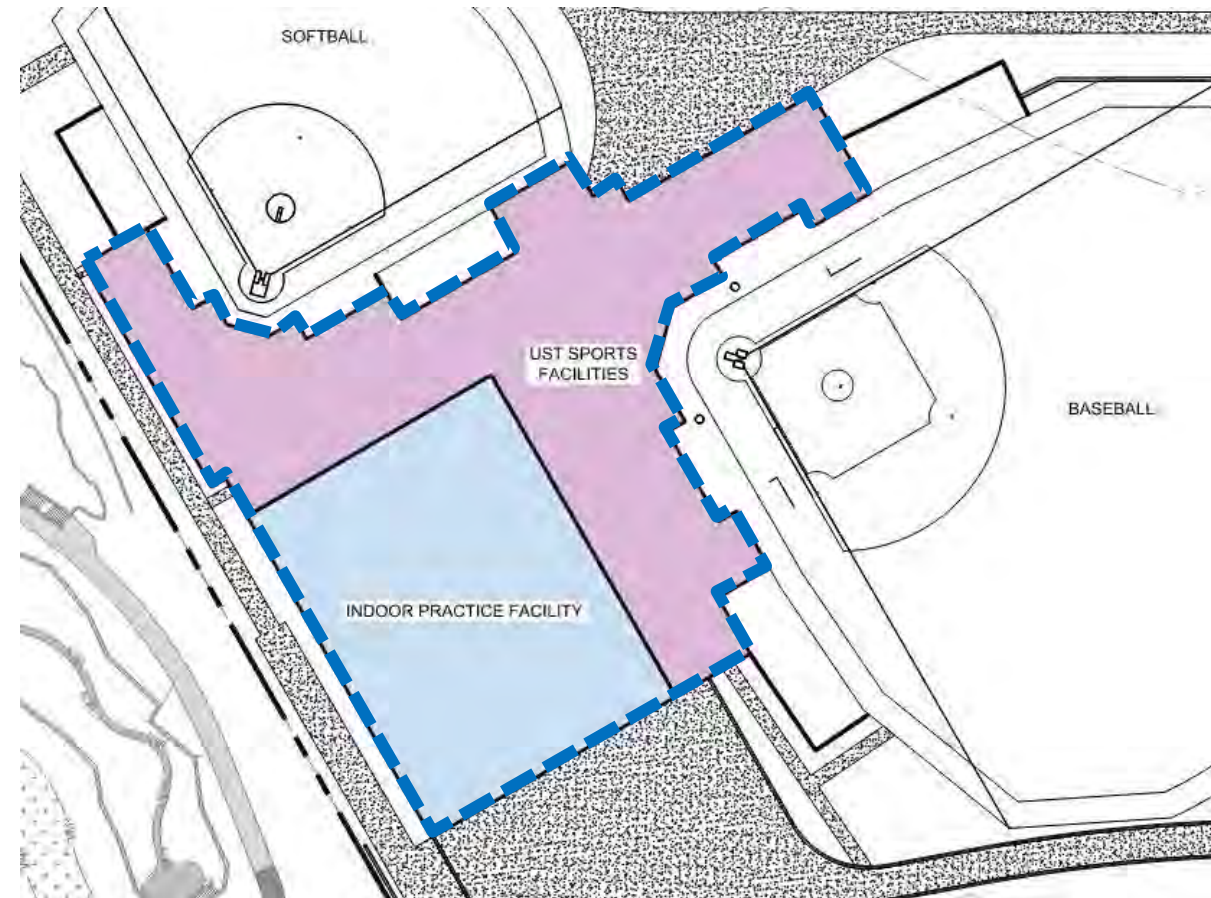
Above examples have an FAR of 1.0





## Supporting Information:

- FAR is calculated as the total floor area of all buildings or structures on a lot divided by the area of the lot.
- **The total floor area calculation excludes recreational field areas such as ballfields or courts, plaza areas, and parking facilities that are often prevalent in Civic & Institutional facilities.**
- Civic & Institutional uses are typically only one or two stories in height, thus reducing the ability to achieve higher densities with taller buildings.
- **This amendment would benefit the UST Ballfields project as well as the existing Highland Ballfields if those were ever renovated.**



— — — — — Included in FAR calculation





# Master Plan Amendment #2

Parking

# HIGHLAND *Bridge* Master Plan Amendments



**Parking Summary:** The ballfields follow recreation-specific layouts with larger building setbacks as part of an overall campus design and functionality. This differs from the Ford Site Master Plan, which was based on an urban development and street grid layout.

**Master Plan Requirement:** The Master Plan sets non-residential parking maximums based on 1 space per 200 square feet of building area. The Master Plan limits the number of surface parking stalls on any given development block to 20 or fewer.

**Requested Amendments:** Modification to Table 4.7 for Civic & Institutional uses as a land use category and setting the maximum spaces allowed as provided in Section 63.207 of the Zoning Code. Exclusion to the limitation of surface parking spaces within the southeasterly F6 district for Civic & Institutional uses only.

