

SNELLING-MIDWAY REDEVELOPMENT SITE

Saint Paul Planning Commission

June 24, 2016

Topics

- Overall Process & Schedule
- Snelling-Midway Master Plan and Stadium Site Plan Overview
- AUAR (Environmental Review) - Transportation

Context: The Site Today



Master Plan & Site Plan Process to Date

October 2015

- Snelling-Midway site selected by MN United

February 2016

- Environmental Review began

December 2015 – May 2016

- Community Advisory Committee (CAC) – 21 community members plus owner and developer representatives
 - 9 CAC meetings, 4 open houses, Open Saint Paul, 6 additional outreach meetings
 - Input to stadium and master plan development
- March 2nd – City Council/HRA approval of Ground Lease, Use, Development, Funding, Environmental Agreements

Process Ongoing/Upcoming

Environmental Review

- Draft AUAR Published June 6
- **Community Informational Meeting June 7**
- **Comments due 4pm July 6**
- Final AUAR late-July

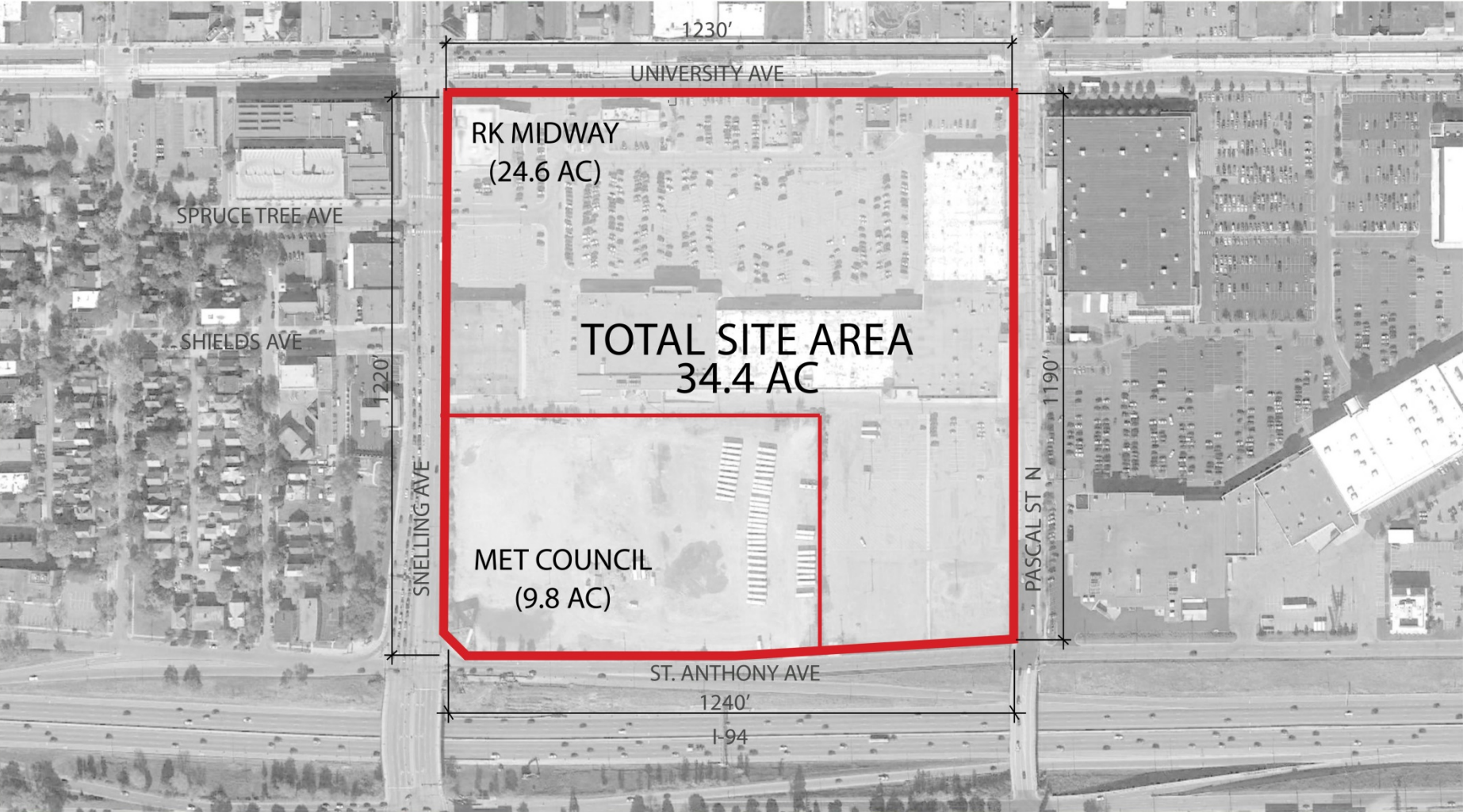
Planning Commission review of master plan and stadium site plan

