



ZONING VARIANCE APPLICATION

To Board of Zoning Appeals
Dept. of Safety & Inspections
Zoning Section
375 Jackson St., Suite 220
Saint Paul, MN 55101-1806
(651) 266-9008

To Planning Commission
Dept. of Planning & Econ. Dev.
Zoning Section
1400 City Hall Annex, 25 W 4th St.
Saint Paul, MN 55102-1634
(651) 266-6583

Zoning Office Use Only	
File #	<u>24-095781</u>
Fee Paid \$	<u>856.00</u>
Received By / Date	<u>D. Eide - 11/18/2024</u>
Tentative Hearing Date	<u>12/9/2024</u>

APPLICANT

Name	<u>Sean Ryan (Ryan Companies US, Inc.)</u> <i>(must have ownership or leasehold interest in the property, contingent included)</i>						
Address	<u>533 South Third St, Suite 100</u>	City	<u>Minneapolis</u>	State	<u>MN</u>	Zip	<u>55415</u>
Email	<u>sean.ryan@ryancompanies.com</u>		Phone	<u>612-492-4638</u>			
Name of Owner (if different)	<u>Project Paul, LLC.</u>	Email	<u>maureen.michalski@ryancompanies.com</u>				
Contact Person (if different)	<u>Maureen Michalski</u>	Email	<u>maureen.michalski@ryancompanies.com</u>				
Address	<u>533 South Third St, Suite 100</u>	City	<u>Minneapolis</u>	State	<u>MN</u>	Zip	<u>55415</u>

2200 Ford Parkway

PROPERTY INFO


Address / Location	<u>2192 Ford Pkwy St. Paul, MN 55116</u>						
PIN(s) & Legal Description	<u>172823120094 Lot 2, Block 1, Northern Highland Bridge</u> <i>(attach additional sheet if necessary)</i>						
Lot Area	<u>2.19 ac</u>	Current Zoning	<u>F5</u>				

VARIANCE REQUEST: Application is hereby made to the Board of Zoning Appeals (or to the Planning Commission with another zoning application) for variance from the following section(s) of the Zoning Code _____
_____. State the requirement and variance requested. _____
See attached Variance Narrative for additional information

SUPPORTING INFORMATION: Explain or demonstrate the following. Attach additional sheets if necessary.

1. Practical difficulties in complying with the provision of the code from which a variance is requested, and that the property would be used in a reasonable manner not permitted by the provision.
2. The plight of the landowner is due to circumstances unique to the property not created by the landowner.
3. The variance will not permit any use that is not allowed in the zoning district in which the property is located.
4. The variance will not alter the essential character of the surrounding area.

- Required site plan is attached
 If you are a religious institution you may have certain rights under RLUIPA. Please check this box if you identify as a religious institution.

Applicant's Signature _____  _____ Date 11/15/2024

CITY OF ST. PAUL

HIGHLAND BRIDGE
BLOCK 2B – MIXED-USE
Ryan Companies US, Inc.

VARIANCE NARRATIVE
November 18, 2024

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Project Contacts and Design Professionals:

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Project Summary

The Block 2B Mixed-Use Project is a Ryan Companies (Ryan) owned and developed project located in the northern portion of the Highland Bridge development, south of Ford Pkwy and west of Outlot B (also known as the Civic Square). The 2.19 acre site is one of four parcels split from the original Block 2 within the F5 Business Mixed Zoning District. Block 2 was initially divided between Lot 1 and Lot 2 through the original FORD plat by a diagonal line between Outlot B and Outlot C, but the Northern Highland Bridge plat was recorded in 2023 to split Block 2 into four separate parcels, Lots 1-4:

1. Lot 1, Block 2 (or “Block 2A”), will be developed at a future date, anticipated to be a Mixed-Use Project or Commercial Project.
2. Lot 2, Block 2 (or “Block 2B”), is proposed to be developed into a Mixed-Use Project.
3. Lot 3, Block 2 (or “Block 2C”), is proposed to be developed into a Commercial Project.
4. Lot 4, Block 2 (or “Block 2D”), is currently under construction with a 55+ active adult development anticipated to open in Spring of 2025.

The Block 2B project is proposing a four-story, 97 unit mixed-use residential building with approximately 23,500 square feet of retail spread beneath the residential portion of the four-story massing and within three one-story buildings. Two levels of structured parking are provided interior to the site, the second level providing parking for the retail users and the lower level providing secured parking for the residential tenants. Vehicular access to the site is directly from Hillcrest Ave to the south which provides access to both levels of the structured parking. The mixed-use components of the building are consistent with the business mixed focused goals of the F5 Zoning District. Construction is expected to start in the Spring of 2025 with project completion in the Fall of 2026.

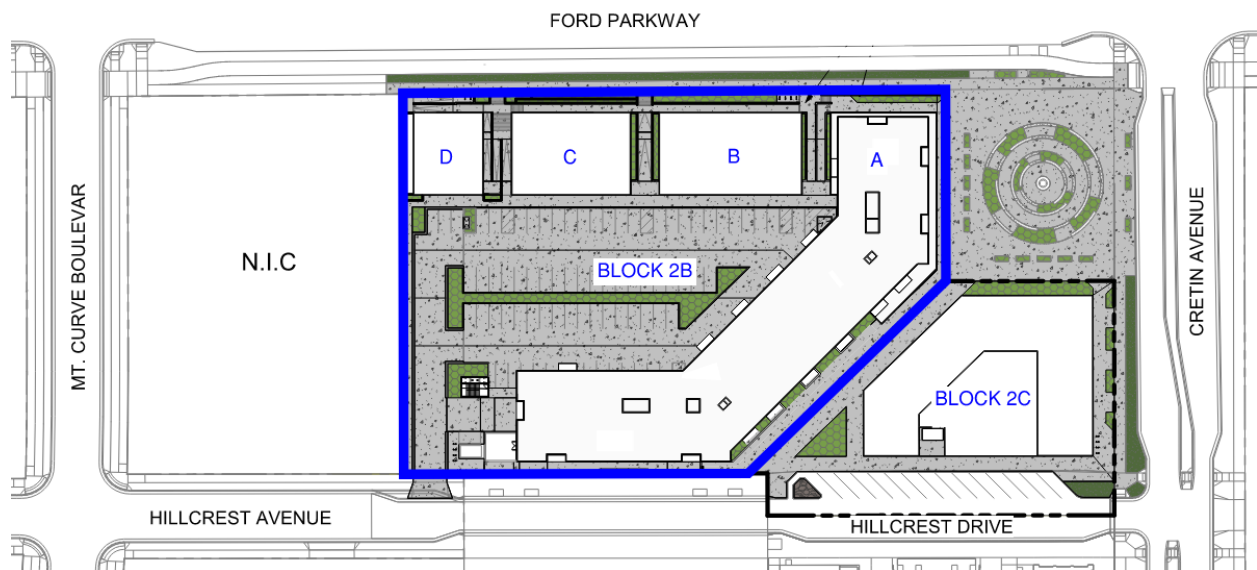


Figure 1: Highland Bridge Block 2B Layout

The design of Block 2 is significantly affected by various grade changes, the need to create ADA compliant connections that also work within grade changes, and the desire to create a pedestrian friendly scale of development along Ford Pkwy. The current sidewalk along Ford Pkwy is not ADA compliant and the proposed buildings are seeking to improve access for all abilities on this parcel. Grade changes along Ford Pkwy for the lot are approximately 16 feet from the east to west corners, grade changes from Hillcrest Ave to Ford Pkwy on the west side of the parcel are approximately 9 feet, and grade changes along Hillcrest Drive and Hillcrest Ave from east to west are approximately 5 feet. These various slopes throughout the parcel further complicate ADA pedestrian access as well as market-required parking for the site. A series of ramps, stairs and changes of building heights work within these constraints (with very little tolerance) to create a vibrant, mixed use development proposal.

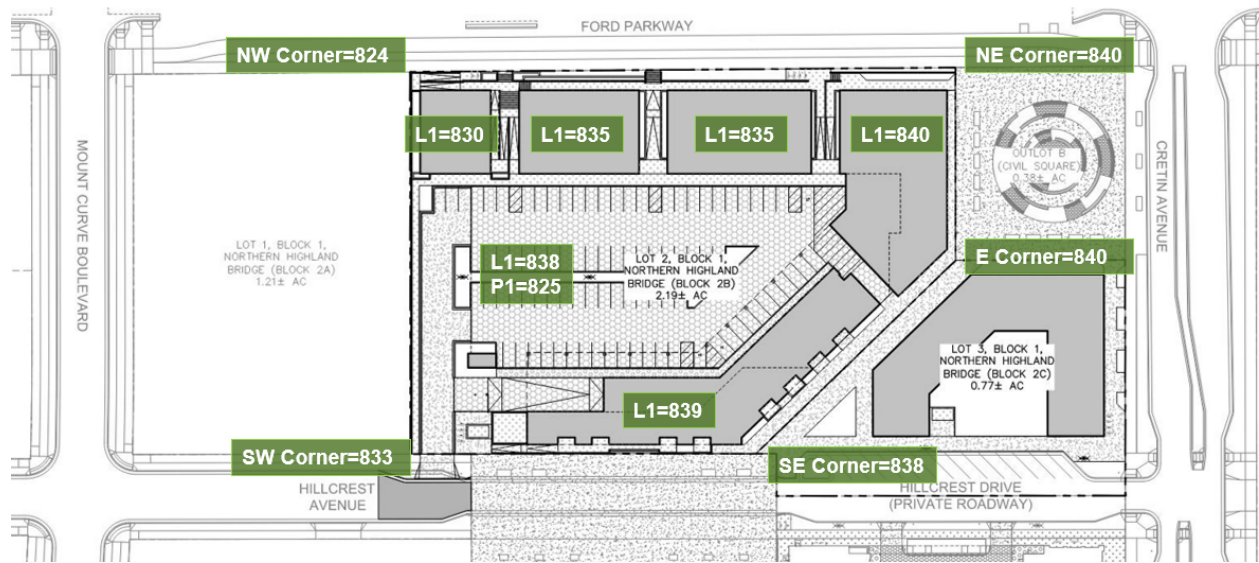


Figure 2: Highland Bridge Block 2B Grade Change

Variance Request 1: Floor Area Ratio (FAR)

The Block 2B project is located within the F5 Business Mixed Zoning district which requires the project to provide between a 2.0-4.0 Floor Area Ratio (FAR) within its project boundary. The Block 2B project is pursuing a variance to be under the minimum FAR requirement with a 1.0 FAR, a difference of 1.0 FAR.

Note that the Block 2C project to the east is requesting a similar FAR variance as a part of its respective entitlement approvals. The Block 2D project that is under construction has an FAR of 3.1, which is within the allowable FAR range for the F5 district, but the Block 2A project FAR is unknown at this time as the specific development programming for that lot is undetermined. When viewing the known Block 2 projects together (excluding Block 2A) the FAR equates to approximately 1.7 which is much closer to the allowable range of the F5 district. The collective Block 2 FAR may exceed the 2.0 minimum FAR depending on what specific development programming is brought forth on Block 2A in the future. However, dimensional standards are applied to each lot, rather than block, so each individual parcel needs to be calculated for FAR instead of the entire block. Figure 1.1 depicts the project boundaries with their respective FAR values along with the total Block 2 boundary and FAR calculation denoted.