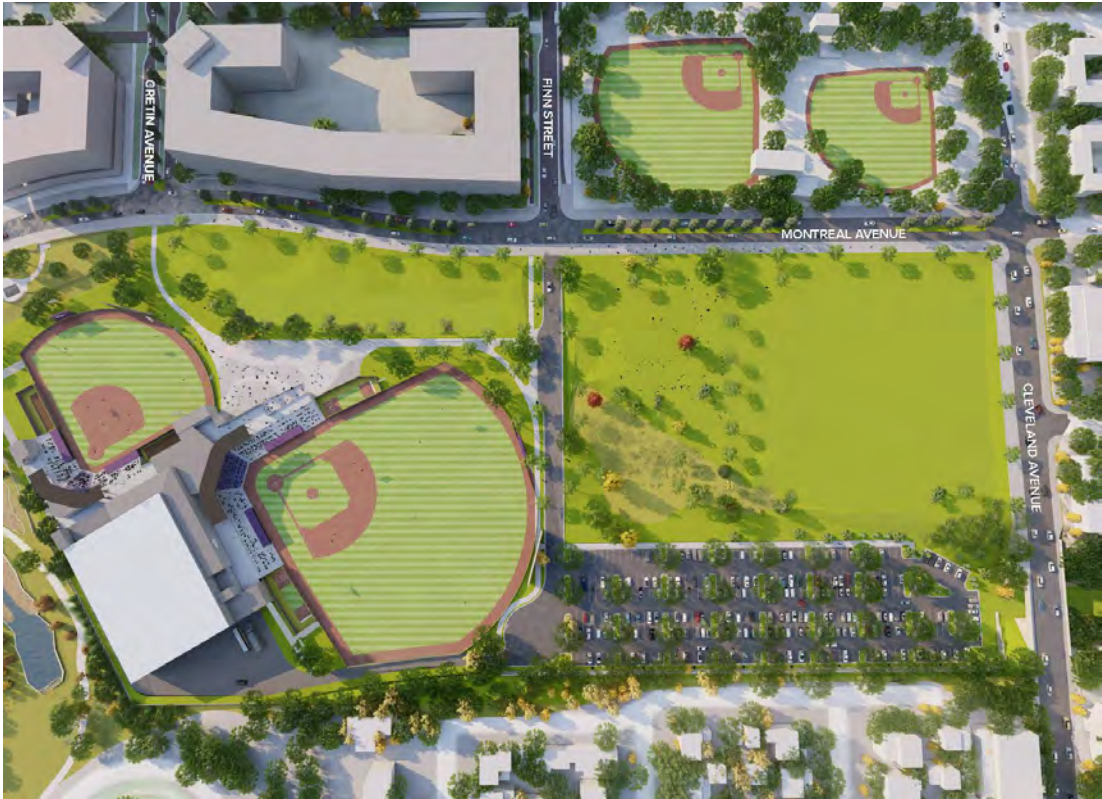


Table 4.7 Vehicle Parking Requirements by Use Category

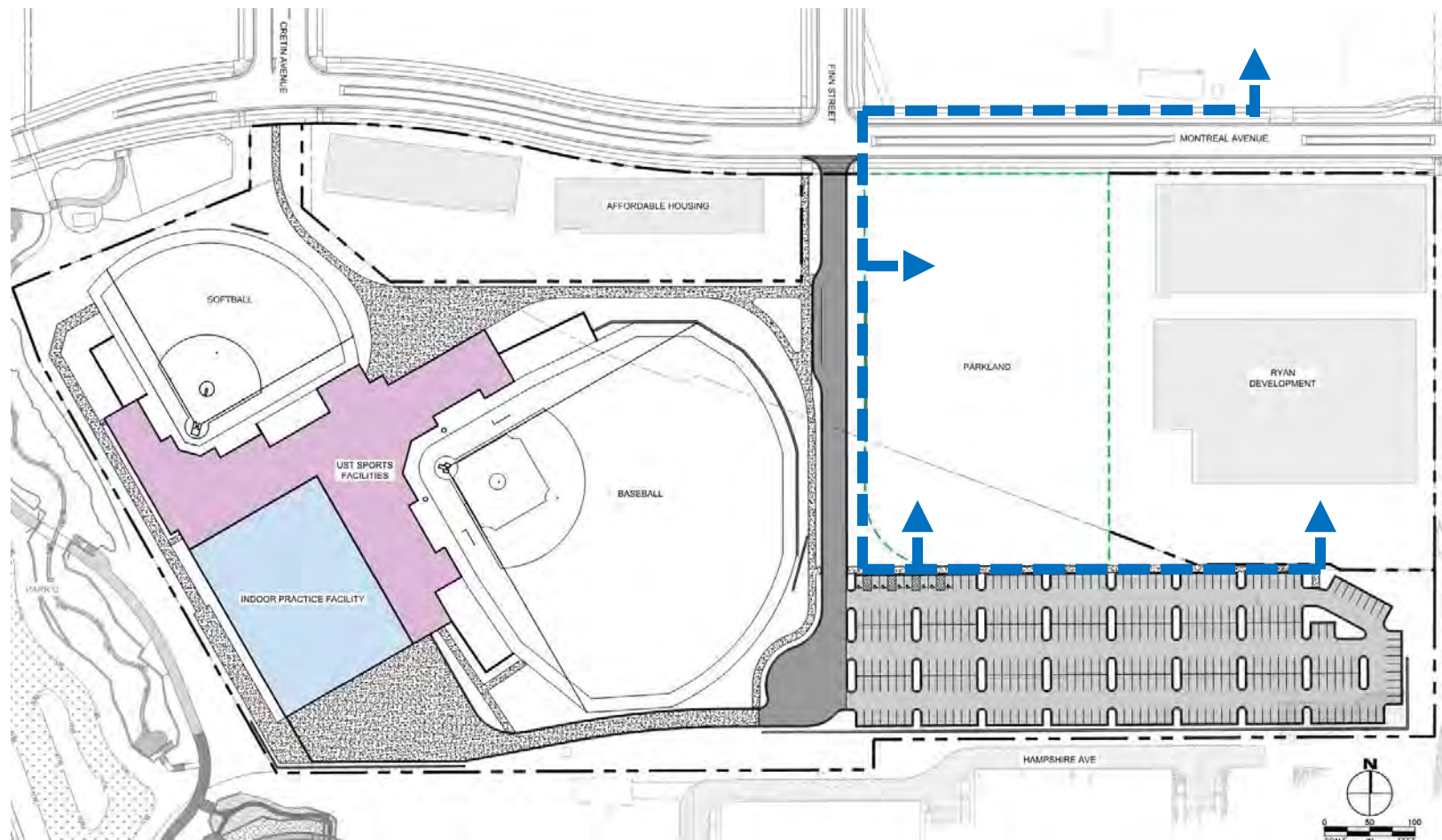
Maximum Parking	
Land Use Categories	Maximum Spaces Allowed
Non-residential	1 space per 200 square feet GFA
Residential, dwellings	2 spaces per dwelling unit
Residential, congregate living	1 space per bedroom





## Supporting Information:

- For the UST project proposed in the F6 district, surface parking provides flexibility for the quantity of parking based on actual usage and the future potential for shared parking and uses with adjacent developments as they get built out in the future. This includes the shared transportation corridor planned to route through the CP Rail parcel.
- There are other contextual benefits such as limiting parking views as much as possible from adjacent neighbors to the south of the site and limiting buildings in the Airport Overlay district.