- **Public hearing on Friday, June 10**
- Planning Commission recommendations anticipated July 8

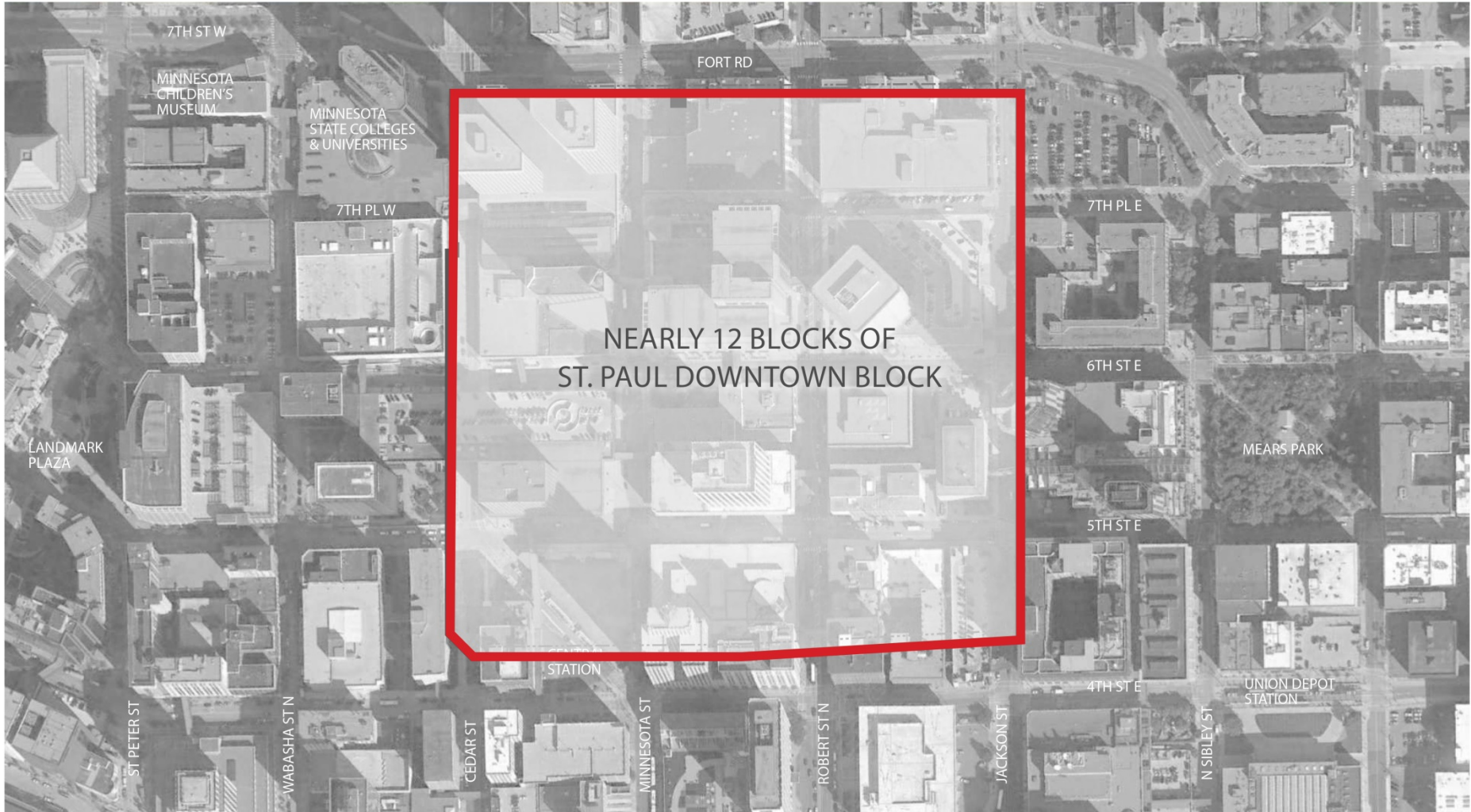
City Council review

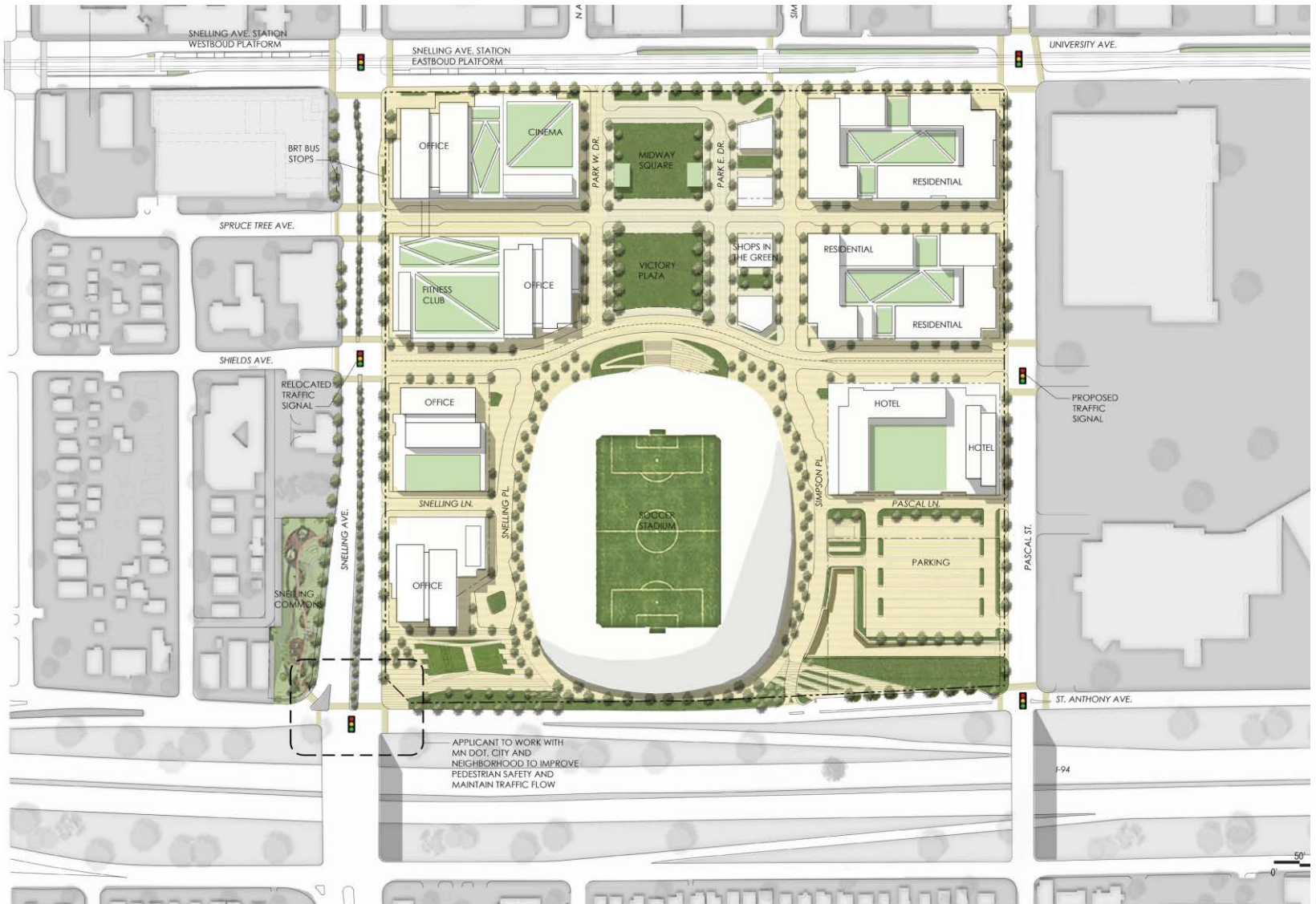
- **Public hearing – Aug. 3 (tentative)**
- Final approval – Aug. 10 (tentative)

SITE AREA



ST. PAUL DOWNTOWN BLOCKS OVERLAY





ENVIRONMENTAL REVIEW: TRANSPORTATION

Environmental Review: What and Why?

