

MSP Zoning Ordinance – Board of Adjustment

Chair Richard Ginsberg
Commissioner Timothy Baylor
Commissioner Ikram Koliso
Commissioner James Lawrence
Commissioner Randy Schubring

MSP ZONING ORDINANCE BOARD OF ADJUSTMENT MEETING

**Monday, July 24, 2023
12:30 p.m.
Room LT-3048A – Terminal 1
Minneapolis-St. Paul International Airport**

AGENDA

1. Variance Request:

University of St. Thomas (UST) Ballfields

Application for variance from the height limitations and land use restrictions of the MSP Zoning Ordinance for construction of the project for temporary cranes, as well as impacts to Zone B for Runway 22.

Materials for this meeting are available at the following Webpage:

<https://metroairports.org/other-mac-meetings>

Attending a Board Meeting

Board meetings are held on the secure side of Minneapolis-St. Paul International Airport's Terminal 1. Depending on demand, it generally takes less than four minutes to obtain a security pass to gain access to the board chambers but remember to give yourself time to park and be screened prior to the meeting. Follow these instructions to attend:

- Park in Daily Parking at Terminal 1. Please pull a ticket and bring it with you to have it validated at the meeting to avoid parking fees.
- Present a government-issued photo ID (driver's license) to the personnel at the Information Booth on the Departures Level and they will prepare a security pass for you.
- Use the North security checkpoint to pass through security. You will be asked to show your ID and security pass at that time.

- Once through security, proceed to your left. Go through the airport mall and look for the signs for the Airport Conference Center above the entrance to Concourse F.

The board meetings take place at the MSP Airport Conference Center on the Mezzanine Level above the Delta Air Lines Sky Club.

Use the stairs or elevator to go up one level.



Metropolitan Airports Commission

TO: MSP Zoning Ordinance Board of Adjustment

FROM: Eric Gilles, Senior Airport Planner (612-725-4694)

SUBJECT: **Variance Request for University of St. Thomas (UST) in Saint Paul, MN**

DATE: July 18, 2023

Background

Attached for your review is a request for a variance submitted by Ryan Companies for construction of the University of St. Thomas (UST) Ballfields project in Saint Paul, MN. The proposed project is located on 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 the Canadian Pacific Railway. These parcels will be replatted to allow development of a new Division I baseball, softball, and support facilities for UST.

The variance request is submitted under provisions of the Minneapolis-St. Paul International Airport (Wold-Chamberlain Field) Zoning Ordinance (MSP Zoning Ordinance) and seeks relief from the height restrictions imposed in Section IV: Airspace Obstruction Zoning, and from the land use restrictions imposed in Section V: Land Use Safety Zoning. Specifically, the request is for a variance for sport light poles, temporary mobile cranes for construction, and proposed wetlands.