— — — — — Potential Shared Parking Connections

# View From Cleveland Avenue Bridge (Looking West)





# View From Hampshire Ave – Landscape Screening (Looking North)



**Building shown within this image  
is not a part of the UST project**



# View From Hampshire Ave – No Landscape Screening (Looking North)



Building shown within this image  
is not a part of the UST project





# Master Plan Amendment #3

Building Type Standards

# HIGHLAND *Bridge* Master Plan Amendments

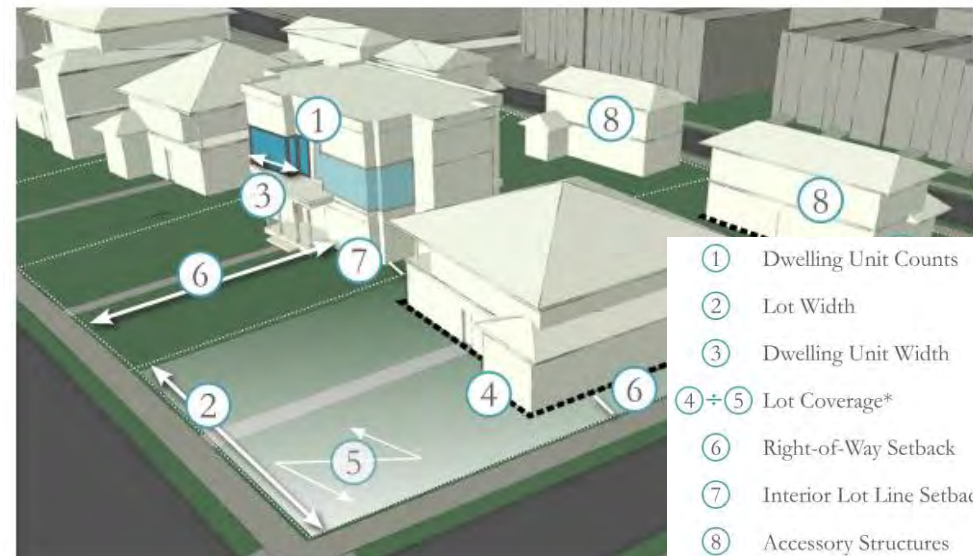
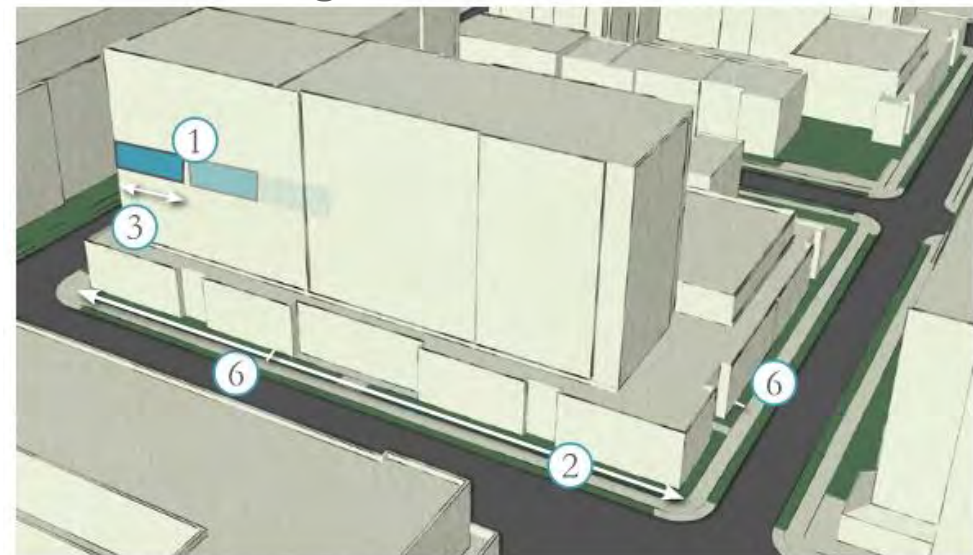


## Images from Master Plan

**Building Type Standards Summary:** The Master Plan building type standards were created with typical urban development in mind, not specialized facilities. The buildings associated with the ballfields will be set back further than the master plan standards to allow for proper operations ballfields and to account for the unique site arrival experience.

**Master Plan Requirement:** The Master Plan requires a maximum public right of way setback of 15 feet and that the maximum setback shall apply to at least 60% of the building façade along the right of way.

**Requested Amendments:** Exclusion to the maximum Public Right of Way Setback within the F6 district for Civic & Institutional uses.