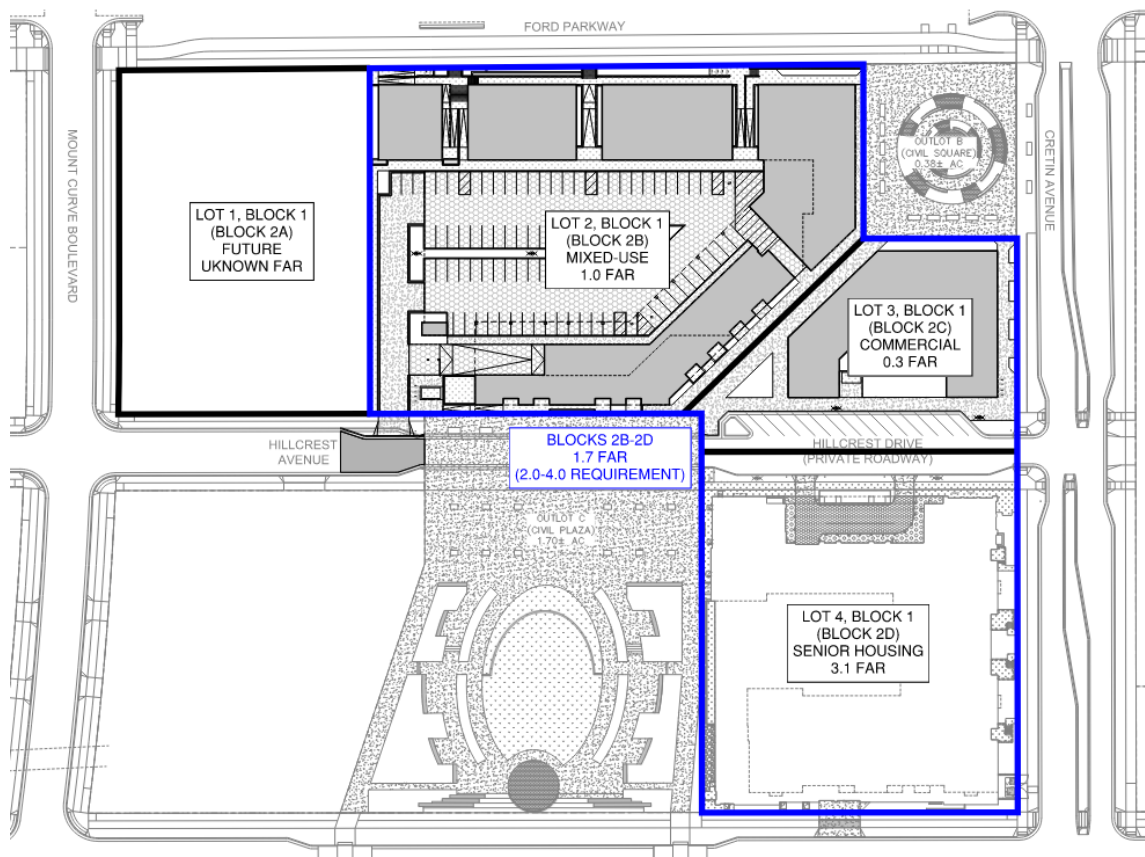


Figure 3: Highland Bridge Block 2 FAR Values

Supporting Information

1. *Circumstances unique to the property (not created by the landowner) that create practical difficulties in complying with the provision of the code from which a variance is requested.*
 - a. The presence of the two civic spaces, Outlot B (Civic Square) and Outlot C (Civic Plaza) as identified in the Ford Site Master Plan, constrains the alignment of the roadway network surrounding Block 2 which results in a large, awkward shaped land area to be developed. Angled property lines along the southeast corner of Block 2B, created in order to accommodate the required public pedestrian pathway easement, result in inefficiencies within the proposed building resulting in less building square footage. The pathway easement requirement also increases the undevelopable space on the block. If the roadway network and parcel lines for Block 2 reflected a more standard block and there were no site requirements for connections of adjacent parcels, additional density could be added to increase the FAR.
 - b. Existing site conditions such as perched water table, shallow bedrock, and an approximately 16 ft grade change across Block 2B limits the developable area within the lot. The various conditions constrain the layout of the buildings and ultimately how large the different building components can be, thus limiting achievable FAR.
 - c. Delivering a variety of viable commercial and employment uses at Highland Bridge to contribute to economic development is a goal of the Master Plan. The commercial component of the mixed-use project includes higher parking demands than most projects expected within Highland Bridge due to myriad tenants and market demands for commercial tenant operations. The higher demand for parking increases the amount of site area necessary compared to the size of the building, which impacts the FAR calculation. Note that the FAR calculation excludes structured parking even though it is a part of the physical building structure. If structured parking were included in the calculation, the minimum 2.0 FAR would be achieved.
 - d. There are various micro- and macro-economic factors that have delayed the development of Block 2 over the past five years. A worldwide health pandemic leading to increased material costs and supply chain issues, a local rent stabilization policy deterring typical development capital sources, federal tightening of monetary policy, and other factors have resulted in multiple iterations of this development to stall. The proposed development is a financially feasible development that complies with the spirit of the Ford Site Master Plan, will bring jobs and tax base to the City of St. Paul, and will provide a vibrant front door to the Highland Bridge development for years to come should this variance be granted.

2. *The property is proposed to be used in a reasonable manner, consistent with the intent and purpose of the provision of the code from which a variance is requested.*
 - a. The Ford Site Master Plan manages density with various requirements such as FAR, setbacks, building height, and various lot coverage requirements. While the Block 2B project is under the minimum FAR requirement, the project does meet the setback requirements. The Block 2B project is also seeking variances for building height to be below the minimum building height and for building lot coverage to be above the maximum lot coverage.
 - b. The Master Plan emphasizes holding street corners and major roadway edges with building facades, and activating pedestrian pathways, which the Block 2B project design has achieved.

3. *The variance will not permit any use that is not allowed in the zoning district in which the property is located.*
 - a. The mixed-use project is an allowed use within the F5 Business Mixed District.

4. *The variance is consistent with the comprehensive plan and will not alter the essential character of the surrounding area.*
 - a. One of the guiding principles of the Ford Site Master Plan is Mix of Uses and Activities in which the mixed-used building provides a vibrant place to live and work. Another guiding principle of the Master Plan is Jobs and Tax Base in which the mixed-use building provides business and employment opportunities for the development.
 - b. The Comprehensive Plan includes a Land Use section that lists Goal 3 as “access to employment and housing choice”, Goal 7 as “quality full-time jobs and livable wages”, Policy LU-5 of “Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities”, and Policy LU-7 of “Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities.” The Block 2B project supports the various Land Use goals of the comprehensive plan by providing a housing and employment opportunity through a unique development layout that adapts to a constrained site and economic conditions.

Variance Request 2-4: Building Height

The Block 2B project is located within the F5 Business Mixed Zoning district which requires the project to provide between 40-65 ft of building height. The Block 2B project is compliant with the minimum building height requirement for the four story mixed-use building (Building A). However, zoning dimensional standards are applied to each building within the same lot, so the other three buildings within the lot that are shorter than 40 ft require individual variances. The standalone retail buildings are designed to integrate with the lower massing of the four story massing to provide a consistent retail aesthetic and provide an active and vibrant pedestrian experience along Ford Parkway. The standalone retail buildings do not have a residential component above like the four story building does due to both site design goals and economic factors beyond the applicant's control.

The Block 2B project is pursuing variances to be under the minimum building height requirement for:

- The Retail B building with a height of 15 ft, a difference of 25 ft below the minimum height requirement.
- The Retail C building with a height of 15 ft, a difference of 25 ft below the minimum height requirement.
- The Retail D building with a height of 12 ft, a difference of 28 ft below the minimum height requirement.



Figure 4: Highland Bridge Block 2B Northwest Perspective View

Supporting Information

1. *Circumstances unique to the property (not created by the landowner) that create practical difficulties in complying with the provision of the code from which a variance is requested.*
 - a. The long Ford Pkwy street frontage of the Block 2B parcel hinders pedestrian access from Ford Pkwy further into Highland Bridge- especially when combined with the substantial grade change in this area. Separate smaller buildings were provided in order to create pedestrian scaled development along Ford Pkwy, allowing for ample access and permeability between the primary frontage to the structured parking hidden at the rear of the retail buildings and further into the Highland Bridge development. The separate, smaller buildings are not feasibly developed into 40 ft buildings due to the smaller footprint of the buildings and the use as retail only.
 - b. Existing grade change of approximately 16 ft across Block 2B limits the building height when measured using the average grade of the lot. Buildings B & C are approximately 5 feet lower in first floor elevation than building A and building D is approximately 5 feet lower in first floor elevation than buildings B & C. While if on a flat lot the three buildings would still not meet the minimum building elevation of 40 ft, the building heights would be closer than to the minimum than what they are proposed at due to the sloped site conditions.
 - c. There are various micro- and macro-economic factors that have delayed the development of Block 2 over the past five years. A worldwide health pandemic leading to increased material costs and supply chain issues, a local rent stabilization policy deterring typical development capital sources, federal tightening of monetary policy, and other factors have resulted in multiple iterations of this development to stall. The proposed development is a financially feasible development that complies with the spirit of the Ford Site Master Plan, will bring jobs and tax base to the City of St. Paul, and will provide a vibrant front door to the Highland Bridge development for years to come if this variance is approved.
2. *The property is proposed to be used in a reasonable manner, consistent with the intent and purpose of the provision of the code from which a variance is requested.*
 - a. The Ford Site Master Plan manages density with various requirements such as FAR, setbacks, building height, and various lot coverage requirements. While the Block 2B project is under the minimum building height requirement for three of the buildings, the project does meet the minimum building height for the fourth building and all buildings meet the setback requirements. The Block 2B project is also seeking a variance for FAR to be below the FAR and for building lot coverage to be above the maximum lot coverage.
 - b. The Master Plan emphasizes holding street corners and major roadway edges with building facades, and activating pedestrian pathways, which the Block 2B project design has achieved.

3. *The variance will not permit any use that is not allowed in the zoning district in which the property is located.*
 - a. The mixed-use project is an allowed use within the F5 Business Mixed District.

4. *The variance is consistent with the comprehensive plan and will not alter the essential character of the surrounding area.*
 - a. One of the guiding principles of the Ford Site Master Plan is Mix of Uses and Activities in which the mixed-used building provides a vibrant place to live and work. Another guiding principle of the Master Plan is Jobs and Tax Base in which the mixed-use building provides business and employment opportunities for the development.
 - b. The Comprehensive Plan includes a Land Use section that lists Goal 3 as “access to employment and housing choice”, Goal 7 as “quality full-time jobs and livable wages”, Policy LU-5 of “Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities”, and Policy LU-7 of “Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities.” The Block 2B project supports the various Land Use goals of the comprehensive plan by providing a housing and employment opportunity through a unique development layout that adapts to a constrained site and economic conditions.

Variance Request 5: Building Lot Coverage

The Block 2B project is a mixed residential and commercial project which the Master Plan requires the project to provide less than 70% building lot coverage. The Block 2B project is pursuing a variance to be over the maximum building lot coverage requirement up to a building lot coverage of 80%, a difference of 10% from the requirement.

The Block 2C project to the east is compliant with the maximum building lot coverage requirement for that lot. Note that when the Block 2B and Block 2C projects are viewed together they achieve a building lot coverage of approximately 63%, which is below the maximum requirement. Note also that the building lot coverage requirement is inclusive of structured parking that is greater than one-story above grade. Without the inclusion of structured parking, Block 2B would have approximately 43% building lot coverage, which would also be below the maximum requirement. Figure 4 below shows the building lot coverage contributions from buildings (43%) vs the building lot coverage contribution from parking structure (37%).

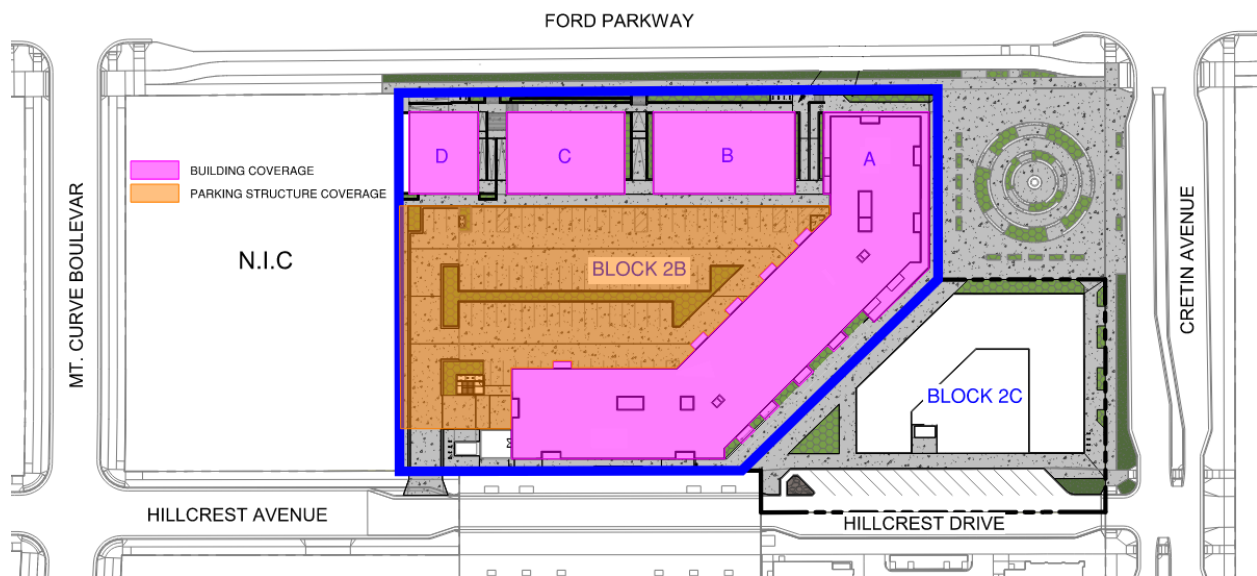


Figure 5: Highland Bridge Block 2B Building Lot Coverage

Supporting Information

1. *Circumstances unique to the property (not created by the landowner) that create practical difficulties in complying with the provision of the code from which a variance is requested.*
 - a. The long Ford Pkwy street frontage of the Block 2B, along with the significant grade change, hinders pedestrian access from Ford Pkwy further into Highland Bridge. Separate smaller buildings were provided in order to create pedestrian scaled development along Ford Pkwy, allowing for ample access and permeability between the primary frontage to the structured parking hidden at the rear of the retail buildings and further into the Highland Bridge development. The structured

parking to support the buildings was designed to be spread out across the lot to be able to connect pedestrians between the rear structured parking and the front access to the retail buildings along Ford Pkwy, as well as to minimize visibility from Ford Pkwy. The structured parking could be built with additional levels above grade to minimize the building lot coverage, but this configuration allows for better pedestrian connection from Ford Pkwy, to the rear parking, and further into Highland Bridge while also minimizing visibility of the parking structure from the pedestrian pathways.

- b. Existing site conditions such as perched water table, shallow bedrock, and an approximately 16 ft grade change across Block 2B limit the extent structured parking can be pushed below grade. If the structured parking were pushed below grade, it would not count towards the building lot coverage calculation. The various conditions constrain the depth of excavation and expose more of the structured parking building, thus increasing the building lot coverage within the site.
 - c. There are various micro- and macro-economic factors that have delayed the development of Block 2 over the past five years. A worldwide health pandemic leading to increased material costs and supply chain issues, a local rent control policy deterring typical development capital sources, federal tightening of monetary policy, and other factors have resulted in multiple iterations of this development to stall. The proposed development is a financially feasible development that complies with the spirit of the Ford Site Master Plan, will bring jobs and tax base to the City of St. Paul, and will provide a vibrant front door to the Highland Bridge development for years to come if allowed to deviate from the FAR minimum requirement.
2. *The property is proposed to be used in a reasonable manner, consistent with the intent and purpose of the provision of the code from which a variance is requested.*
- a. The Ford Site Master Plan manages density with various requirements such as FAR, setbacks, building height, and various lot coverage requirements. While the Block 2B project is over the building lot coverage requirement, the project does meet the setback requirements. The Block 2B project is also seeking a variance for FAR to be below the FAR and for the building height to be below the minimum building height.
 - c. The Master Plan emphasizes holding street corners and major roadway edges with building facades, and activating pedestrian pathways, which the Block 2B project design has achieved.
3. *The variance will not permit any use that is not allowed in the zoning district in which the property is located.*
- a. The mixed-use project is an allowed use within the F5 Business Mixed District.