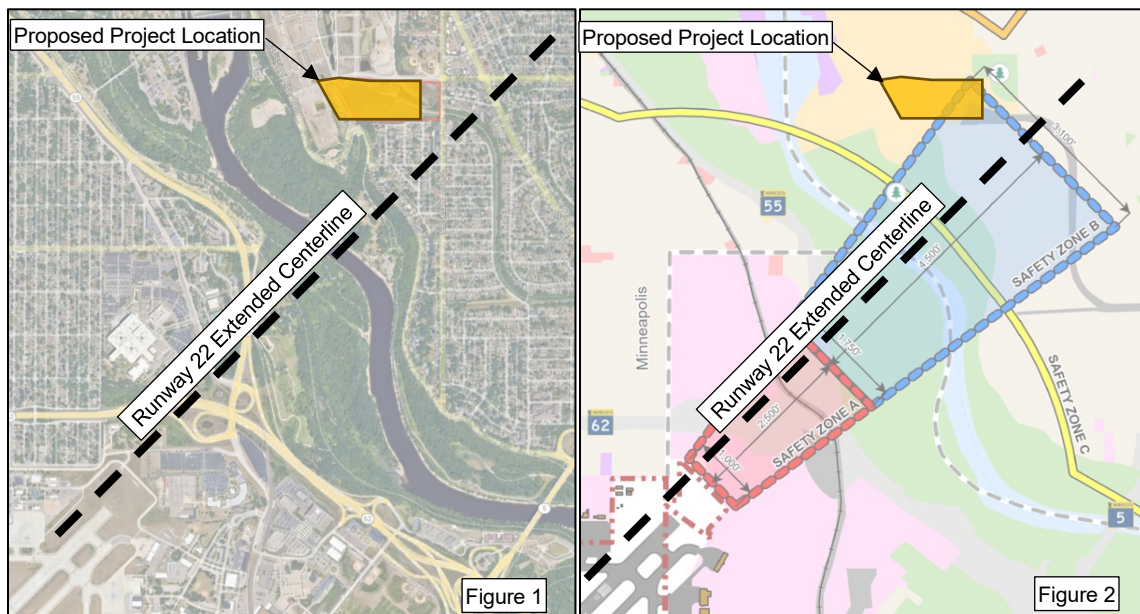
Facts

As depicted in the attached Variance Application package, the UST Ballfields project is proposed to be bounded by Montreal Ave. to the north, Unci Makha Park to the west, a residential property and Hampshire Ave. to the south, and Cleveland Ave. to the east. Portions of the proposed project are in the northwest corner of MSP Zoning Ordinance Zone B for Runway 22. Figures 1 and 2 on the following page depict the geographical location (vicinity) of the proposed project relative to the Runway 22 end as well as the zoning impacts, respectively.

The proposal includes the construction of both an indoor practice facility and parking garage. The indoor practice facility, proposed to be 54' tall (869' MSL) at its highest point-of-elevation, is outside the lateral limits of Runway 22's Zone B. Portions of the indoor practice facility that may fall within Zone B do not include areas for congregation of people and do not need a variance. The parking garage, proposed to be 65' tall (884' MSL) at its highest point-of-elevation, will consist of 500 stalls and is within the lateral limits of Runway 22's Zone B. The parking garage is not a part of the initial build of the proposed development and is not prohibited by the land use restrictions for Zone B. The applicant submitted "Determinations of No Hazard to Air Navigation" (DNH's) that were issued by the Federal Aviation Administration (FAA) for each of these proposed structures. Based on the FAA's evaluation, these structures do not exceed obstruction standards and marking/lighting are not necessary for aviation safety. There are five existing wetland areas on the site as an existing condition. Four of the five wetland locations have been ruled incidental and will

be removed as a part of the construction process. One of the five will remain in a reduced quantity totaling 8,509 square feet. Wetland mitigation will be added to the south edge in a quantity of 15,001 square feet for a total of 23,510 square feet. The predominant wetland type planned for this area is a wet meadow community.

Temporary cranes operating at a maximum height of 200' (1,040' MSL at their highest construction elevation point) will be required to construct these two structures, as well as the necessary UST Ballfield lighting. The six temporary crane points encompass the boundary of the proposed development site. The applicant submitted DNH's that were issued by the FAA for each of these six temporary crane locations, as well as the ballfield lighting. Based on the FAA's evaluation and DNH's, the temporary cranes must be marked and lighted during construction and adhere to FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights- Chapters 3 (Marked), 4, 5 (Red), 14 (Temporary), & 15.



Analysis

Literal enforcement of the Zoning Ordinance would not allow the sport light poles required for the UST Ballfield, the temporary mobile cranes necessary for construction of portions of the UST project, or the proposed wetlands.

Wetlands designated as a "wet meadow community" typically do not have standing water and consists of mostly grasses and flowers. This type of wetland does not attract waterfowl and is not believed to have a potential for adverse impact to aircraft operations.

FAA's evaluation of the sport light poles determined that the light poles would present no hazard to aircraft operations and the use of Runway 22. The light poles are required as a part of the

design of the ballfield, to permit night-time baseball or softball activities, and are required to be constructed in a manner that does not cause glare.