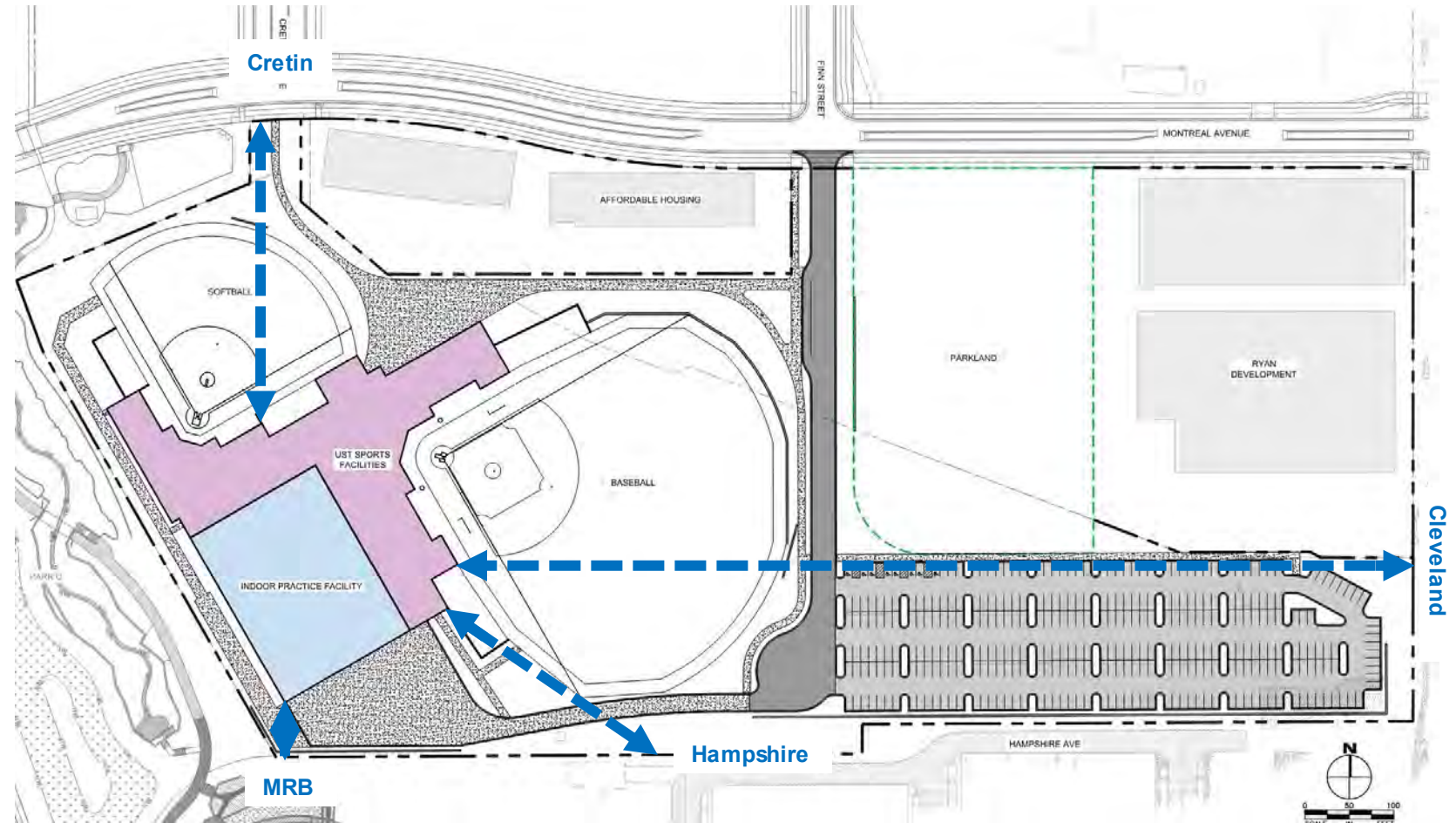






## Supporting Information:

- Civic & Institutional facilities are often set back from the public right of ways to allow for preferred orientations of buildings, entry plazas and separation from vehicular traffic.
- Setbacks do not apply to the field areas of recreational facilities but rather the building elements of the facilities.



— — — — — Setback Measurements from  
Right of Way



# View From South End of Central Water Feature (Looking Southeast)



Building shown on the left in this image is not a part of the UST project



# View From South End of Unčí Makhá Park (Looking Northeast)







# Master Plan Amendment #4

Shared Transportation Corridor



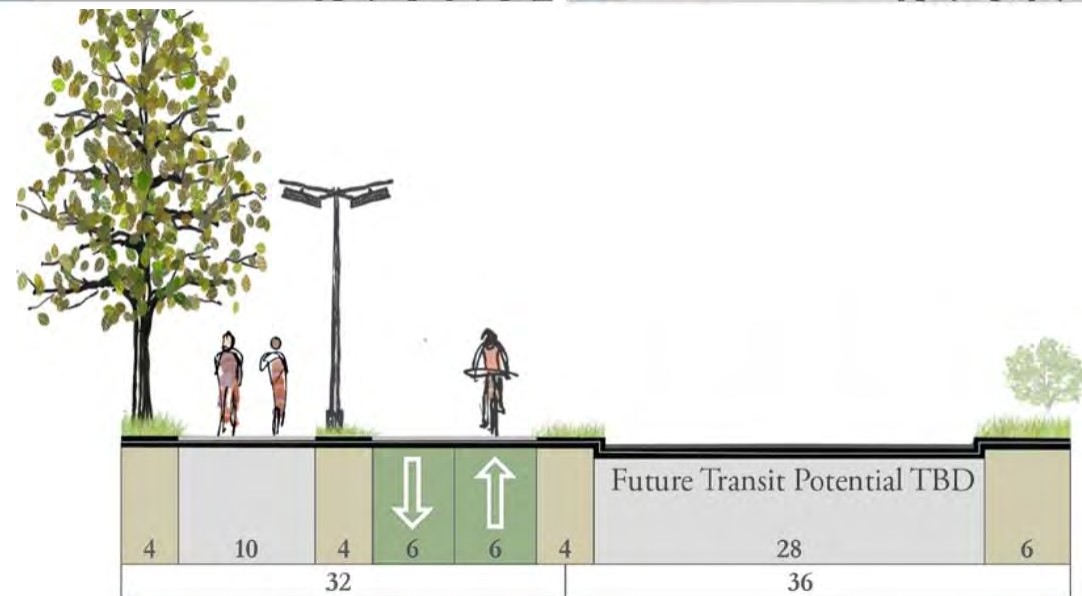
# *Highland Bridge* Master Plan Amendments

## Shared Transportation Corridor

**Alignment Master Plan Requirement:** The Master Plan requires a shared transportation corridor to connect Highland Bridge to the existing CP Rail corridor east of Cleveland Ave to provide corridors for walking, biking and transit.

**Requested Amendments:** Adjustment to allow for flexibility of alignment and information within the Shared Transportation Corridor description.

**Supporting Information:** The UST site plan maintains the potential for future transit to connect Highland Bridge to the existing CP Railway east of Cleveland Ave and meets master plan goals. It is unnecessary that all modes of transportation connect via Cretin Ave to achieve the same outcomes.