4. *The variance is consistent with the comprehensive plan and will not alter the essential character of the surrounding area.*
 - a. One of the guiding principles of the Ford Site Master Plan is Mix of Uses and Activities in which the mixed-used building provides a vibrant place to live and work. Another guiding principle of the Master Plan is Jobs and Tax Base in which the mixed-use building provides business and employment opportunities for the development.
 - b. The Comprehensive Plan includes a Land Use section that lists Goal 3 as “access to employment and housing choice”, Goal 7 as “quality full-time jobs and livable wages”, Policy LU-5 of “Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities”, and Policy LU-7 of “Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities.” The Block 2B project supports the various Land Use goals of the comprehensive plan by providing a housing and employment opportunity through a unique development layout that adapts to a constrained site and economic conditions.

Variance Requests 6-7: Window & Door/Opening Percentage

The Block 2B project is subject to the Design Standards of the Ford Site Master Plan, which apply to specific frontages for each block within the Highland Bridge development. Design Standard section G15 requires that *“For new Live/Work, Mixed Residential and Commercial, Civic and Institutional, and Commercial & Employment buildings, windows and doors or openings shall comprise at least fifty (50) percent of the length and at least thirty (30) percent of the area of the ground floor along addressed sides of the building and sides that face open space.”* This standard applies to the north sides of each of the four buildings (address side of the buildings), east side of the Retail A building (adjacent to Outlot B open space), and the south side of the residential building (adjacent to Outlot C open space). The proposal exceeds these standards in most cases; however, there are certain portions of the block where variances are required.

The Block 2B project is pursuing variances from G15 for:

- The north side of the Retail A building with a 20% area of windows and doors/openings for the ground floor, a difference of 10% from the area requirement.
- The north side of the Retail D building with a 25% area of windows and doors/openings for the ground floor, a difference of 5% from the area requirement.

The Block 2B project is COMPLIANT, in many cases meaningfully exceeding standards, and NOT seeking variances with G15 for:

- The north side of Retail A for the length of windows and doors/openings required for the ground floor.
- The north side of Retail B for the length and area of windows and doors/openings required for the ground floor.
- The north side of Retail C for the length and area of windows and doors/openings required for the ground floor.
- The north side of Retail D for the length of windows and doors/openings required for the ground floor.
- The east side of Retail A for the length and area of windows and doors/openings required for the ground floor.
- The south side of the residential for the length and area of windows and doors/openings required for the ground floor.

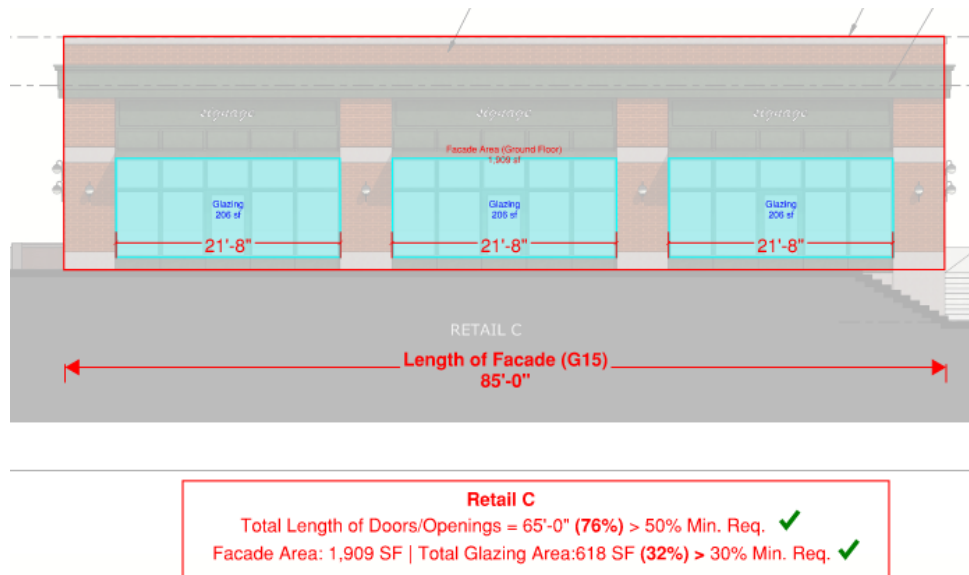


Figure 6: Example Window & Door/Opening Percentage Calculation

Supporting Information

1. *Circumstances unique to the property (not created by the landowner) that create practical difficulties in complying with the provision of the code from which a variance is requested.*
 - a. Each of the retail buildings have been designed with flexibility for tenants to encompass the full retail space within each building, or to demise the retail space between multiple smaller retail tenants. The flexibility of where retail tenant spaces could be demised, based on those future tenants' needs, has been reflected within the primary facades of each building to provide a consistent appearance along Ford Pkwy as opposed to awkward, randomly demised separations. This also provides a sense of organization for signage and messaging along the primary facades. Two of the guiding principles of the Master Plan is to provide "services and amenities that meet local needs" and to provide a "range of business opportunities and employment opportunities", so setting up the retail uses to adapt to the changing needs of the surrounding community is an important aspect to this project's design.
 - b. The Retail A façades are a component of the mixed-use building with residential units encompassing the three stories above the retail level. The Retail A façade facing the Civic Square was intentionally designed to complement the residential window and balcony massing above to provide consistency across the entirety of the façade. The retail façade was then wrapped around to the Ford Pkwy side to provide a consistent retail massing at the base of the building. This, combined with providing demising flexibility as mentioned in the bullet point above, results in the area of windows and doors/opening not quite meeting the requirement. The length requirement is met for the Retail A façade.

- c. Existing site conditions include an approximately 16 ft grade change across Block 2B, which changes the façade area of each building utilized within the windows and doors/openings calculations (the area of the façade extends either above or below the flat first level of the building on a sloped site). This site challenge is overcome for the Retail A, B, and C buildings by incorporating separate, flat sidewalks within the private parcel to provide a consistent grade across the front of the building facades, but Retail D is not able to overcome the existing site constraint as grade drops down along the west edge of the north façade, thus increasing the building façade square footage and throwing the window and door/opening calculation out of compliance. A flat sidewalk could be provided across the full frontage of Retail D, however this would limit the accessibility to the building. Accessibility to the Retail D building was prioritized over the windows and doors/openings requirement in order to overcome the existing site grade change.
 - d. There are various micro- and macro-economic factors that have delayed the development of Block 2 over the past five years. A worldwide health pandemic leading to increased material costs and supply chain issues, a local rent stabilization policy deterring typical development capital sources, federal tightening of monetary policy, and other factors have resulted in multiple iterations of this development to stall. The proposed development is a financially feasible development that complies with the spirit of the Ford Site Master Plan, will bring jobs and tax base to the City of St. Paul, and will provide a vibrant front door to the Highland Bridge development for years to come should this variance be approved.
 2. *The property is proposed to be used in a reasonable manner, consistent with the intent and purpose of the provision of the code from which a variance is requested.*
 - a. The Master Plan emphasizes holding street corners and major roadway edges with building facades, along with providing well-designed urban neighborhood buildings, which the Block 2B project design has achieved.
 3. *The variance will not permit any use that is not allowed in the zoning district in which the property is located.*
 - a. The mixed-use project is an allowed use within the F5 Business Mixed District.
 4. *The variance is consistent with the comprehensive plan and will not alter the essential character of the surrounding area.*
 - a. One of the guiding principles of the Ford Site Master Plan is Mix of Uses and Activities in which the mixed-used building provides a vibrant place to live and work. Another guiding principle of the Master Plan is Jobs and Tax Base in which the mixed-use building provides business and employment opportunities for the development.

- b. The Comprehensive Plan includes a Land Use section that lists Goal 3 as “access to employment and housing choice”, Goal 7 as “quality full-time jobs and livable wages”, Policy LU-5 of “Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities”, and Policy LU-7 of “Use land use and zoning flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities.” The Block 2B project supports the various Land Use goals of the comprehensive plan by providing a housing and employment opportunity through a unique development layout that adapts to a constrained site and economic conditions.

Variance Request 8-13: Transparent Glazing Percentage

The Block 2B project is subject to the Design Standards of the Ford Site Master Plan, which apply to specific frontages for each block within the Highland Bridge development. Design Standard section S15 requires that *“The building face shall include a minimum of 65% transparent glazing in the bottom 12 feet of the building for portions of the ground floor not dedicated to residential units.”* This standard applies to the north sides of each of the four buildings (adjacent to Ford Pkwy), east side of the Retail A building (adjacent to Outlot B open space), southeast side of the residential building (adjacent to the pedestrian corridor), and the south side of the residential building (adjacent to Outlot C open space).

The Block 2B project is pursuing variances from S12 for:

- The north side of the Retail A building with a 40% area of glazing for the bottom 12 feet of the building, a difference of 25% from the area requirement.
- The north side of the Retail B building with a 55% area of glazing for the bottom 12 feet of the building, a difference of 10% from the area requirement.
- The north side of the Retail C building with a 55% area of glazing for the bottom 12 feet of the building, a difference of 10% from the area requirement.
- The north side of the Retail D building with a 50% area of glazing for the bottom 12 feet of the building, a difference of 15% from the area requirement.
- The southeast side of the residential building with a 45% area of glazing for the bottom 12 feet of the building, a difference of 20% from the area requirement
- The south side of the residential building with a 45% area of glazing for the bottom 12 feet of the building, a difference of 20% from the area requirement

The Block 2B project is compliant with S12 for:

- The east side of Retail A for the area of glazing required for the bottom 12 feet of the building.



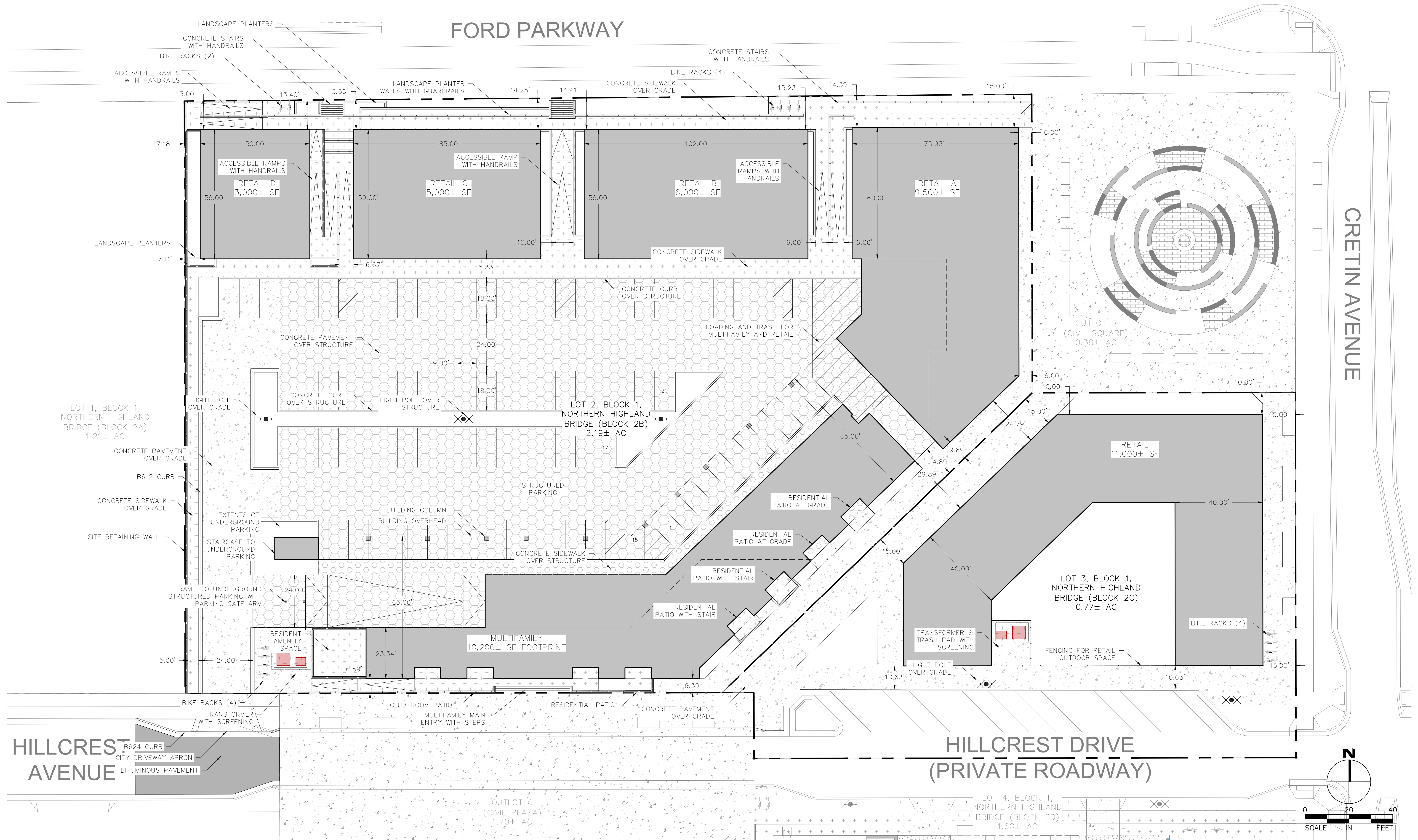
Figure 7: Example Ground Floor Glazing Calculation

Supporting Information

1. *Circumstances unique to the property (not created by the landowner) that create practical difficulties in complying with the provision of the code from which a variance is requested.*
 - a. Each of the retail buildings have been designed with flexibility for tenants to encompass the full retail space within each building, or to demise the retail space between multiple smaller retail tenants. The flexibility of where retail tenant spaces could be demised, based on those future tenants' needs, has been reflected within the primary facades of each building to provide a consistent appearance along Ford Pkwy as opposed to awkward, randomly demised separations. This also provides a sense of organization for signage and messaging along the primary facades. Two of the guiding principles of the Master Plan is to provide “services and amenities that meet local needs” and to provide a “range of business opportunities and employment opportunities”, so setting up the retail uses to adapt to the changing needs of the surrounding community is an important aspect to this project’s design.
 - b. The Building A facades include both retail and residential components throughout each of the primary facades. The Building A facades were intentionally designed to complement the residential window and balcony massing above to provide consistency across the entirety of the façade, as well as provide privacy for the residential lobby and common areas along the southern facade. This, combined with providing demising flexibility as mentioned in the bullet point above, results in the area of transparent glazing within the lower 12 ft of the building not quite meeting the requirement.

