

From: [Adam Yust](#)
To: [Greg Weiner](#)
Subject: FW: Planning Commission Recommendation Highland Bridge Master Plan
Date: Tuesday, June 27, 2023 12:27:24 PM
Attachments: [HDC Resolution for Master Plan Amendments at Highland Bridge 03212023.pdf](#)
[image001.png](#)

Can you add this as testimony to item #25 on tomorrow's agenda (23-30)



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From: Kathy <kathy@highlanddistrictcouncil.org>
Sent: Thursday, June 8, 2023 10:09 AM
To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>
Cc: kevinlouisvargas@gmail.com; Tim Morehead <tmorehead1@q.com>;
miller.ellenann@gmail.com; Adam Yust <Adam.Yust@ci.stpaul.mn.us>
Subject: Planning Commission Recommendation Highland Bridge Master Plan

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

CM Tolbert,

The Highland District Council is aware that the Planning Commission voted to approve 5 of the 6 changes to the Ford Site Master Plan. The Highland District Council met with UST, Ryan and neighbors seven times over the past year to help reach the proposed design for these amendments and would like to restate the position of supporting all six changes. The resolution of support is attached.

Thank you for considering.

Kathy

Kathy Carruth

Executive Director

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HDC Resolution Master Plan Amendments at Highland Bridge

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

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

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

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

Whereas six amendments to the Highland Bridge Master Plan are proposed:

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

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

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



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

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

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

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

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

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

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

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



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Approved March 21, 2023

By the Community Development Committee of the Highland District Council