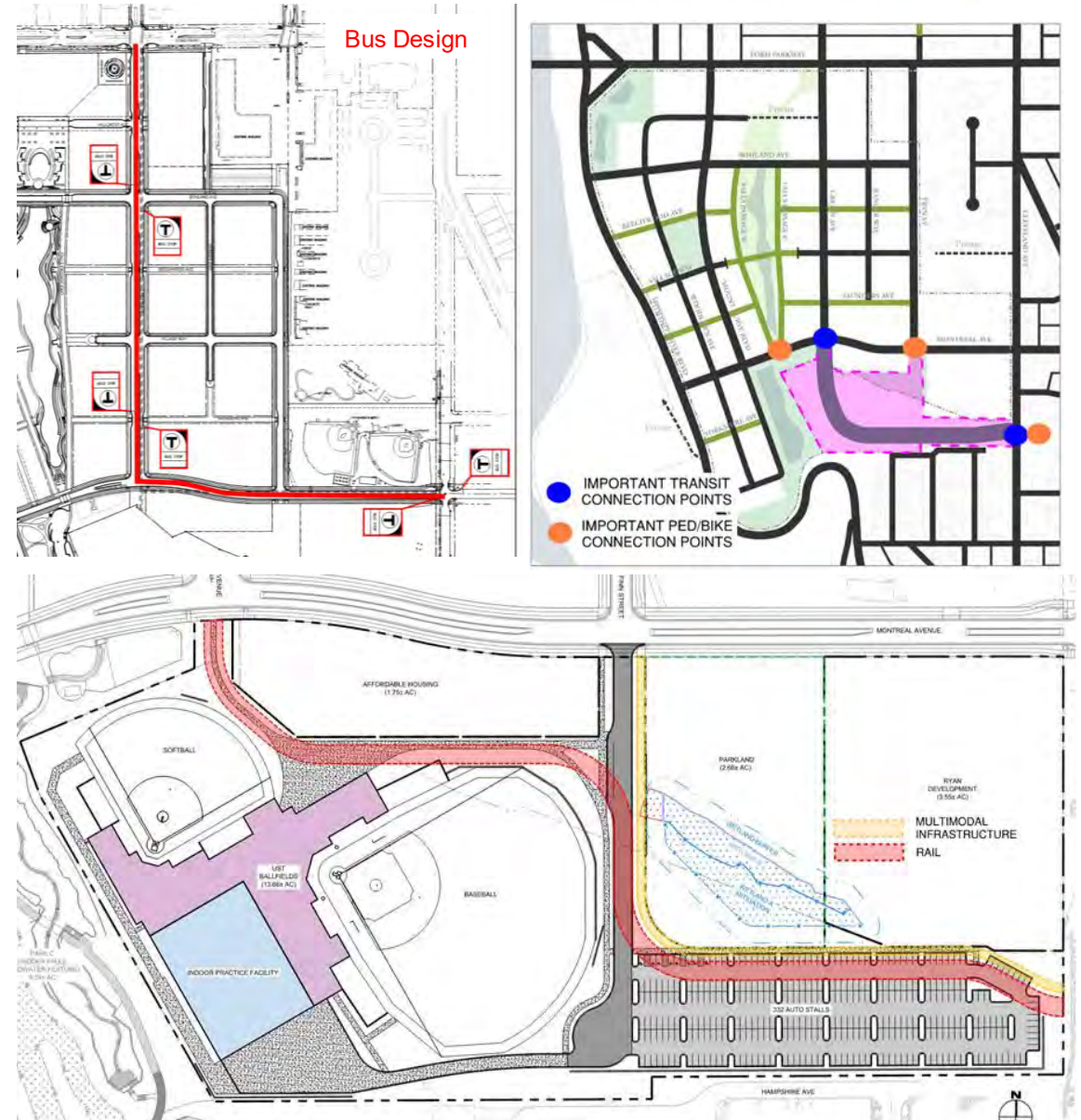


# HIGHLAND *Bridge* Master Plan Amendments



## Supporting Information:

- The UST site plan allows for bike and pedestrian connections to extend north through Finn St or east/west through Montreal Ave.
- If bus is the form of transit used in the future, Cretin Ave and Montreal Ave are designed for this mode. Rerouting certain bus lines was included in the infrastructure design to connect Ford Pkwy to Cleveland Ave through the Highland Bridge site via Cretin and Montreal Ave.
- If shared rail is the form of transit, the UST site plan connection allows for sufficient turning radius within the site. Reconstruction of roadways and utilities would be needed to accommodate rail in the future.





# View From Montreal Ave/Finn St. Intersection (Looking South)



Building shown on the right in this  
image is not a part of the UST project



# Master Plan Amendment #5

Open Space System



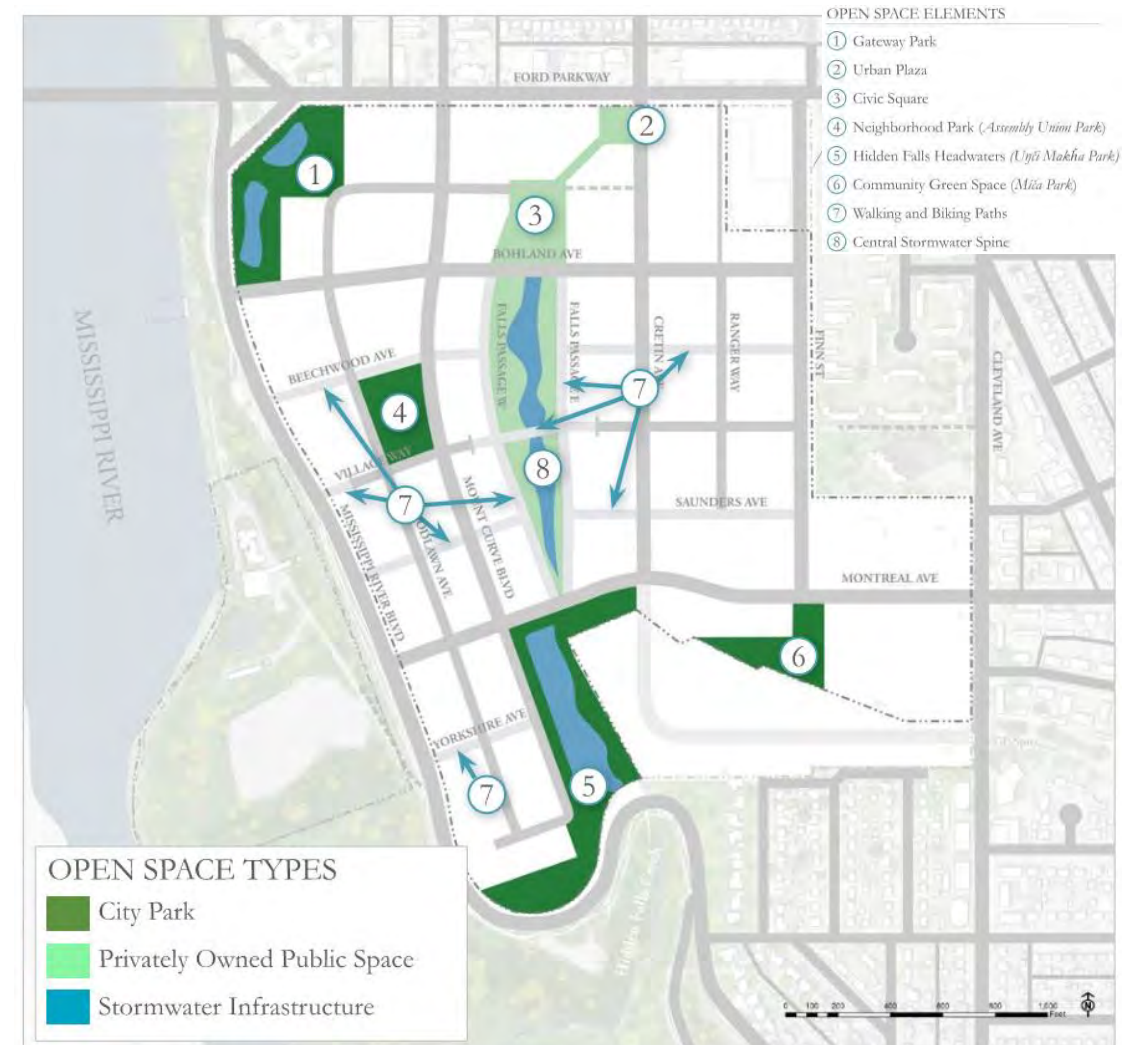
# HIGHLAND *Bridge* Master Plan Amendments



**Open Space System Summary:** The Master Plan identifies a specific location for the sixth open space element referred to as the Community Green Space. This existing park location (Park D/Mica Park) prohibits the opportunity to develop the UST Ballfields and requires relocation to a nearby, more useable area within the original Master Plan area, accomplishing the same size park with more useable area.