- Environmental review is a state-mandated information gathering process, where the potential impacts of a project as well as mitigation, where needed, are identified. It is not a permitting process.
- The proposed stadium meets the threshold (capacity of 20,000 persons) for a mandatory EIS (Environmental Impact Statement) or AUAR (Alternative Urban Areawide Review)
- This environmental review also covers the **proposed** redevelopment of the full 34.5 acre site

Environmental Review: AUAR

AUAR = Alternative Urban Areawide Review

- A two-part analysis tool designed to look at potential impacts of multiple development scenarios
- Works well where impacts of multiple potential projects over a large area need to be evaluated

AUAR: Format and Structure

Part 1: What do we need to study? (aka the “**Scoping EAW**”)

- Questions Answered:
 - What development scenarios should be evaluated?
 - What issues are important for the AUAR to examine?
 - What is the appropriate level of analysis?
- “Scoping EAW” published in February 2016
- Scope of AUAR finalized following 30-day public comment period

AUAR: Format and Structure

Part 2: What we studied and what we found (aka the “AUAR”)

- Questions Answered:
 - What did we study and what were our assumptions/methods?
 - What potential impacts did we identify?
 - What can we do to manage or prevent those impacts?
- Question Asked:
 - How did we do?
- **Draft** AUAR published June 6
- Comment period closes 4pm on July 6
- Responses to comments, **Final** AUAR published late-July

AUAR: General Content

- Permits, Plans, Zoning, Land Use
- Geology, Soils, and Water Resources
- Contamination/Hazardous Materials/Wastes
- Fish, Wildlife, Plant Communities, Sensitive Ecological Resources
- Historic and Visual Resources
- Air, Noise, and Light
- Transportation (Traffic, Parking, Transit, Bikes, Peds)

Draft AUAR: What Did It Find?

- The Projects (Stadium and Master Plan) as Envisioned are Viable
- For Most Areas of Analysis, Issues are Typical of Large Development Projects/No Mitigation Needed
- Examples:
 - Site contamination can be managed through typical MPCA processes
 - No substantial impacts on air quality expected

Draft AUAR: What Did It Find?

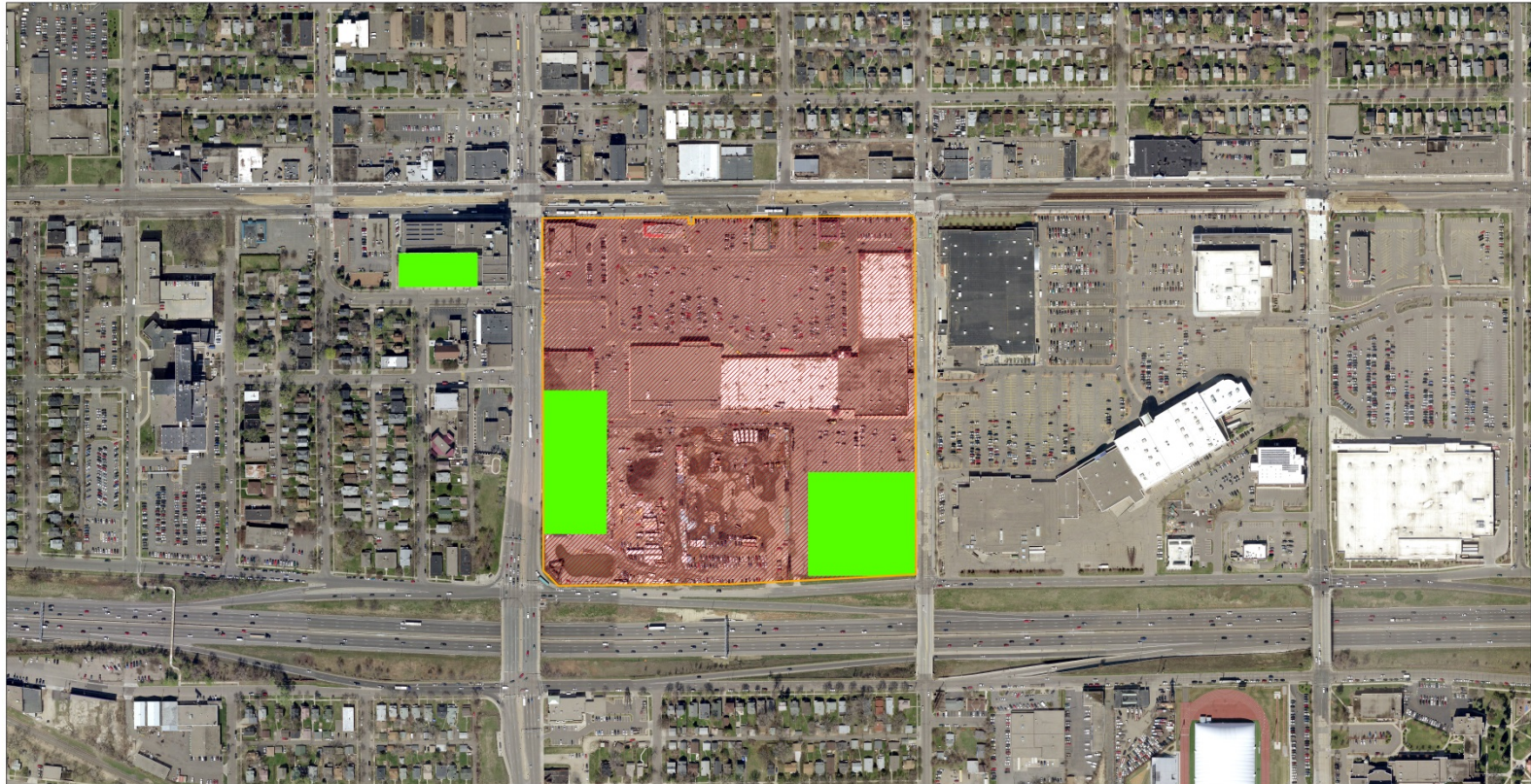
- In Some Areas, Management of Impacts May be Needed
- Examples:
 - A game-day transportation management plan will be needed, including management of parking
 - Limited infrastructure improvements may be needed to accommodate automobile traffic at full build-out of the proposed Master Plan
 - Potential noise impacts can be addressed through scheduling of games and/or reduction of amplification.