- c. The Block 2B buildings have been designed to complement one another and provide a consistent appearance across each of the primary facades facing public areas. The Design Standards were included within the Master Plan to provide a similar sense of consistency across the buildings in prominent areas of the Highland Bridge development. The Block 2B design is meeting the spirit of the Design Standards within the Master Plan in regard to consistency and vibrant uses but are not quite meeting the required thresholds due to the collective factors of multiple tenant spaces, mixed residential and commercial uses, and site conditions. Therefore, variances are necessary for certain facades of each building.
 - d. There are various micro- and macro-economic factors that have delayed the development of Block 2 over the past five years. A worldwide health pandemic leading to increased material costs and supply chain issues, a local rent stabilization policy deterring typical development capital sources, federal tightening of monetary policy, and other factors have resulted in multiple iterations of this development to stall. The proposed development is a financially feasible development that complies with the spirit of the Ford Site Master Plan, will bring jobs and tax base to the City of St. Paul, and will provide a vibrant front door to the Highland Bridge development for years should this variance be approved.
2. *The property is proposed to be used in a reasonable manner, consistent with the intent and purpose of the provision of the code from which a variance is requested.*
 - a. The Master Plan emphasizes holding street corners and major roadway edges with building facades, along with providing well-designed urban neighborhood buildings, which the Block 2B project design has achieved.
 3. *The variance will not permit any use that is not allowed in the zoning district in which the property is located.*
 - a. The mixed-use project is an allowed use within the F5 Business Mixed District.
 4. *The variance is consistent with the comprehensive plan and will not alter the essential character of the surrounding area.*
 - a. One of the guiding principles of the Ford Site Master Plan is Mix of Uses and Activities in which the mixed-used building provides a vibrant place to live and work. Another guiding principle of the Master Plan is Jobs and Tax Base in which the mixed-use building provides business and employment opportunities for the development.
 - b. The Comprehensive Plan includes a Land Use section that lists Goal 3 as “access to employment and housing choice”, Goal 7 as “quality full-time jobs and livable wages”, Policy LU-5 of “Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities”, and Policy LU-7 of “Use land use and zoning flexibility to respond to social, economic,

technological, market and environmental changes, conditions and opportunities.”
The Block 2B project supports the various Land Use goals of the comprehensive plan by providing a housing and employment opportunity through a unique development layout that adapts to a constrained site and economic conditions.

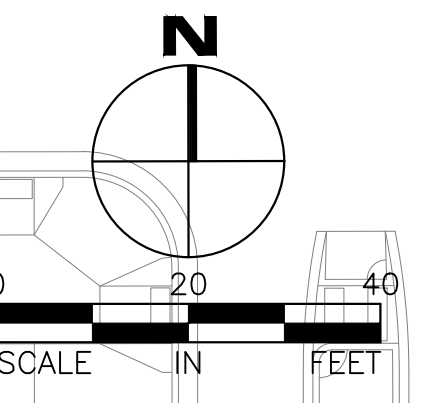


FORD PARKWAY

CRETIN AVENUE

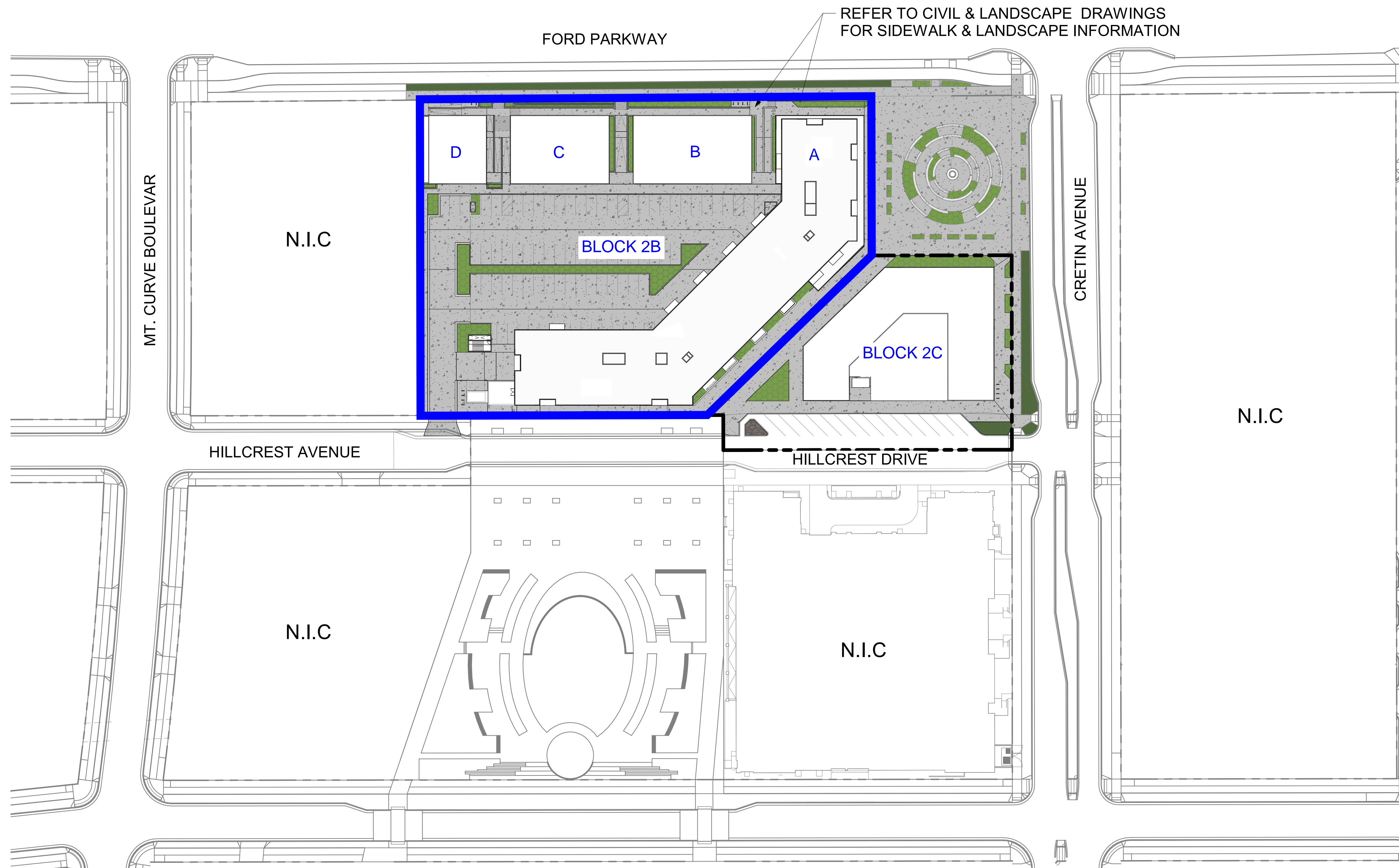
HILLCREST DRIVE
(PRIVATE ROADWAY)

HILLCREST AVENUE



Highland Bridge • Block 2B & 2C Site Plan • 11.21.2024





SITE PLAN

HB - Block 2B-2C · City of Saint Paul, MN

SCALE: 1" = 50'-0"



1 WEST ELEVATION
SCALE: 3/32" = 1'0"



2 SOUTH ELEVATION
SCALE: 3/32" = 1'0"

ELEVATIONS

HB - Block 2B-2C · City of Saint Paul, MN



3 EAST ELEVATION
SCALE: 3/32" = 1'0"



4 NORTH ELEVATION
SCALE: 3/32" = 1'0"

ELEVATIONS
HB - Block 2B-2C · City of Saint Paul, MN



5 SOUTHEAST ELEVATION
SCALE: 3/32" = 1'0"



6 NORTHWEST ELEVATION
SCALE: 3/32" = 1'0"

ELEVATIONS
HB - Block 2B-2C · City of Saint Paul, MN



7 RETAIL - NORTH ELEVATIONS
SCALE: 3/32" = 1'0"



8 RETAIL - SOUTH ELEVATIONS
SCALE: 3/32" = 1'0"



9 RETAIL - TYP. ELEVATION
SCALE: 3/16" = 1'0"

ELEVATIONS
HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW

HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW

HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW

HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW

HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW
HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW
HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW

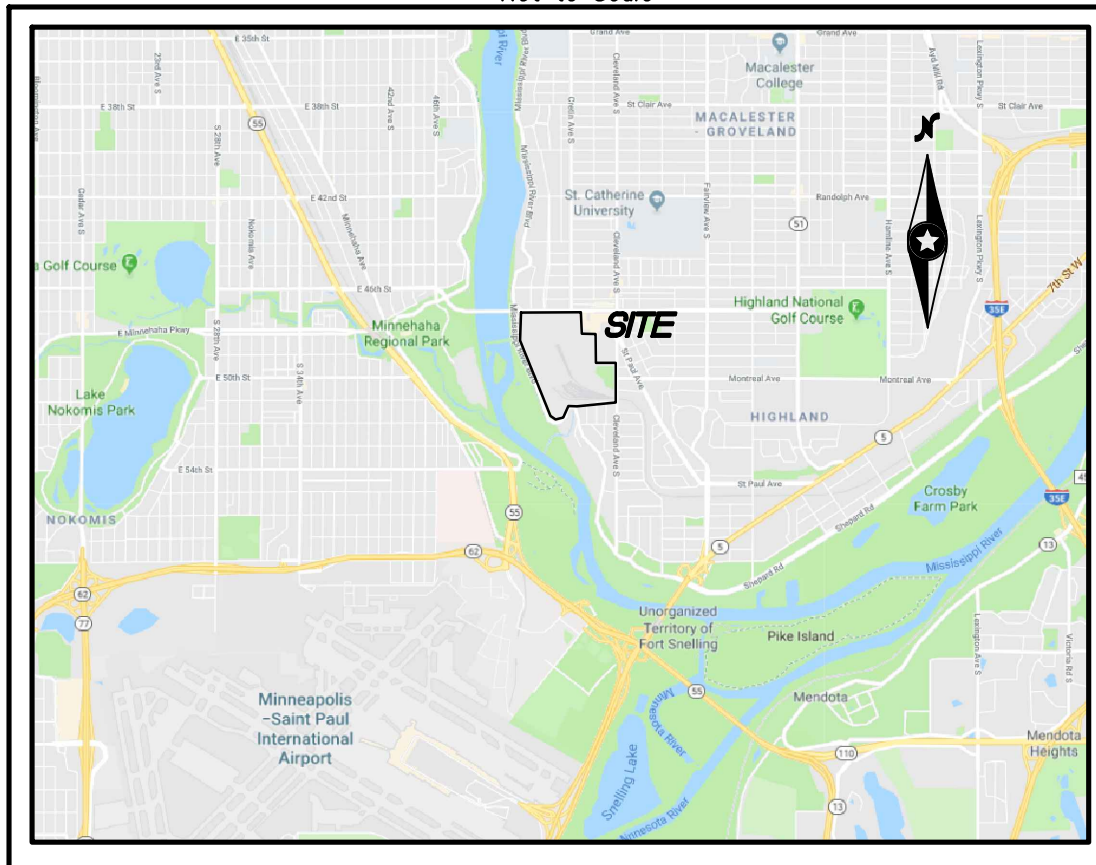
HB - Block 2B-2C · City of Saint Paul, MN



PERSPECTIVE VIEW

HB - Block 2B-2C · City of Saint Paul, MN

Vicinity Map
 Not to Scale



Project Paul St. Paul, Minnesota ALTA/NSPS LAND TITLE SURVEY

GENERAL DRAWINGS

DWG. NO. SHEET 2
TITLE BOUNDARY DEPICTION, TITLE COMMITMENT LEGAL DESCRIPTIONS AND SCHEDULE B II EXCEPTIONS

SHEETS 3-7
 DETAILED ALTA SHEETS

GENERAL NOTES

- (1) This survey was prepared using First American Title Insurance Company Title Commitment Number NCS-904994-MPLS having an effective date of July 31, 2019 at 7:30A.M. revised on November 25, 2019, and Title Commitment Number NCS-904994-7-MPLS having an effective date of November 04, 2019 at 8:00A.M.
- (2) The address of the surveyed property is 966 Mississippi River Blvd S St. Paul, MN 55116. (Table A Item 2)
- (3) Subject property appears to be classified as Zone X when scaled from Flood Insurance Rate Map Community - Panel Number 2712300087C dated 06/04/2010. (Table A Item 3)
- (4) Subject property contains 5,302,585 Sq.Ft. or 121.731 acres. See table for individual Lot and Block areas. (Table A Item 4)
- (5) Zoning information provided in a letter from the City of Saint Paul. See Table for individual zoning designations. (Table A Item 6 (a)(b))
 - F1 - River Residential District
 - F2 - Residential Mixed-Use Low-Rise District
 - F3 - Residential Mixed-Use Mid-Rise District
 - F4 - Mixed-Use High-Rise District
 - F5 - Business Mixed District
 - F6 - Gateway District
- (6) Subject property does not contain any parking stalls. (Table A Item 9)
- (7) The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. (State One Call Ticket No. 181912733). (Table A Item 11)
- (8) As of the date the field work was completed for this survey, there was observable evidence of current earth moving work, exterior building construction or building additions. (Table A Item 16)
- (9) Wetlands are shown per markings observed in the field during the course of our fieldwork. (Table A Item 18)
- (10) Based on the information contained within title commitment listed above and a physical inspection of the subject property, the surveyor is not aware of any off site easements or servitudes other than shown hereon. (Table A Item 19)
- (11) Bearings based on Ramsey County Coordinates NAD83 (2007 ADJ) US Survey Feet, Vertical Datum is NAVD88.
- (12) No adjoiner deeds were provided by Title Company.
- (13) A portion of the site improvements are shown per a previous survey provided by the Client. Westwood does not warrant or guarantee the accuracy or completeness of said improvements.
- (14) Adjoining ownership information is shown per a search of Ramsey County's GIS tax database on 7/22/18.
- (15) Lots and Blocks shown on sheets 2-7 are per the proposed plat of FORD. Streets shown will be public right of way upon the recording of the plat of FORD.