**Master Plan Requirement:** The Master Plan includes locations and descriptions of various public open spaces within the development including city parks, privately owned public spaces and stormwater infrastructure

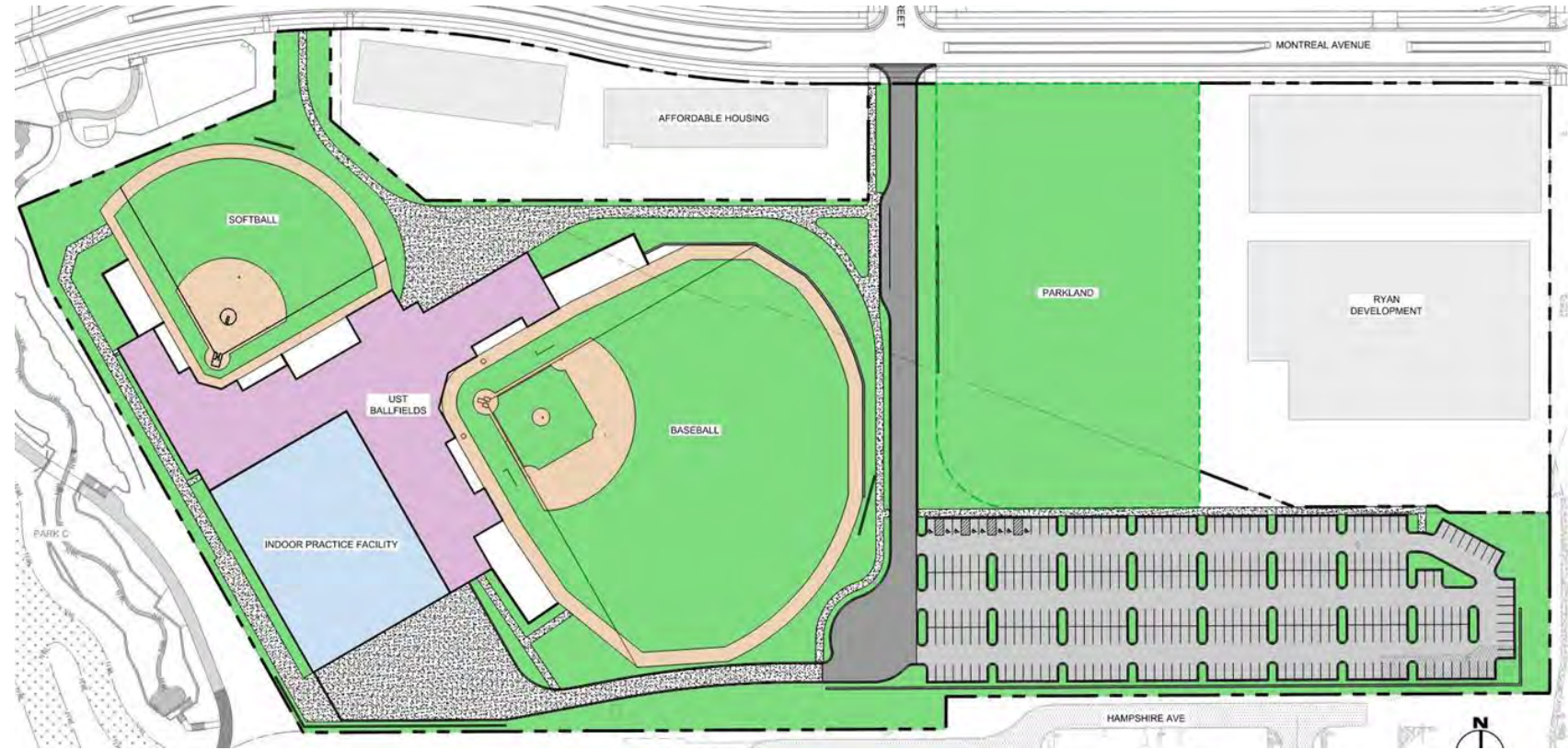
**Requested Amendments:** Adjustment to Open Space System for the proposed relocation of the Community Green Space and CP Rail Parkland Dedication.





## Supporting Information:

- The new location of the Community Green Space is proposed east of the current location, southeast of the Montreal Ave and Finn St intersection.
- The new location allows the park to be moved to a more usable, functional space.
- The new parkland dedication will add to the park system already provided within Highland Bridge.



Park location shown subject to separate review and approval process by City of Saint Paul Parks.





## Master Plan Amendment(s)

<b>Jan 24, 2023</b>	<b>Highland District Council Meeting</b>
Jan 25, 2023	Master Plan Amendments City Submittal
Feb 28, 2023	<b>Community Meeting</b>
Mar 1, 2023	CNPC forwards recommendations to PC
Mar 17, 2023	PC releases proposed amendments and staff report for public review
<b>Mar 21, 2023</b>	<b>Highland District Council Meeting</b>
<b>Apr 28, 2023</b>	<b>PC holds public hearing, refers testimony back to CNPC</b>
May 10, 2023	CNPC reviews testimony, makes final recommendation to PC
May 26, 2023	PC considers CNPC recommendations, forwards onto Mayor and City Council
Jun 21, 2023	City Council 1 <sup>st</sup> Reading (Staff Report)
<b>Jun 28, 2023</b>	<b>City Council 2<sup>nd</sup> Reading (Public Hearing)</b>
Jul 12, 2023	City Council 3 <sup>rd</sup> Reading (Approval and Adoption)
Aug 12, 2023	Amendments Effective

The schedule is preliminary and subject to change.

# Alternative Urbanwide Area Review (AUAR) Update

Highland Bridge: University of St Thomas Ballfields



# HIGHLAND *Bridge* AUAR Update



- Original Alternative Urban Areawide Review (AUAR) was completed in 2019 and included the 122-acre Ford Site parcel, the 13-acre CP Rail parcel, and the 4-acre Highland Village Center site within its study area. The original AUAR can be found at the link below:  
<https://www.stpaul.gov/departments/planning-and-economic-development/planning/ford-sitehighland-bridge/ford-site-1>
- The AUAR requires an update every five years until full completion of the development; the first update is required in 2024.
- The AUAR will be updated one year early, in 2023, to align with the review and approvals for the UST Ballfields. The UST site lies within the original AUAR study area.