Event Transportation and Parking

Assumption A: No on-street parking on-site or in adjacent neighborhoods is considered as an option to meet the need for parking for games

Assumption B: Limited on-site (410 spaces) and adjacent off-site parking (350 spaces) available for games

Event Parking: On-Site/Adjacent



 AUAR Assumed On-Site and Adjacent Parking (760 spaces)

 Stadium Site

Events: Modal Split (2018)

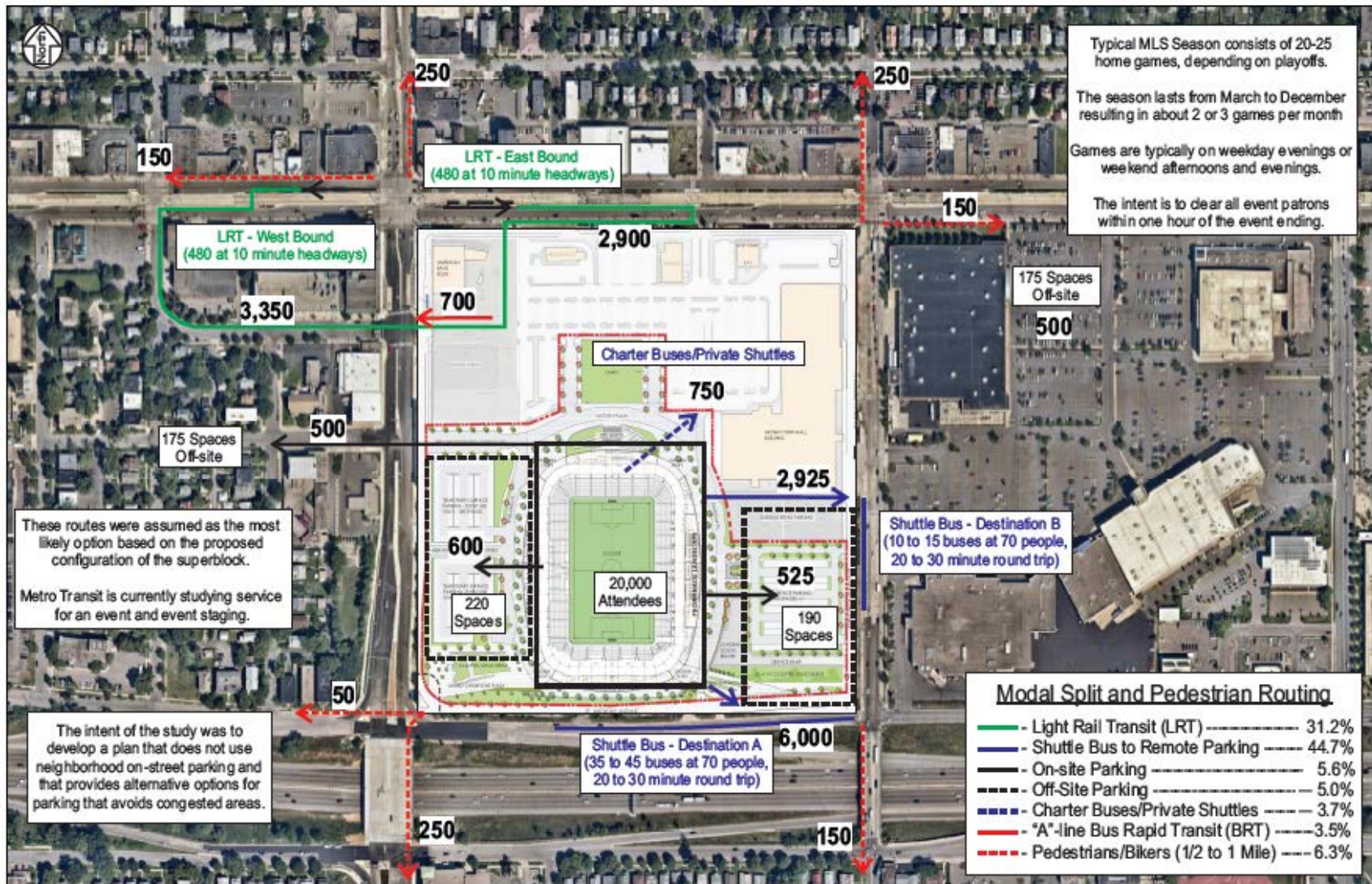
Person Trip Generation Estimates – 20,000 Patrons

Modes	Percent of Total	Weekday		Percent of Total	Weekend	
		Arrival	Departure		Arrival	Departure
Non-Auto or LRT/BRT	10.0%	2,000	2,000	15.0%	3,000	3,000
On Site Parking	9.6%	1,925	1,925	9.6%	1,925	1,925
Off Site Parking	4.8%	965	965	4.8%	965	965
LRT/BRT	34.8%	6,960	6,960	34.8%	6,960	6,960
Off-Site Shuttles	40.8%	8,150	8,150	35.8%	7,150	7,150
Totals	100.0%	20,000	20,000	100.0%	20,000	20,000