CERTIFICATION

To: Ryan Companies US Inc.; Wells Fargo Bank, National Association, its successors and/or assigns; Project Paul, LLC; MN Ford Site Apartment Land, LLC; and First American Title Insurance Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a)(b), 7(a)(b)(c), 8, 9, 11, 13, 14, 16, 17, 18, and 19 of Table A thereof. The field work was completed on 6/28/18.

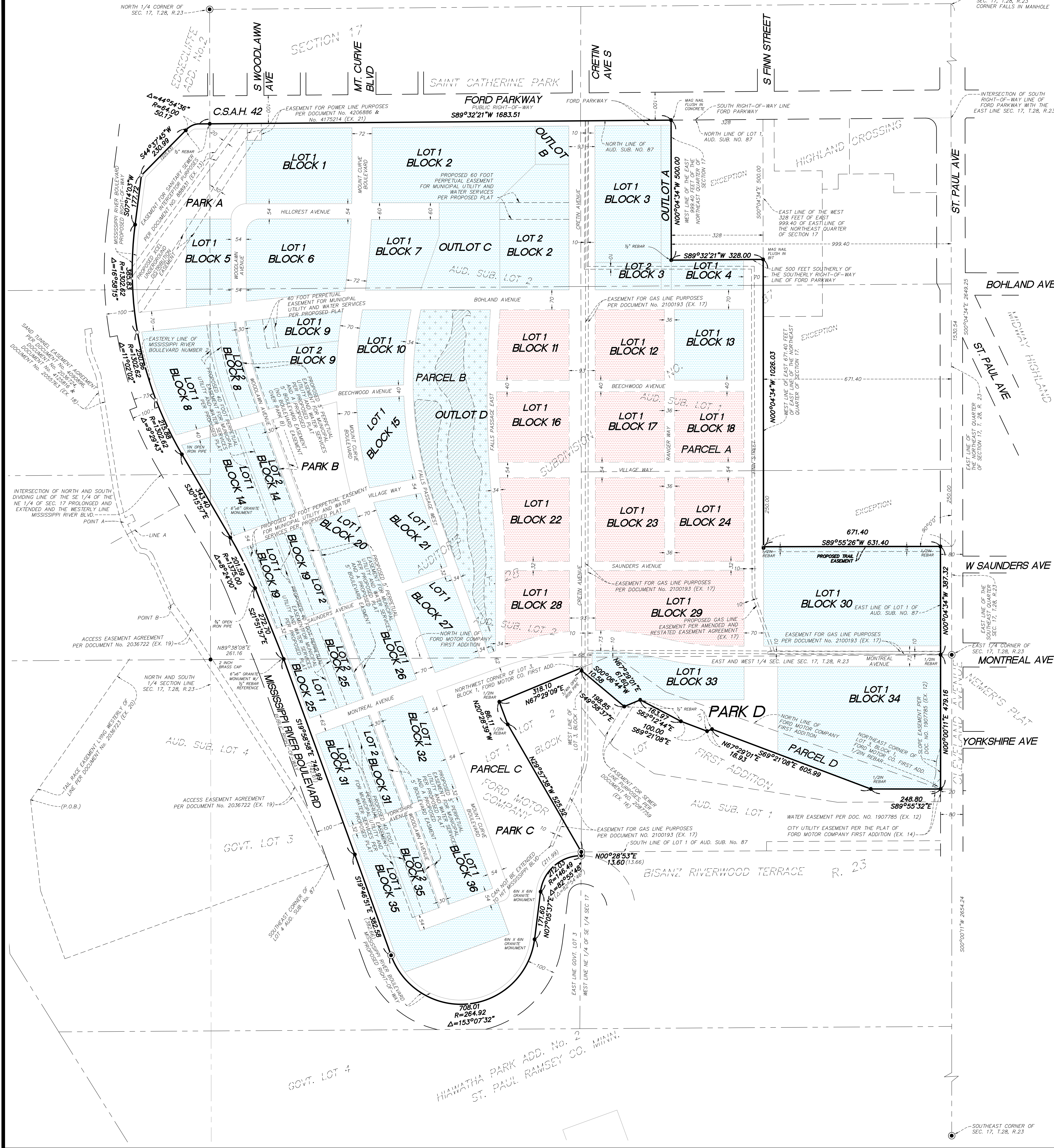
Date of Plat or Map: 12/09/19

Nathan H. Carlson 12/16/2019
 Date

Nathan H. Carlson
 Minnesota License Number 45873
 nate.carlson@westwoodsps.com



PARCEL	AREA	ZONING	PUBLIC ROW SETBACK (FEET)	INTERIOR LOT LINE SETBACK (FEET)
OUTLOT A	0.49± ACRES	F5	0	0
OUTLOT B	0.38± ACRES	F5	0	0
OUTLOT C	1.70± ACRES	F5	0	0
OUTLOT D	5.44± ACRES	F3	0	0
PARK A	3.65± ACRES	F6	0	0
PARK B	1.55± ACRES	F2	0	0
PARK C	6.39± ACRES	F1/F6	0	0
PARK D	1.50± ACRES	F6	0	0
LOT 1, BLOCK 1	2.29± ACRES	F6	5	6
LOT 1, BLOCK 2	3.40± ACRES	F5	5	6
LOT 2, BLOCK 2	2.37± ACRES	F5	5	6
LOT 1, BLOCK 3	2.65± ACRES	F5	5	6
LOT 2, BLOCK 3	0.53± ACRES	F5	5	6
LOT 1, BLOCK 4	0.63± ACRES	F5	5	6
LOT 1, BLOCK 5	1.13± ACRES	F6	5	6
LOT 1, BLOCK 6	2.30± ACRES	F6	5	6
LOT 1, BLOCK 7	1.30± ACRES	F5	5	6
LOT 1, BLOCK 8	1.94± ACRES	F1	10	10
LOT 2, BLOCK 8	0.74± ACRES	F2	10	6
LOT 1, BLOCK 9	0.58± ACRES	F2	10	6
LOT 2, BLOCK 9	1.53± ACRES	F2	10	6
LOT 1, BLOCK 10	1.07± ACRES	F3	10	6
LOT 1, BLOCK 11	1.47± ACRES	F3	5	6
LOT 1, BLOCK 12	1.43± ACRES	F4	5	6
LOT 1, BLOCK 13	1.43± ACRES	F4	5	6
LOT 1, BLOCK 14	1.44± ACRES	F1	10	10
LOT 2, BLOCK 14	0.76± ACRES	F1	10	6
LOT 1, BLOCK 15	1.21± ACRES	F3	10	6
LOT 1, BLOCK 16	1.49± ACRES	F3	5	6
LOT 1, BLOCK 17	1.43± ACRES	F4	5	6
LOT 1, BLOCK 18	1.43± ACRES	F4	5	6
LOT 1, BLOCK 19	0.86± ACRES	F1	10	10
LOT 2, BLOCK 19	0.68± ACRES	F1	10	6
LOT 1, BLOCK 20	1.21± ACRES	F2	10	6
LOT 1, BLOCK 21	1.14± ACRES	F3	10	6
LOT 1, BLOCK 22	1.64± ACRES	F3	5	6
LOT 1, BLOCK 23	1.70± ACRES	F4	5	6
LOT 1, BLOCK 24	1.70± ACRES	F4	5	6
LOT 1, BLOCK 25	0.79± ACRES	F1	10	10
LOT 2, BLOCK 25	0.68± ACRES	F1	10	6
LOT 1, BLOCK 26	1.21± ACRES	F2	10	6
LOT 1, BLOCK 27	1.21± ACRES	F3	10	6
LOT 1, BLOCK 28	1.26± ACRES	F3	5	6
LOT 1, BLOCK 29	2.98± ACRES	F3	5	6
LOT 1, BLOCK 30	5.15± ACRES	F6	5	6
LOT 1, BLOCK 31	0.89± ACRES	F1	10	10
LOT 2, BLOCK 31	0.76± ACRES	F1	10	6
LOT 1, BLOCK 32	1.37± ACRES	F2	10	6
LOT 1, BLOCK 33	1.75± ACRES	F6	5	6
LOT 1, BLOCK 34	5.36± ACRES	F6	5	6
LOT 1, BLOCK 35	2.15± ACRES	F1	10	10
LOT 2, BLOCK 35	0.76± ACRES	F1	10	6
LOT 1, BLOCK 36	1.37± ACRES	F2	10	6



Weidner Lots Description

Real property in the City of St. Paul, County of Ramsey, State of Minnesota, described as follows:
Lot 1, Block 11; Lot 1, Block 12; Lot 1, Block 16; Lot 1, Block 17; Lot 1, Block 18; Lot 1, Block 22; Lot 1, Block 23; Lot 1, Block 24; Lot 1, Block 28; and Lot 1, Block 29, all in Ford, according to the recorded plat thereof.
(Torrens property)
The above described description will become valid with the recording of the proposed plat of Ford.

SCHEDULE B SECTION II, EXCEPTIONS
(PER TITLE COMMITMENT NO. NCS-904994-7-MPLS)

- The following notes correspond to the numbering system of Schedule B of the above mentioned title commitment.
- (12) The following, which appears as a recital on the Certificate of Title for the Land: Subject to the rights of the City of Saint Paul in the right of way for Mississippi River Boulevard, as sold road is presently laid out and traveled, and as shown on the Plat of Mississippi River Boulevard No. 2, recorded August 13, 1906, in the office of the County Recorder as Doc. No. 328682, RIGHT OF WAY OF MISSISSIPPI RIVER BOULEVARD SHOWN ON SURVEY.
 - (13) The following, which appears as a recital on the Certificate of Title for the Land: Subject to the rights of the City of Saint Paul in the right of way for Ford Parkway, including easements for slopes, cuts and fills, as said road is presently laid out and traveled and as contained in the following: (a) Deed to the City of Saint Paul, dated March 31, 1923, recorded April 24, 1923, in the office of the County Recorder as Doc. No. 632082; and (b) Final Order, recorded September 13, 1923, in the office of the County Recorder as Doc. No. 642842, RIGHT OF WAY OF FORD PARKWAY SHOWN ON SURVEY.
 - (14) The following, which appears as a recital on the Certificate of Title for the Land: Subject to the rights of the City of Saint Paul in the right of way for Cleveland Avenue, including easements for slopes and water purposes, as said road is presently laid out and traveled and as shown on the instrument recorded in the office of the County Recorder as Doc. No. 1907785, AS SHOWN.
 - (15) The following, which appears as a recital on the Certificate of Title for the Land: Subject to the easement for sanitary sewer interceptor purposes in favor of the City of Saint Paul, as contained in Council File 100314 by the City of Saint Paul, recorded November 18, 1935, in the office of the County Recorder as Doc. No. 888931, AS SHOWN.
 - (16) The following, which appears as a recital on the Certificate of Title for the Land: Reservation of all minerals and mineral rights by the grantor in the Quit Claim Deed, from the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, to Ford Motor Company, dated July 14, 1980, recorded August 20, 1980, in the office of the County Recorder as Doc. No. 2087758, BLANKET IN NATURE.
 - (17) The following, which appears as a recital on the Certificate of Title for the Land: Subject to that certain Gas Line Easement granted by the Ford Motor Company in favor of NSP, dated August 20, 1974, and recorded December 11, 1980, as document no. 2100193 RCM, AS SHOWN.
 - (18) The following, which appears as a recital on the Certificate of Title for the Land: Subject to that certain Electric Easement granted by the Ford Motor Company in favor of NSP, dated June 22, 2009, and recorded August 7, 2009, as document no. 4175214, and recorded as document no. 4206886 RCM, AS SHOWN.
 - (19) The following, which appears as a recital on the Certificate of Title for the Land: Subject to in place Underground Electric Facilities within Lot 2 Auditor's Subdivision No. 87, and the North half of Lot 2, Section 17, Township 28, Range 23, ELECTRIC TUNNEL SHOWN.
 - (20) The following, which appears as a memorial on the Certificate of Title for the Land: Plat of Auditor's Subdivision No. 87, recorded March 6, 1934, in the office of the Registrar of Titles as Doc. No. 143957.
 - (21) Rights of tenants under unrecorded leases.