The required temporary cranes will penetrate some of the airport's Part 77 surfaces, both the Horizontal Surface and Runway 22 Approach Surface, but do not have an adverse effect to aircraft operations as determined by the FAA's DNH letters. These temporary cranes will be required to have appropriate marking and lighting during construction.

Evaluation

Section IX. C. of the MSP Zoning Ordinance allows the granting of variances, "...where it is found that a literal application or enforcement of the provisions of [the] MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship and relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of [the] MSP Zoning Ordinance and Minnesota Statutes Chapter 360. Any variance granted may be granted subject to any reasonable conditions that the Board of Adjustment, or the Commissioner [of the Minnesota Department of Transportation] acting under Section IX.B., may deem necessary to effectuate the purpose of this MSP Zoning Ordinance."

Considering the FAA DNH's, it is staff's conclusion that granting the requested variance is allowable and consistent with the variance provisions, Section IX, C. of the MSP Zoning Ordinance because the proposed wetlands, sport light poles, and temporary cranes are necessary for the UST Ballfield Project and do not adversely impact airport and aircraft operations. Staff recommends that the MSP Zoning Board of Adjustment grant a variance for the proposed uses within Zone B as stated in the attached **Findings, Conclusions and Approval of Variance with Conditions** and to be subject to all conditions therein.

BOARD ACTION REQUESTED

GRANT THE MSP ZONING ORDINANCE VARIANCE REQUESTED BY RYAN COMPANIES ON BEHALF OF THE UNIVERSITY OF ST. THOMAS FOR THE PROPOSED UST BALLFIELD DEVELOPMENT IN SAINT PAUL, MN, AND ADOPT THE ATTACHED FINDINGS, CONCLUSIONS AND APPROVAL OF VARIANCE WITH CONDITIONS.

State of Minnesota
County of Hennepin

Zoning Jurisdiction under the MSP
Zoning Ordinance

MSP Zoning Ordinance Board of Adjustment

In the Matter of the Application/Petition for
Variance of Runway 22 Zone B Restrictions for
the University of St. Thomas Ballfields

Findings, Conclusions and Approval of Variance with Conditions

After considering the request and the evidence presented, the MSP Zoning Ordinance Board of Adjustment makes the following findings and conclusions:

Findings

1. On May 5th, 2023, Ryan Companies, on behalf of the University of St. Thomas (UST), submitted a request for variance from the strict application of the Minneapolis-Saint Paul International Airport (Wold Chamberlain Field) Zoning Ordinance for certain components required in the construction of the proposed UST Ballfields in Saint Paul, MN. The variance request is for sport light poles, temporary mobile cranes for construction, and proposed wetlands.
2. The proposed project is located on 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 the Canadian Pacific Railway. These parcels will be replatted to allow development of a new Division I baseball, softball, and support facilities for UST. Portions of the proposed development boundary lies within, and is considered an approved use within, MSP Zoning Ordinance Zone B for Runway 22.
3. The MSP Zoning Ordinance establishes height restrictions. The maximum height allowed without an Airport Permit is between 950 and 990 feet Mean Sea Level (MSL) within the proposed construction limits. The proposed permanent structure heights do not exceed 54' (869' MSL) for the indoor practice facility and 65' (884' MSL) for the proposed parking garage.

4. FAA Determinations with Findings of No Hazard were received by the applicant for the permanent structures, which are attached in the application.
5. The proposed wetland will be designed so as to not attract waterfowl or other birds as described in the application.
6. The sport light poles will be designed so as to not adversely affect airport or aircraft operations and have received FAA determinations with Findings of No Hazard.
7. The temporary cranes are proposed to operate at a height of 200' and will reach 1,040' MSL at the highest point of construction elevation within the jobsite. Temporary cranes will penetrate the Airport's Horizontal Surface and Runway 22 Approach Surface. The FAA Determinations with Findings of No Hazard concludes the temporary cranes are non-hazardous, indicating the proposal "does not constitute a substantial adverse effect on aeronautical operations or procedures because it is temporary". The FAA determinations are attached in this application.
8. The temporary cranes will only be in place during a portion of the UST Ballfields construction period. Since the parking garage is not expected to be constructed in the initial build, temporary crane airspace submittals will be made through the FAA review process at that time.
9. The FAA's DNH for the temporary cranes is based, in part, on specific location coordinates, heights, and durations. Any changes in these parameters will void the determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.
10. The FAA determinations for the permanent structure expires on 7/24/2024 unless an extension is requested, revised, or terminated by the issuing FAA office.
11. The FAA determinations for the temporary cranes expire on 7/24/2024 unless an extension is requested, revised, or terminated by the issuing FAA office.