*(Continued on next slide)*





# *HIGHLAND* *Bridge* AUAR Update



- The AUAR Update process is led by a consultant hired by the City of St. Paul. The AUAR will be updated with the mitigation measures and development that have occurred since the original completion. It will also look at any changes from the original document that necessitate additional analysis.
- There is a 10-day public review period for the AUAR Update.







Two scenarios were analyzed in the original 2019 AUAR: Ryan Development Scenario and Master Plan Maximum Density Scenario.

A third scenario will be analyzed with the AUAR Update to analyze impacts to the changed development conditions of the UST ballfields: 2023 Development Scenario.

Component	Ryan Dev. Scenario	Master Plan Maximum Density Scenario	2023 Dev. Scenario
Residential (dwelling units)	3,800	4,000	3,800
Retail and Service (sf of gfa)	150,000	300,000	150,000
Office and Employment (sf of gfa)	265,000	450,000	265,000
Civic and Institutional (sf of gfa)	50,000	150,000	100,000
Ballfields (total number of seats)	0	0	2,500

Areas requiring updated data include:

Cover Types	Land Use
Water Resources	Visual
Contamination/Wastes	Noise
Fish/Wildlife	Transportation
Cumulative Potential Effects	

Areas that do not require updated data include:

Geology/Soils
Historic Properties
Air
Other Potential Environmental Effects

## AUAR Update Schedule

Jan 31, 2023	AUAR Update Kickoff Meeting
Mar 9, 2023	Consultant draft of AUAR Update
Apr 18, 2023	City comments to draft
May 2, 2023	Consultant revised draft of AUAR Update
May 9, 2023	City submits AUAR Update to Environmental Quality Board (EQB)
<b>May 16, 2023</b>	<b>10-day public comment period begins</b>
<b>May 30, 2023</b>	<b>10-day public comment period ends</b>
Jun 5, 2023	Consultant draft of responses to public comments
Jun 9, 2023	City reviews responses to comments
Jun 16, 2023	Consultant finalizes responses to comments and AUAR Update
Jun 23, 2023	City adopts Final AUAR Update

The schedule is preliminary and subject to change.





# Parkland Swap and Dedication

Highland Bridge: University of St Thomas Ballfields

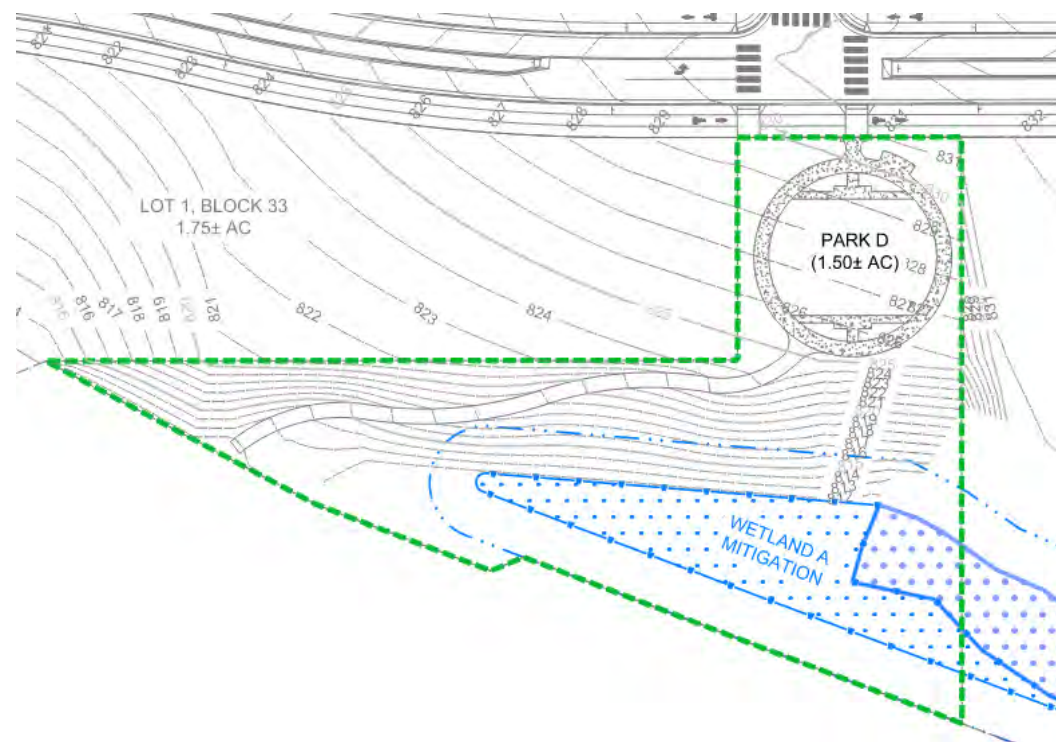


## Parkland Swap

- Miča Park land area (1.50 acres) is owned by the City of St. Paul Parks and Recreation Department and is currently unimproved land. The park is only ~25% usable due to wetlands and steep slopes within the parcel.
- The ballfields project will provide an opportunity to relocate Miča Park to a more usable site for public use that otherwise would not have been possible.
- As a part of the process, the City hires an independent appraiser to assess the value of the existing and future land area to ensure no net loss in value per City Charter. This appraisal process has been started and is close to completion.
- After the appraisal is finalized, the project team will work with City Parks & Recreation staff to finalize park lot boundaries.

## Parkland Dedication

- With the development of the CP Rail parcel, additional parkland value must be accommodated for.
- The project team is working with City Parks & Recreation Department regarding this dedication.





## Parkland Schedule

<del>Jan 5, 2023</del>	<del>Parkland Diversion Submittal</del>
<del>Jan 17, 2023</del>	<del>Start Appraisal</del>
Mar 8, 2023	Appraisal Complete
Mar 17, 2023	Parkland Dedication Submittal
<b>Apr 13, 2023</b>	<b>Parks and Rec Commission Public Hearing</b>
Jun 28, 2023	City Council Public Hearing
Jul 7, 2023	Completion of Compliance
Aug 2023	Recording of Documents

The schedule is preliminary and subject to change.