Project Paul Lots Description

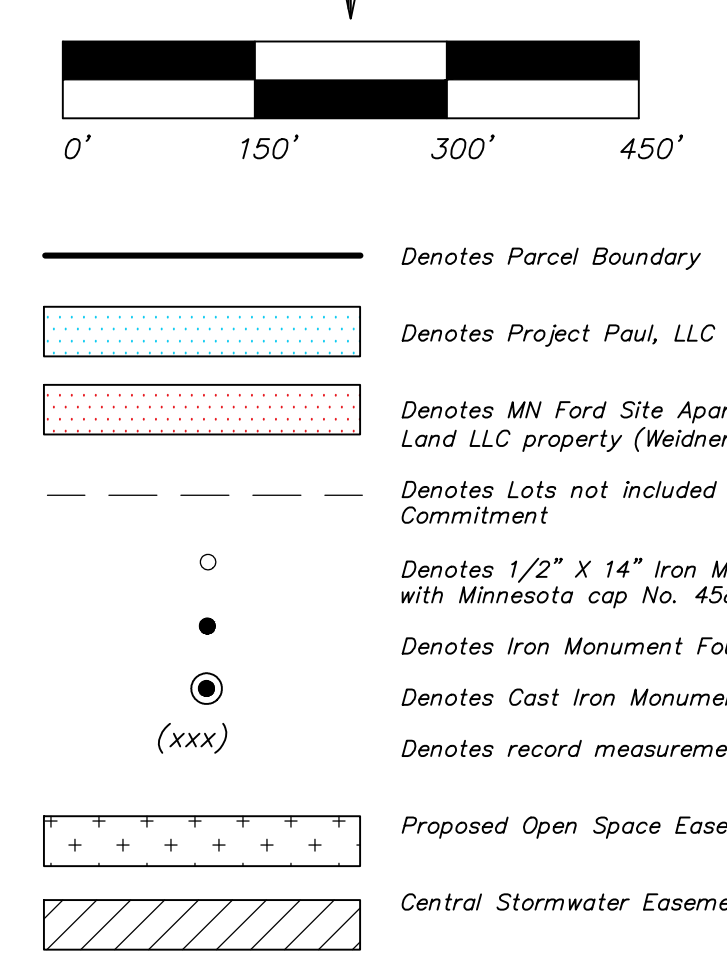
Real property in the City of St. Paul, County of Ramsey, State of Minnesota, described as follows:
Lot 1, Block 1, Lot 1 and 2, Block 2; Lot 1, Block 3; Lot 1, Block 4; Lot 1, Block 5; Lot 1, Block 6; Lot 1, Block 7; Lot 1 and 2, Block 8; Lot 1 and 2, Block 9; Lot 1, Block 10; Lot 1, Block 11; Lot 1 and 2, Block 14; Lot 1, Block 15; Lot 1 and 2, Block 19; Lot 1, Block 20; Lot 1, Block 21; Lot 1 and 2, Block 25; Lot 1, Block 26; Lot 1, Block 27; Lot 1 and 2, Block 31; Lot 1, Block 32; Lot 1, Block 33; Lot 1, Block 34; Lot 1 and 2, Block 35; Lot 1, Block 36, all in Ford, according to the recorded plat thereof.

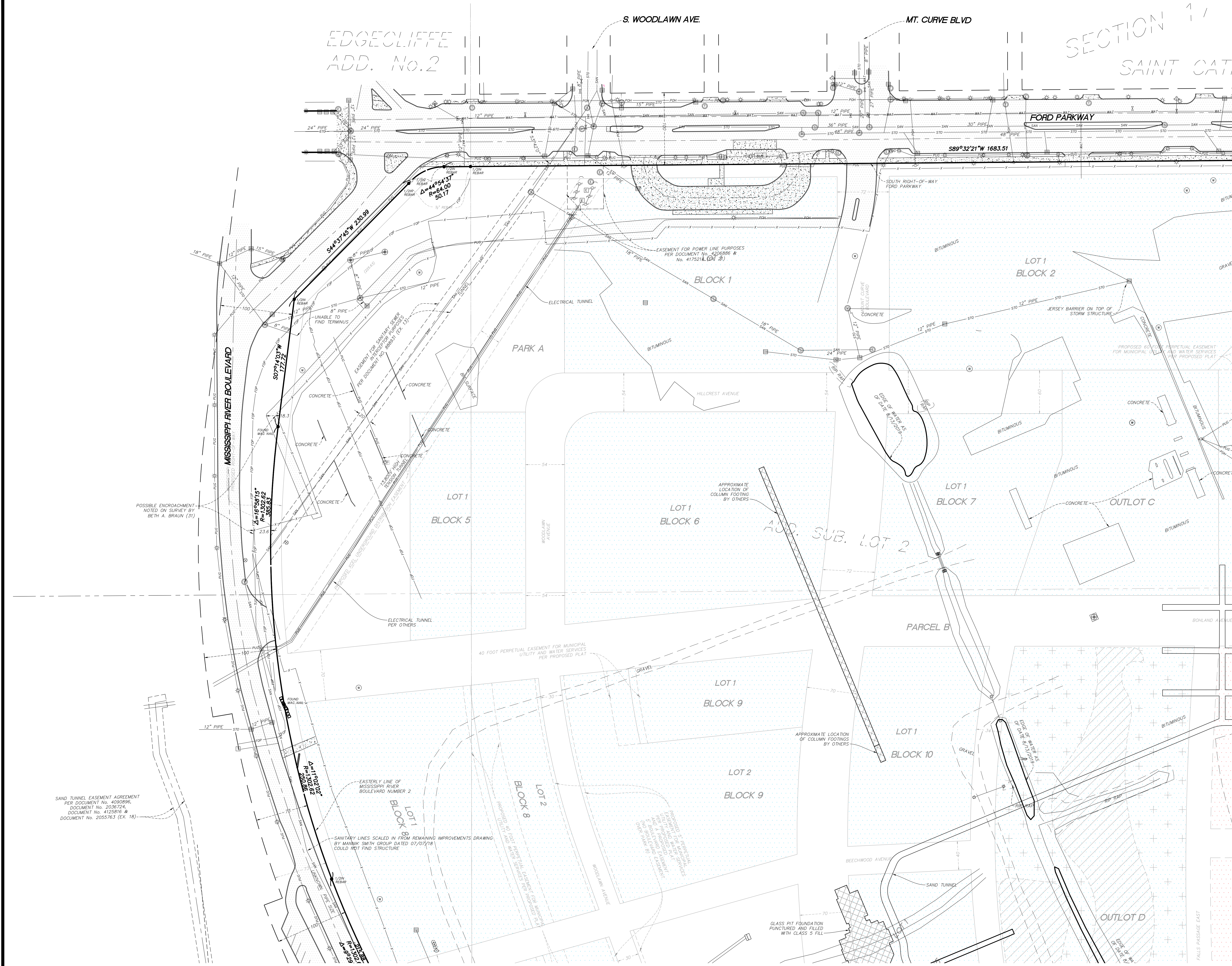
Together With:
Lot 1, Block 30, Outlot A, Outlot B, Outlot C and Outlot D, all in Ford, according to the recorded plat thereof.
(Torrens property)
The above described parcels are to be plotted out of the following described land:

- Parcel A:
That part of Lot 1, Auditor's Subdivision No. 87, St. Paul, Minn., according to the recorded plat thereof, lying north of FORD MOTOR COMPANY FIRST ADDITION, according to the recorded plat thereof, and lying southerly and westerly of the following described line:
Beginning at a point on the East line of Section 17, Township 28, Range 23, according to the U.S. Gears of Survey thereof, which point is distant 1530.54 feet South of the intersection of the present South line of Ford Road with the East line of Section 17, thence West at right angles with the East line of Section 17 a distance of 671.40 feet to a point on the West line of the East 671.40 feet of the Northeast Quarter of Section 17, thence northerly on said west line a distance of 1,026.03 feet, more or less, to a point distant 500 feet southerly of the southerly right-of-way line of Ford Parkway, as now established; a distance of 328 feet, thence northerly along a line distant 999.40 feet westerly of, and parallel with, the east line of Section 17 for a distance of 500 feet, more or less, to the north line of said Lot 1, and said described line there terminating.
- Parcel B:
That part of Lot 1, Auditor's Subdivision No. 87, St. Paul, Minn., according to the recorded plat thereof, lying north of FORD MOTOR COMPANY FIRST ADDITION, according to the recorded plat thereof.
- Parcel C:
Lot 1, Block 1, Ford Motor Company First Addition.
- Parcel D:
That part of Lot 3, Block 1, Ford Motor Company First Addition, lying northeasterly, northerly and northerly westerly of the following described line: Beginning at a point on the west line of said Lot 3, said point of beginning being located along said west line South 00 degrees 06 minutes 52 seconds West, assuming bearing, a distance of 10.38 feet from the northeast corner of said Lot 3, thence South 49 degrees 54 minutes 51 seconds East a distance of 199.01 feet, thence North 62 degrees 29 minutes 09 seconds East a distance of 61.60 feet, thence South 62 degrees 12 minutes 36 seconds East a distance of 163.97 feet, thence South 69 degrees 21 minutes 00 seconds East a distance of 100.00 feet, thence North 67 degrees 29 minutes 09 seconds East a distance of 18.93 feet, thence South 69 degrees 21 minutes 00 seconds East a distance of 605.99 feet, thence North 89 degrees 37 minutes 00 seconds East a distance of 249.70 feet to the northeast corner of said Lot 3 and there terminating.
(Torrens property, Certificate No. 631429)

SCHEDULE B SECTION II, EXCEPTIONS
(PER TITLE COMMITMENT NO. NCS-904994-MPLS)

- The following notes correspond to the numbering system of Schedule B of the above mentioned title commitment.
- (10) Rights of the City of Saint Paul in the right of way for Mississippi River Boulevard, as said road is presently laid out and traveled, and as shown on the following:
(a) Plat of Mississippi River Boulevard No. 2, recorded August 13, 1906, in the office of the County Recorder as Doc. No. 328682; and
(b) Intentionally Deleted.
RIGHT OF WAY IS SHOWN ON SURVEY.
 - (11) Rights of the City of Saint Paul in the right of way for Ford Parkway, including easements for slopes, cuts and fills, as said road is presently laid out and traveled and as contained in the following:
(a) Deed to the City of Saint Paul, dated March 31, 1923, recorded April 24, 1923, in the office of the County Recorder as Doc. No. 632082; and
(b) Final Order, recorded September 13, 1923, in the office of the County Recorder as Doc. No. 642842.
RIGHT OF WAY IS SHOWN ON SURVEY; NOTE: THERE ARE SLOPE EASEMENTS ALONG THE SOUTH RIGHT OF WAY OF FORD PARKWAY WHICH APPEAR TO AFFECT THE SUBJECT PROPERTY, HOWEVER THE SLOPE MAPS ARE UNREADABLE. EASEMENTS ARE SHOWN ON SURVEY.
 - (12) Rights of the City of Saint Paul in the right of way for Cleveland Avenue, including easements for slopes and water purposes, as said road is presently laid out and traveled and as shown on the instrument recorded in the office of the County Recorder as Doc. No. 1907785.
(Affects Parcels A1, A3, and D)
RIGHT OF WAY, WATER EASEMENT, AND SLOPE EASEMENT ARE SHOWN ON SURVEY.
 - (13) Easement for sanitary sewer interceptor purposes in favor of the City of St. Paul, as contained in Council File 100314 by the City of St. Paul, recorded November 18, 1935, in the office of the County Recorder as Doc. No. 888931, AS SHOWN.
(Affects Parcels A1, A3, and D)
 - (14) City utility easement along Cleveland Avenue, as shown on the plat of Ford Motor Company First Addition, AS SHOWN.
(Affects Parcels A and D)
 - (15) Reservation of all minerals and mineral rights by the grantor in the Quit Claim Deed, from the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, to Ford Motor Company, dated July 14, 1980, recorded August 20, 1980, in the office of the County Recorder as Doc. No. 2087758, BLANKET IN NATURE OVER PARCEL D, NOT GRAPHICALLY SHOWN.
(Affects Parcel B)
 - (16) This item has been intentionally deleted.
 - (17) Easement for gas line purposes in favor of Northern States Power Company, as contained in the Gas Line Easement, dated August 20, 1974, recorded December 11, 1980, in the office of the County Recorder as Doc. No. 2100193, AS SHOWN.
(Affects Parcels A1, A3, A3, C, and D)
 - (18) This item has been intentionally deleted.
 - (19) This item has been intentionally deleted.
 - (20) This item has been intentionally deleted.
 - (21) Easement for power line purposes in favor of Northern States Power Company, as contained in the Electric Easement, dated June 22, 2009, recorded August 7, 2009, in the office of the County Recorder as Doc. No. 4175214, and recorded February 5, 2010, in said office as Doc. No. 4206886, AS SHOWN.
(Affects Parcel B1)
 - (22) This item has been intentionally deleted.
 - (23) This item has been intentionally deleted.
 - (24) This item has been intentionally deleted.
 - (25) This item has been intentionally deleted.
 - (26) This item has been intentionally deleted.
 - (27) This item has been intentionally deleted.
 - (28) This item has been intentionally deleted.
 - (29) This item has been intentionally deleted.
 - (30) Rights of tenants under unrecorded leases.
 - (31) The following matters, as shown on the survey by Beth A. Braun, on behalf of Mannik Smith Group, dated June 6, 2016:
(a) Encroachment of parking and fenced area across the western boundary of Parcel B1 of the Land and approximately 19.3 feet into the right of way for Mississippi River Boulevard; NOTED ON SURVEY
(b) Encroachment of fenced area across the western boundary of Parcel B1 of the Land and approximately 24.2 feet into the right of way for Mississippi River Boulevard; NOTED ON SURVEY
(c) Encroachment of fence across the southern boundary of Parcel C and approximately 4.7 feet into the railroad parcel to the south; NOTED ON SURVEY
(d) Encroachment of concrete across the southern boundary of Parcel C and approximately 5.9 feet into the railroad parcel to the south; NOTED ON SURVEY
(e) Possible encroachments regarding the boundary fence, ownership unclear, across the southern boundary of the Land; and
(f) Matters, if any, arising as a result of the apparent use by others of the ball fields lying in the southeasterly portion of the Land.
 - (32) This item has been intentionally deleted.
 - (33) The following, which appears as a recital on the Certificate of Title for the Land: Subject to in place Underground Electric Facilities within Lot 2 Auditor's Subdivision No. 87, and the North half of Lot 2, Section 17, Township 28, Range 23, ELECTRIC TUNNEL SHOWN.
 - (34) The following, which appears as a memorial on the Certificate of Title for the Land: Plat of Auditor's Subdivision No. 87, recorded March 6, 1934, in the office of the County Recorder as Doc. No. 860584, and recorded March 6, 1934, in the office of the Registrar of Titles as Doc. No. 143957.

