



June 2, 2023



Mr. Paul Dubruiel
Planning Tech
City of Saint Paul
25 W 4th St, Suite 1400
Saint Paul, MN 55102

RE: Southern Highland Bridge Final Plat Resubmittal

Dear Mr. Dubruiel:

Ryan Companies US, Inc. (Ryan), in partnership with the Port Authority of St. Paul (SPPA) and St. Paul Parks & Recreation Department (SPPD), is submitting for Final Plat for the parcels south of Montreal Ave within the Highland Bridge Development. The parcels are bounded by Montreal Ave to the north, Uņči Makhá Park to the west, a residential property and Hampshire Ave to the south, and Cleveland Ave to the east. The properties are Lot 1, Block 33; Lot 1, Block 34; and Park D as previously platted through the FORD plat, as well as two parcels that previously belonged to Canadian Pacific Railway.

A Combined Plat submittal was made on March 17, 2023, comments were received from the City of St. Paul (City) on April 14, 2023, a Final Plat submittal was made on May 5, 2023, and additional City comments were received on May 22, 2023. Included with this letter are the May 22, 2023 comments made by the City in black, numbered text and the responses by Ryan in green, bulleted text.

Included in this submittal is the following information:

- **Response to City Comments**
- **Revised Final Plat Document**
- **Exhibits to City Comments**

Please reach out if there are any questions or clarification with the documents.

Sincerely,

Maureen Michalski
Vice President, Real Estate Development
Ryan Companies US, Inc.

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Minneapolis, MN 55415

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- *The TEP's finding of facts recommendation is that an environmental covenant be placed over the entire Outlot A for wetland protection (as communicated to Ryan Co by the Wetland Technical Advisory Panel).*
 - Discussion with City Staff indicated the environmental covenant needs to be in place at the time the wetland mitigation is complete. The project team is tracking and will work to record via separate document at the appropriate time.
- *Address comments sent by the City Surveyor (attached, already sent to Westwood).*
 - These have been reflected in the updated Final Plat document.
- *Ensure existing Park D is vacated prior to Plat approval (can be at the same City Council meeting); once vacated, update the Final Plat with the document number. Note: we're checking with Parks on who should be the applicant for the vacation request (it may be the Parks Department); the vacation request application should be submitted ASAP.*
 - Noted. The vacation is under purview of City staff for advancement. Final Plat will be updated after the City Council meeting but before recording of the plat.
- *Provide an updated Stormwater Impervious Design Spreadsheet that identifies how impervious areas (Acreages/Percentages) allocated to the previous lots is now reallocated to the new lots.*
 - See included Highland Bridge Stormwater Impervious document. The left column shows the original Ford Plat block and lot numbering first with the latest platted block and lot numbering in parenthesis. There is a callout to a reference at the bottom of the page for which of the latest plat documents the property now refers to. The remaining columns then separate both the original Ford Plat and subsequent subdivided parcels for impervious area.
- *Beyond the connection fee, how does this impact the O&M revenues for the Green Infrastructure District (2 times the SSSC Use Class). Lot 1 Block 33: SSSC Use Class F \$1,377.32/Acre. Lot 1 Block 34: SSSC Use Class G \$1,855.49/Acre. Park D: SSSC Use Class A \$188.01/Acre.*
 - There is no impact to GI connection fee or ongoing fees to the City. A separate RDA Amendment has been drafted in partnership with City staff and attorneys to indicate the full payment of the GI fees for original Blocks 33 and 34 will now be paid by Lot 1 Block 1 Southern Highland Bridge and Lot 3 Block 1 Southern Highland Bridge, respectively.
- *Does the Green Infrastructure District need to be redefined to include these different properties? Proposed lots 1 and 3 are 4.97 acres in total. Previous lots 1 and 1 were 7.11 acres. Seems there will be a net reduction in O&M revenues that were being relied on to maintain the already installed system...*
 - Please see above comment. Note that the City is aware of the reconfiguration of lots and is handling the reallocation of GI fees internally.
- *Is this the overflow from the wetland?*
 - This question by Sewers Dept was referenced to portion of the plat narrative that summarizes the storm sewer pipe that is anticipated to be relocated when the UST Ballfields project commences. The description in the plat narrative was referencing the current pipe that routes storm sewer from Hampshire Ave and the neighborhood to the south, through the CP Rail Parcels, and out to Mississippi River Blvd through an existing easement. The UST team is intending to relocate that pipe during construction of their project (timing TBD) so that the pipe doesn't sit under their future ballfields. We had shown a location for a new easement on



the plat that correlates to the anticipated pipe relocation, but since the pipe relocation won't occur until the UST Ballfield construction happens in the future the easement was removed from the plat and will be recorded via separate document at the time the pipe relocation is complete. Further review and discussion of the relocation of this pipe will occur during the UST Ballfields Site Plan Review process.

- *SAC tracker will need to be updated depicting how previously allocated SAC will be reallocated.*
 - See included Highland Bridge SAC document. Similar to the impervious document referenced above, the left column shows the original Ford Plat block and lot numbering first with the latest platted block and lot numbering in parenthesis. There is a callout to a reference at the bottom of the page for which of the latest plat documents the property now refers to. The remaining columns then separate both the original Ford Plat and subsequent subdivided parcels for SAC calculations.