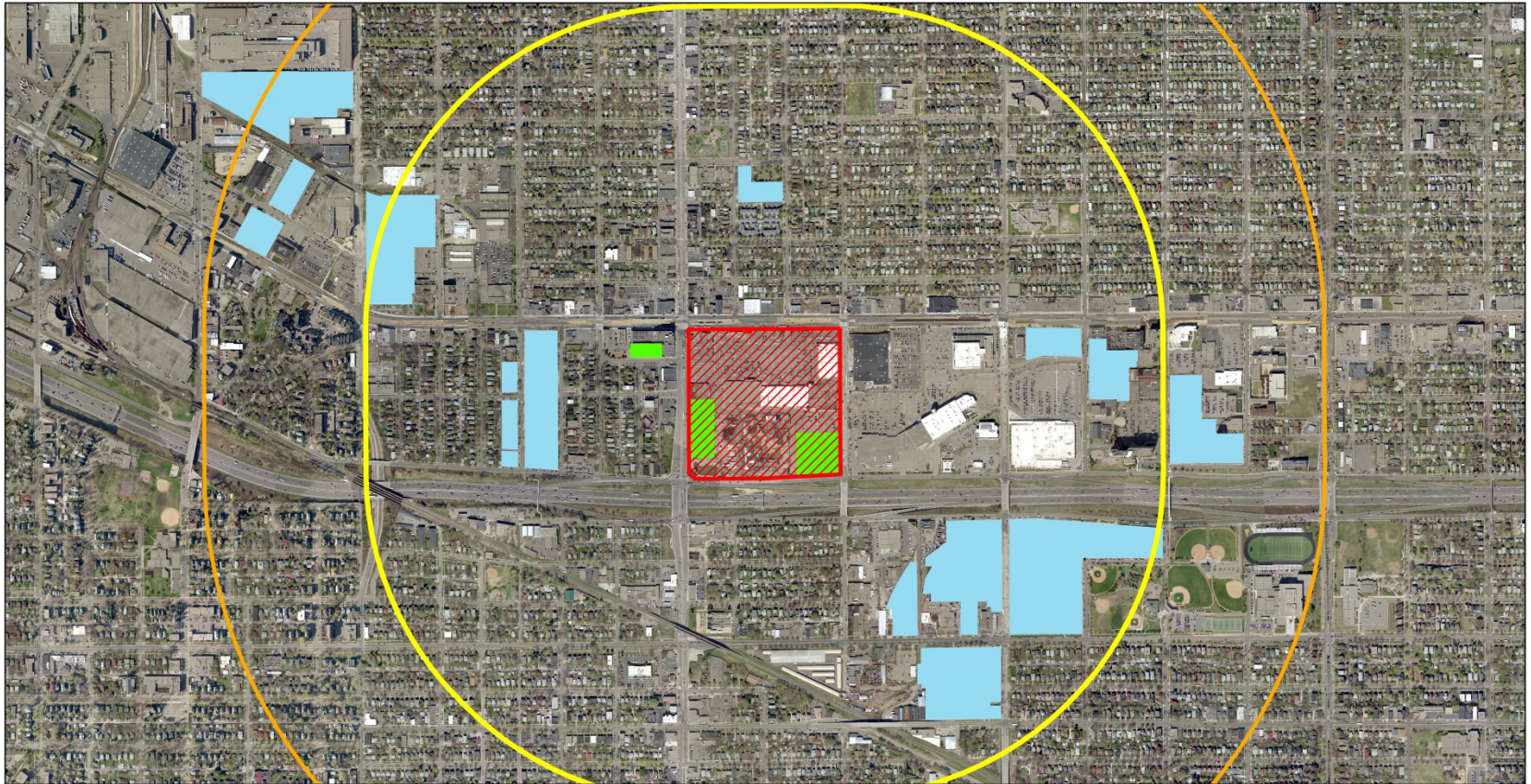
Events: Shuttle Service






- Would Use Existing Commercial Parking Facilities (or facilities that provide paid parking on a regular basis)
- 34,000+ Existing Spaces Within Approx. 20 minutes of Stadium Site
- Only a small portion of these spaces would be needed for stadium events.
- Ideally 2-3 Large Locations to Simplify Logistics

Events: Event Management



Events: Other Parking?



-  Stadium Site
-  AUAR Assumed On-Site and Adjacent Parking (760 spaces)
-  1/2 Mile from Stadium Site
-  Nearby Private Off-Street Parking (approx. 4,000 spaces)
-  3/4 mile from Stadium Site

Traffic: Master Plan Buildout

- Analysis Assumes Highest Density Level of Development Proposed in Master Plan
- Individual Developments Pursuant to Master Plan Would Need Transportation Demand Management Plan (TDMP)
- TDMPs Developed in Conjunction with City to Encourage Ridesharing, Transit Use, Etc.

Traffic: Master Plan Buildout (IF/WHEN...)

Year 2035 Development Related Roadway Improvements



Summary

- A) Snelling Avenue/University Avenue
 - Extend northbound left-turn lane beyond Shields Avenue
- B) Snelling Avenue/Spruce Tree Avenue
 - Modify to allow right in/right out movements only (Install median on Snelling Avenue)
 - Remove existing traffic signal once the new traffic signal at Shields Avenue is installed.
- C) Snelling Avenue/Shields Avenue
 - No ped crossing on south approach
 - Need three exiting westbound lanes to accommodate site traffic during the PM peak hour
- D) Encourage multi-modal use. Install bike racks throughout the site. A minimum of 400 will be needed for events.
- E) Pascal Street/Shields Avenue
 - New traffic signal, when warranted.

AUAR: Comments

- Written comments being accepted tonight, and via email or U.S. mail through the 4 pm on Wednesday, July 6:

SnellingMidwayComments@ci.stpaul.mn.us

-OR-

Joshua Williams
25 W. Fourth Street, CHA -1300
Saint Paul, MN 55102

This information also available at stpaul.gov/midway