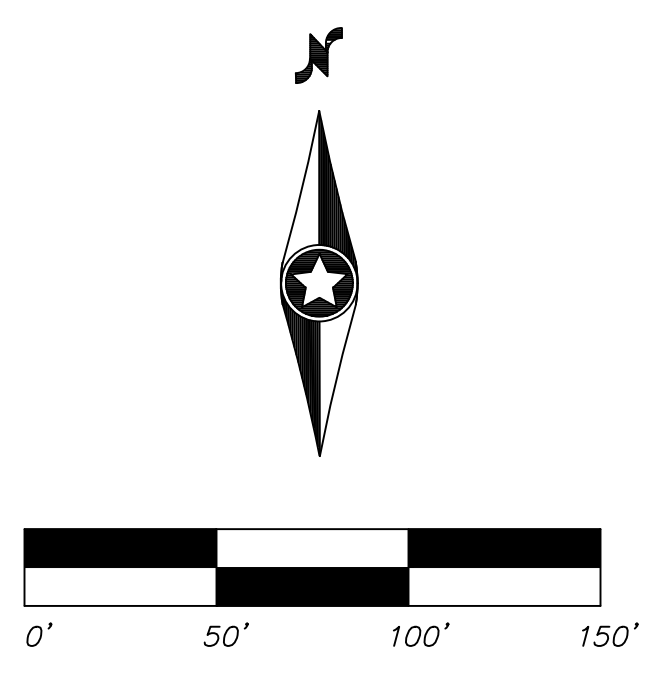
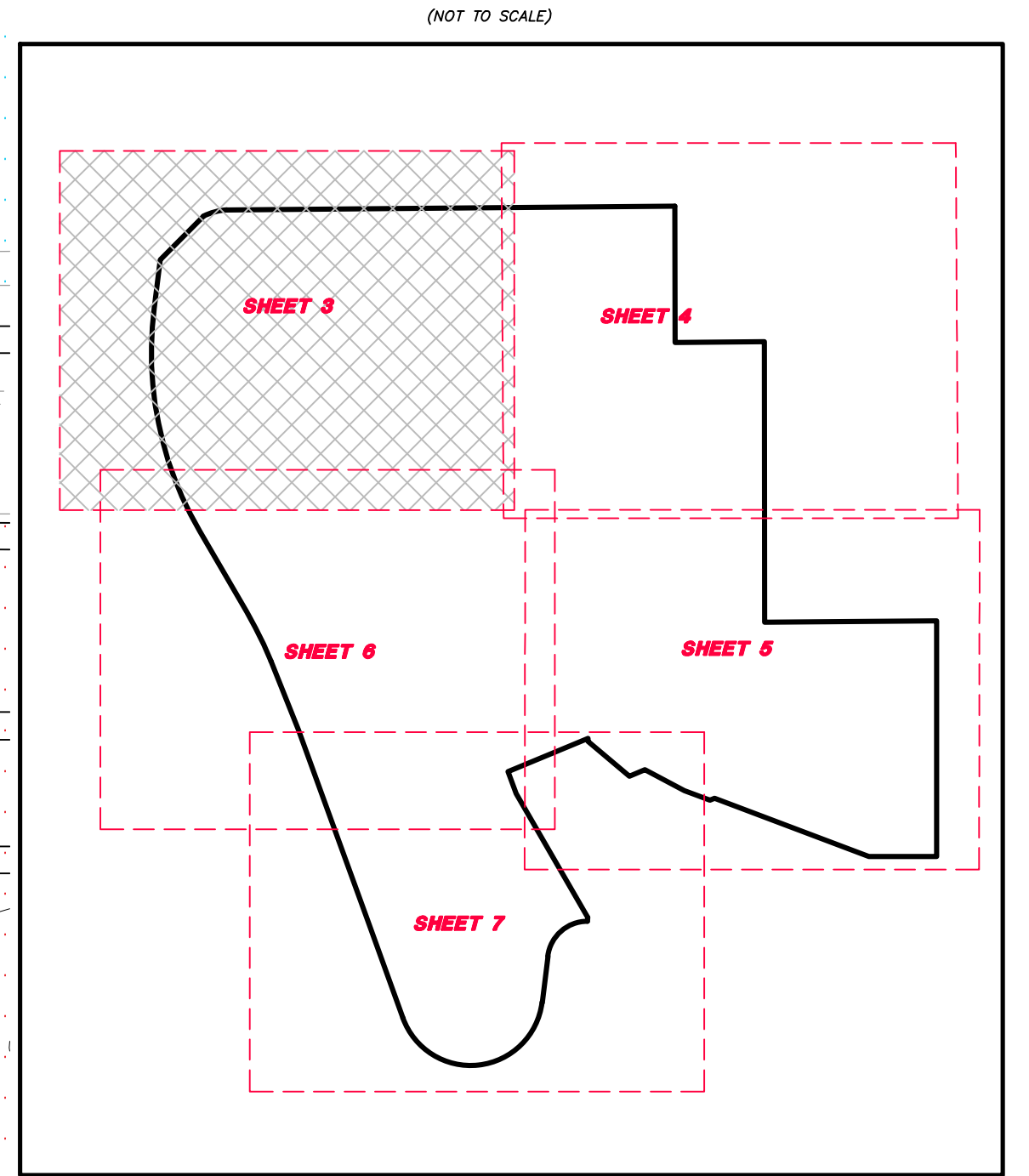




LEGEND

⊙	SANITARY MANHOLE	⊠	TELEPHONE BOX
⊙	SEWER CLEANOUT	⊙	TELEPHONE MANHOLE
⊙	STORM MANHOLE	⊠	CABLE TV BOX
⊠	CATCH BASIN	⊠	TRAFFIC CONTROL BOX
⊙	BEEHIVE CATCH BASIN	⊠	HAND HOLE
⊠	FLARED END SECTION	⊠	TRAFFIC LIGHT
⊠	POWER POLE	⊠	STREET LIGHT
⊠	GUY WIRE	⊠	BUSH/SHRUB
⊠	ELECTRIC BOX	⊠	CONEFEROUS TREE
⊠	ELECTRIC METER	⊠	DECIDUOUS TREE
⊠	ELECTRIC MANHOLE	⊠	WETLAND
⊠	ELECTRIC TOWER	⊠	TREE LINE
⊠	GATE VALVE	⊠	CABLE TV
⊠	HYDRANT	⊠	GAS LINE
⊠	WATER METER	⊠	POWER OVERHEAD
⊠	CURB STOP BOX	⊠	POWER UNDERGROUND
⊠	WATER MANHOLE	⊠	SANITARY SEWER
⊠	WELL	⊠	STORM SEWER
⊠	GAS METER	⊠	TELEPHONE OVERHEAD
⊠	STEEL/WOOD POST	⊠	TELEPHONE UNDERGROUND
⊠	SIGN-TRAFFIC/OTHER	⊠	WATERMAIN
⊠	SIGN-TRAFFIC/OTHER	⊠	FIBER OPTIC
⊠	MAIL BOX	⊠	FENCE LINE
⊠	HANDICAPPED STALL	⊠	CURB & GUTTER
⊠	PERC TEST	⊠	ACCESS CONTROL
⊠	MONITORING WELL	⊠	GAS VALVE
⊠	FIRE HOSE CONNECTION	⊠	CONCRETE SURFACE
⊠	CULVERT	⊠	BITUMINOUS SURFACE
⊠	FLOOD LIGHT	⊠	GRAVEL SURFACE
⊠	SOIL BORING		

Denotes Parcel Boundary
 Denotes Project Paul, LLC property
 Denotes Weidner property
 Denotes Lots not included in Title Commitment
 Denotes 1/2" x 14" Iron Monument Set with Minnesota cap No. 45873
 Denotes Iron Monument Found
 Denotes Cast Iron Monument Found
 Denotes record measurement per legal description
 Proposed Open Space Easement
 Central Stormwater Easement



SAND TUNNEL EASEMENT AGREEMENT PER DOCUMENT No. 1692986, DOCUMENT No. 2036724, DOCUMENT No. 4125816 & DOCUMENT No. 2055763 (EX. 18)

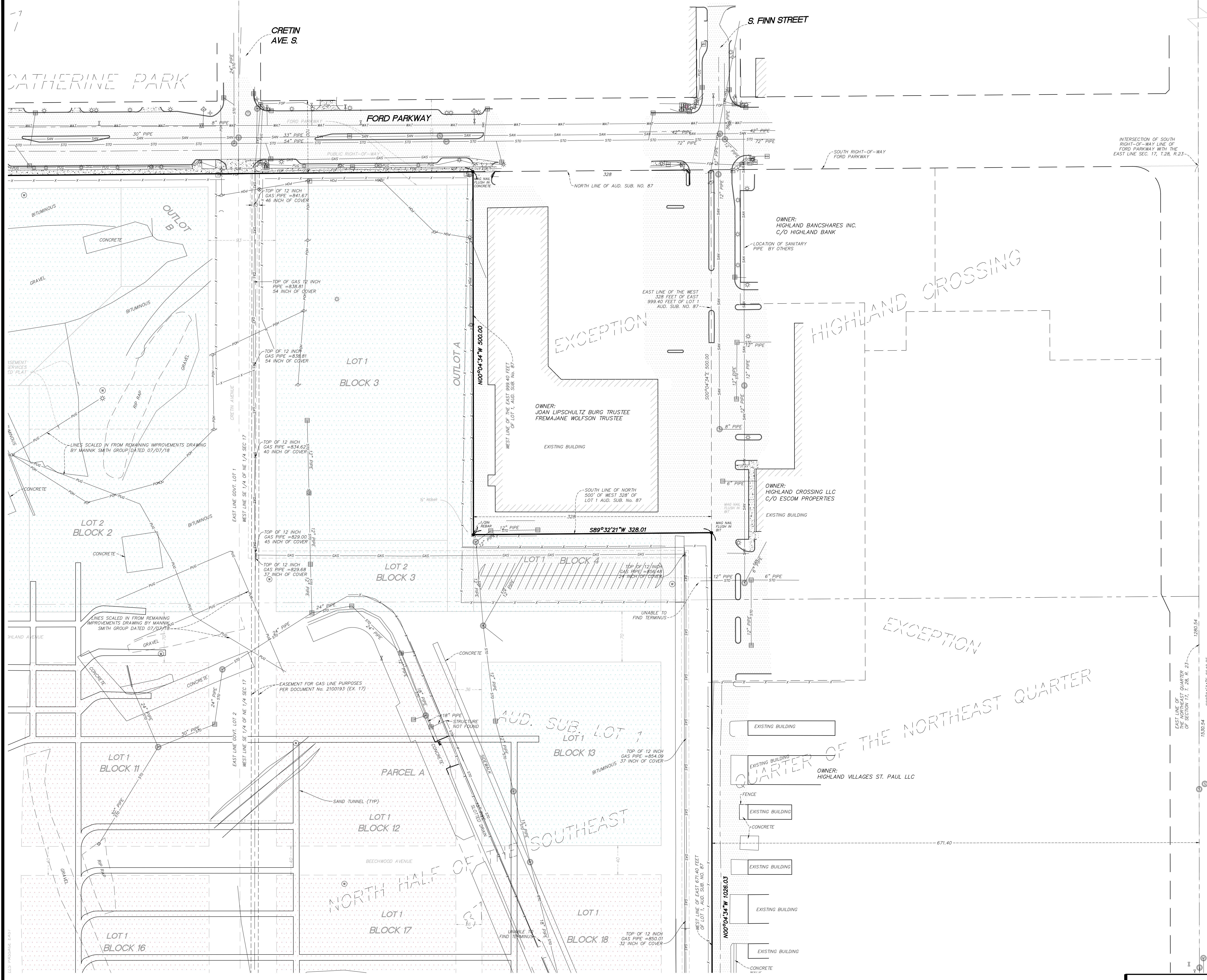
EASTERLY LINE OF MISSISSIPPI RIVER BOULEVARD NUMBER 2
 SANITARY LINES SCALED IN FROM REMAINING IMPROVEMENTS DRAWING BY MARINE SURVY GROUP (DATED 07/02/18) COULD NOT FIND STRUCTURE