# Key Takeaways

**Highland Bridge: University of St Thomas Ballfields**





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



## **City Approvals**

- AUAR Update: Jan 2023 Start, Jun 2023 Complete
- Master Plan Amendments: Jan 2023 Start, Aug 2023 Complete
- Parkland Swap & Dedication: Jan 2023 Start, Jun 2023 Complete
- Redevelopment Agreement Modifications (legal descriptions with replat): Jan 2023 Start, Aug 2023 Complete
- Plat: Mar 2023 Start, Jun 2023 Complete
- Zoning Applications: TBD

## **Other Approvals**

- Airport Overlay Approvals: Jan 2023 Start, May 2023 Complete
- Wetland Approvals: Jan 2023 Start, May 2023 Complete





This presentation along with questions asked and answers will be available on the Highland Bridge website: [www.highlandbridge.com](http://www.highlandbridge.com) and the Highland District Council website [www.highlanddistrictcouncil.org/](http://www.highlanddistrictcouncil.org/)

## **Additional Questions and Contact:**

### **Ryan Companies:**

Maureen Michalski, Vice President of Real Estate Development,  
[maureen.michalski@ryancompanies.com](mailto:maureen.michalski@ryancompanies.com)

### **University of St. Thomas:**

Jerome Benner, Community and Neighborhood Relations,  
[benn4233@stthomas.edu](mailto:benn4233@stthomas.edu)



Thank you!





# 2.28.23 Community Meeting Question & Answers

Highland Bridge: University of St. Thomas Ballfields



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

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

**Is there any place or meeting on those traffic discussions?**

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





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

- UST is pursuing a ballfield at this location. In addition to the public processes that need final approvals, UST needs to fundraise for the projects.
- Do people have a voice to stop this development?
- Yes, at the city council and planning commission public hearings.

**Will there be increased shuttle service for students/faculty/community members? Also, for public to increase better metro transit accessibility.**

- A priority for UST is to figure out how to shuttle student athletes as well as student spectators to the ballfields. UST currently shuttles hockey fans to Mendota Heights for games, so has experience with this process. There will be fans that drive and that is why the parking is important. A transit line is designed to route through Cretin Ave and Montreal Ave when demand is available.



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

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

**What about people walking down a set of stairs?**

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

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

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





**The more greenery the better from Hampshire Ave, the renderings shown is what the neighbors to the south were hoping for. Is that greenery getting wider to the west?**

**Encourage sidewalk along west side of Cleveland Ave.**

- The greenery does get wider to the west in the current design, still working through design elements which impact that width. Ryan development of Block 34 (corner of Montreal Ave and Cleveland Ave) will include a sidewalk to be installed on the west side of Cleveland Ave. at the time of development of that parcel.

**Will the berm and trees get torn down and rebuilt?**

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





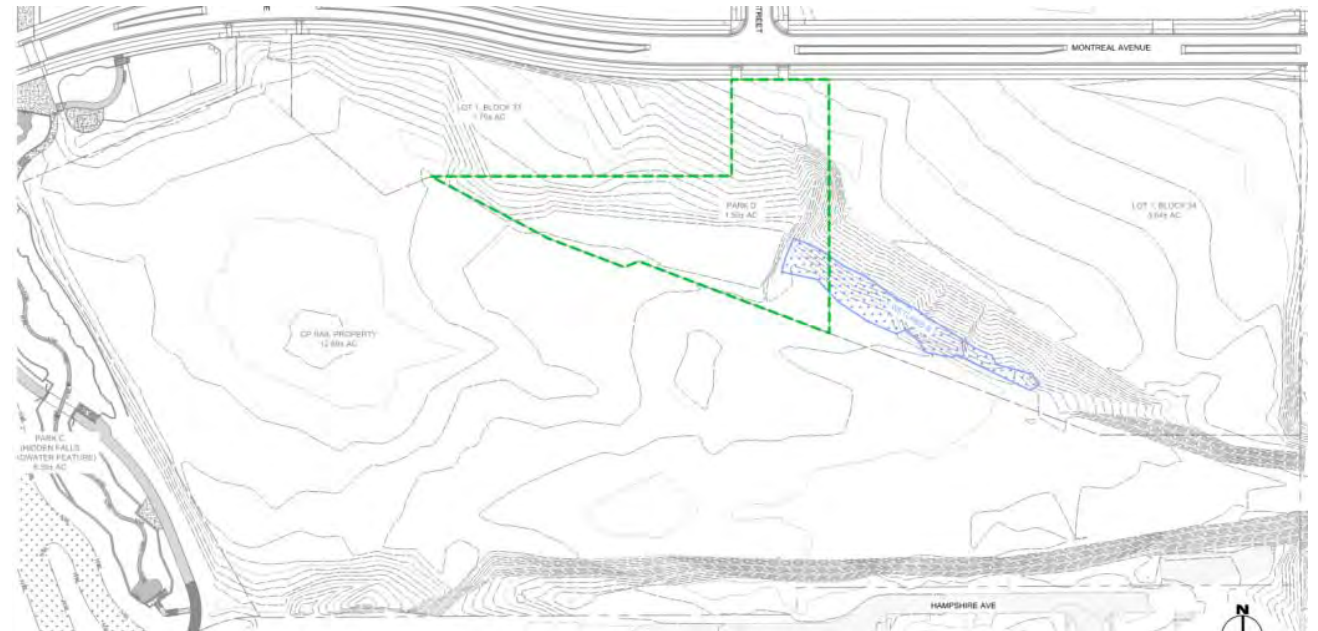
## What are the noise and light variance thresholds?

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





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





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

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

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

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





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

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



## **Where does the hidden falls creek start in the HB development?**

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

## **How will the stormwater runoff be handled?**

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





**Parking lot may not always be a surface lot. Could you expand on that?**

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





**Could you talk more about the event focused traffic- are those games?**

**Will lights be on before it is dark?**

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



# 08.22.22 Community Meeting Question & Answers

Highland Bridge: University of St Thomas Ballfields



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

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

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

(answer continues on next page)





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

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

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



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

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

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

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

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





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

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

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

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



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

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

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

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





**Are the proposed ballfields for male and female athletes?**

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

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

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



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

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





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

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

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

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

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



## **What will happen on campus if this proposal goes through?**

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





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

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

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



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

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

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

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

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



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

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





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

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

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

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



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

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

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

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



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

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

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

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





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

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

(answer continued on next page)



The TIF financing used in Highland Bridge for infrastructure includes 55 acres of parks and open space- public roads, public bike and pedestrian paths, four new public parks, and required public access to 8 acres of privately owned and maintained public recreation spaces. The initial TIF investment of \$53M in Highland Bridge contributed to \$84M in the public infrastructure noted above for a development that will generate an estimated \$18M per year in new tax revenue and \$1B in added property tax base, therefore generating a significant return on public investment.



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

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

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

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





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

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

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



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

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



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

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





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

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



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

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



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

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

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





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

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

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

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



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

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

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

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



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

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

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

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





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

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

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



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

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

(Continued on next page)



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





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

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

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

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

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

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



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

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

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



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

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

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

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

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





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

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

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

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



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

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

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

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



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

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

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

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

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





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

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

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

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