40 FOOT PERPETUAL EASEMENT FOR MUNICIPAL UTILITY AND WATER SERVICES PER PROPOSED PLAN

APPROXIMATE LOCATION OF COLUMN FOOTINGS BY OTHERS

EDGE OF WATER'S EDGE OF STATE HIGHWAY 55

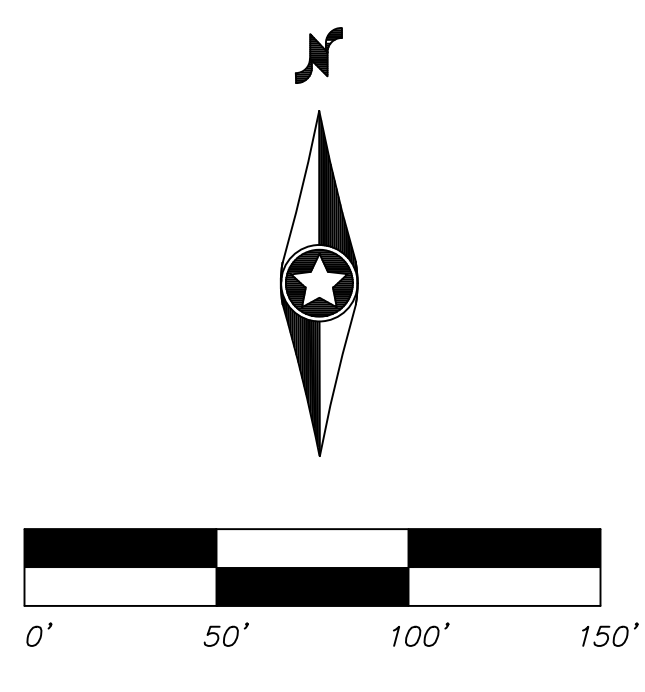
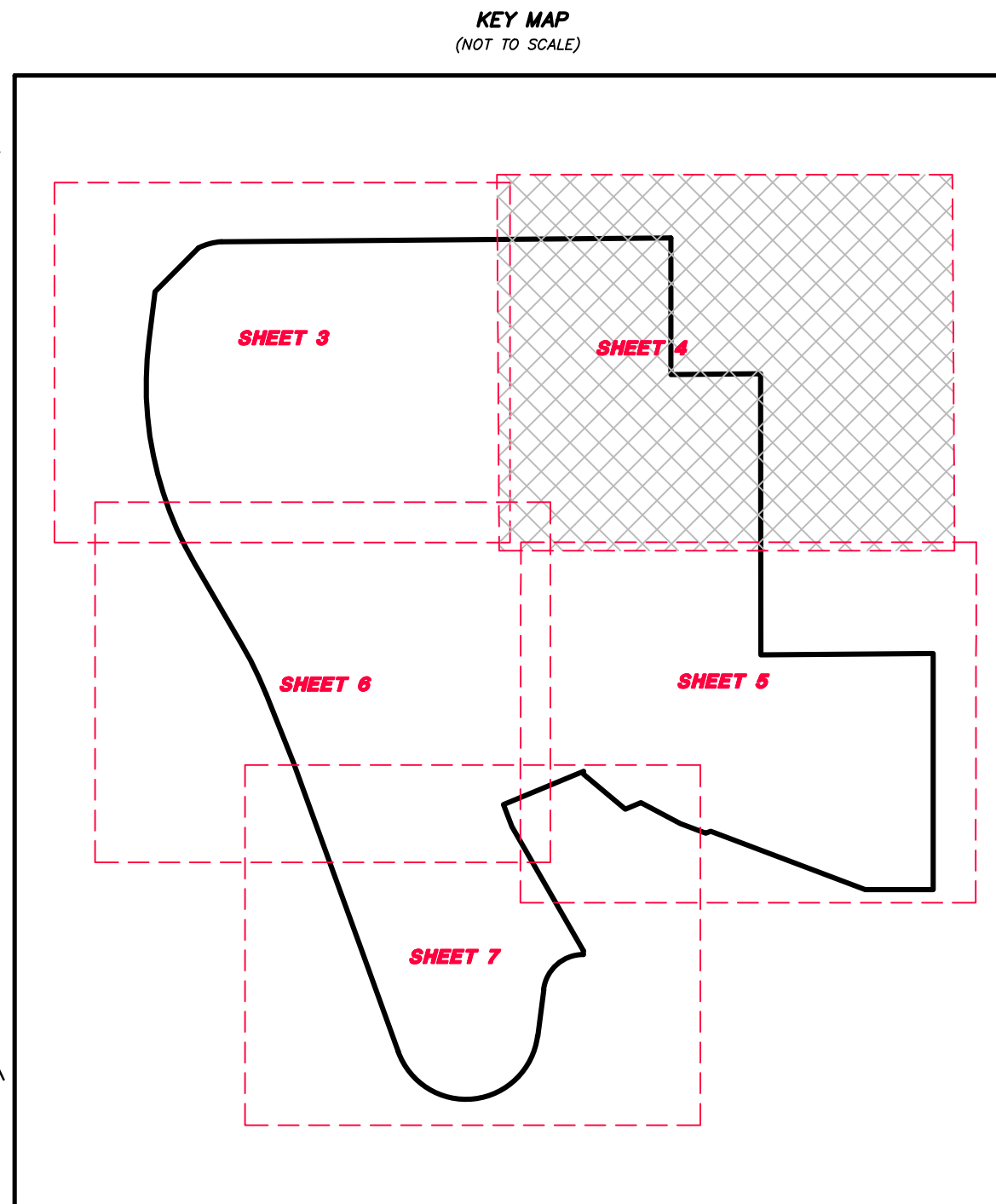
GLASS PIT FOUNDATION PUNCTURED AND FILLED WITH CLASS 5 FILL



LEGEND

⊙	SANITARY MANHOLE	☐	TELEPHONE BOX
⊕	SEWER CLEANOUT	⊙	TELEPHONE MANHOLE
⊖	STORM MANHOLE	⊖	CABLE TV BOX
⊗	CATCH BASIN	⊗	TRAFFIC CONTROL BOX
⊘	BEEHIVE CATCH BASIN	⊘	HAND HOLE
⊙	FLARED END SECTION	⊙	TRAFFIC LIGHT
⊖	POWER POLE	⊖	STREET LIGHT
⊗	GUY WIRE	⊗	BUSH/SHRUB
⊙	ELECTRIC BOX	⊙	CONIFEROUS TREE
⊖	ELECTRIC METER	⊖	DECIDUOUS TREE
⊗	ELECTRIC MANHOLE	⊗	WETLAND
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Westwood
 Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
 Fax (952) 937-5822 Minneapolis, MN 55434
 Toll Free (888) 937-5150 westwoodps.com
 Westwood Professional Services, Inc.

Revisions
 8/20/18 - add utility information, NHC
 9/27/18 - updated utility information, KJK
 12/20/19 - updated title commitment, MW
 12/27/19 - revise per client comments, BTM
 12/13/19 - revise per client comments, BTM

Crew: NAB
Checked: NHC
Drawn: KJK
Record Drawing by/dt:

Prepared for:

Ryan Companies US, Inc.
 533 South 3rd Street, Suite 100
 Minneapolis, MN 55415

Project Paul
 Land Title Survey
 (Detail)
 St Paul, Minnesota

Date: 12/09/19 Sheet 4 OF 7
 0015917AT01 sheets.dwg

NORTHERN HIGHLAND BRIDGE

KNOW ALL PERSONS BY THESE PRESENTS: That Project Paul, LLC, a Delaware limited liability company, owner of the following described property situated in the City of Saint Paul, County of Ramsey, State of Minnesota:

Lots 1 and 2, Block 2, Ford, according to the recorded plat thereof, Ramsey County, Minnesota.

Has caused the same to be surveyed and platted as NORTHERN HIGHLAND BRIDGE.

In witness whereof said Project Paul, LLC, a Delaware limited liability company, has caused these presents to be signed by its proper officer this _____ day of _____, 20__.

Signed: Project Paul, LLC, a Delaware limited liability company

By _____
Name, Title

**STATE OF MINNESOTA
COUNTY OF _____**

The foregoing instrument was acknowledged before me this _____ day of _____, 20__, by _____, _____ of Project Paul, LLC, a Delaware limited liability company, on behalf of the company.

(Signature)

(Name Printed)

Notary Public, _____ County, Minnesota
My Commission Expires _____

I, Mathew J. Welinski, Professional Land Surveyor, do hereby certify that I have surveyed or directly supervised the survey of the property described on this plat; prepared this plat or directly supervised the preparation of this plat; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been correctly set; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of the surveyor's certification are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20__.

Mathew J. Welinski, Professional Land Surveyor
Minnesota License No. 53596

**STATE OF MINNESOTA
COUNTY OF _____**

The foregoing Surveyor's Certificate was acknowledged before me this _____ day of _____, 20__, by Mathew J. Welinski, a Professional Land Surveyor.

(Signature)

(Name Printed)

Notary Public, _____ County, Minnesota
My Commission Expires _____

**CITY COUNCIL
City of Saint Paul**

I do hereby certify that on the _____ day of _____, 20__, the City Council of the City of Saint Paul, Minnesota, approved this plat. Also, the conditions of Minnesota Statutes, Section 505.03, Subd. 2, have been fulfilled.

City Clerk

PROPERTY TAX, RECORDS AND ELECTION SERVICES DEPARTMENT

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year _____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20__.

Ramsey County Auditor/Treasurer

By _____, Deputy

COUNTY SURVEYOR

Pursuant to MN Statutes, Section 383A.42 this plat is approved this _____ day of _____, 20__.

Daniel D. Baar, L.S.
Ramsey County Surveyor

REGISTRAR OF TITLES, County of Ramsey, State of Minnesota

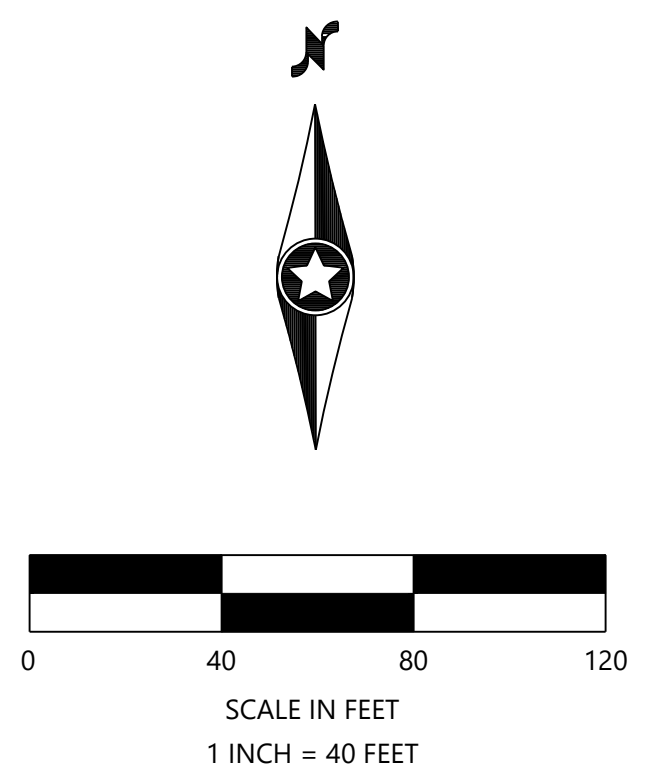
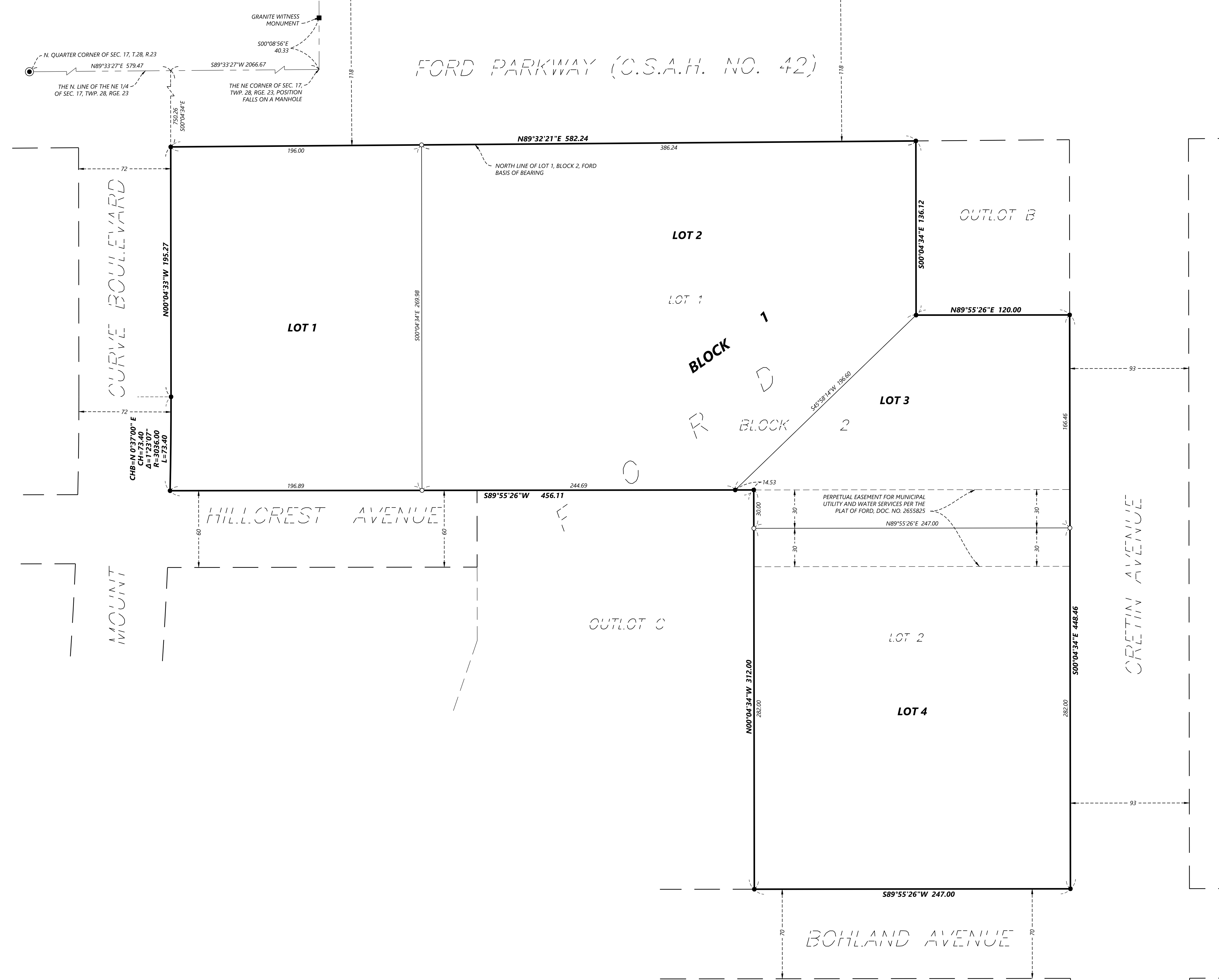
I hereby certify that this plat of NORTHERN HIGHLAND BRIDGE was filed in the office of the Registrar of Titles for public record on this _____ day of _____, 20__, at _____ o'clock _____ M., and was duly filed in Book _____ of Plats, Pages _____ and _____, as Document Number _____.

Deputy Registrar of Titles

NORTHERN HIGHLAND BRIDGE

SAINT CATHERINE PARK

FORD PARKWAY (C.S.A.H. NO. 42)



THE NORTH LINE OF LOT 1, BLOCK 2, FORD, IS ASSUMED TO BEAR N89°32'21\"/>

- SET 1/2 INCH BY 14 INCH IRON PIPE WITH CAP NO. 53596
- FOUND MONUMENT, 1/2 INCH REBAR WITH CAP #45873