Conclusions

1. The variance request, as clarified, is a complete application for a variance from strict application of the MSP Zoning Ordinance. Any deviation from the description provided would require an additional zoning variance request.
2. The indoor practice facility and parking garage as proposed do not exceed the maximum zoning height or violate the land use restrictions in the MSP Zoning Ordinance and therefore do not require a zoning variance.
3. The proposed wetlands will not enhance the potential to attract waterfowl or other birds and will not adversely affect airport or aircraft operations.
4. The sport light poles will not adversely affect airport or aircraft operations.

5. The temporary cranes will not adversely affect airport or aircraft operations.
6. A literal application of enforcement of the MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship to the applicant.
7. Granting the requested variance will, if all conditions are followed, have no adverse effect on MSP airport or aircraft activity to and from MSP airport.
8. Granting the requested variance would not be contrary to the public interest and would be in accordance with the spirit of the MSP Zoning Ordinance.

Approval of Variance with Conditions

Based on the Findings and Conclusions, the Board hereby approves a variance for the University of St. Thomas to construct the UST Ballfields project as described in the application, subject to the following conditions:

1. All conditions of approval contained in the FAA Determination of No Hazard to Air Navigation for Temporary Cranes are complied with.
2. All exterior building lights and parking lot lights shall be designed and installed to direct light downward so as not to create glare issues for pilots.
3. The applicant will install exclusionary devices on the roof of the permanent structures if it should become a bird attractant, which could be hazardous to airport operations. In lieu of these devices, the applicant could work with MAC to identify for solutions related to the bird hazard and be responsible for any costs associated with them.
4. The variance for the temporary cranes shall terminate at the completion of project construction, or in the event that the Determination of No Hazard expires or is revoked by the FAA.
5. FAA Determinations with Findings of No Hazard for the UST Ballfields, related to the temporary cranes, shall be marked and lighted as outlined in FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3 (Marked), 4, 5 (Red), 14 (Temporary), & 15.

Adopted this _____ day of _____, 2023 by:

Ginsberg: _____

Schubring: _____

Koliso: _____

Baylor: _____

Lawrence: _____

Attested to by _____, Secretary



May 5, 2023

MSP Zoning Ordinance Board of Adjustment
c/o Executive Director
Metropolitan Airports Commission
6040 28th Ave South
Minneapolis, MN 55450

RE: Highland Bridge – University of St. Thomas Ballfields – Airport Variance

Dear Board Members:

Ryan Companies US, Inc. (Ryan) is applying for an airport variance for the University of St. Thomas (UST) Ballfields project within Highland Bridge in St. Paul, MN. The parcels are bounded by Montreal Ave to the north, Uñči 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. As a part of the project, the existing parcels will be replatted into a new configuration for the development of new Division I baseball, softball, and support facilities for UST. The City of St. Paul Parks and Recreation (SPPD) and Capital City Properties (CCP) are co-applicants as the land replat and transfer have not yet been completed.

The variance is requested from Sections V.B.1 General Restrictions and Section V.B.3 Safety Zone B of the Minneapolis-St. Paul International Airport Zoning Ordinance for sport light poles and temporary cranes for construction of the facilities as well as the proposed wetlands. The airport variance is one of many approvals currently being worked on for approval of the project. The project team has had multiple meetings with MAC staff and have incorporated their feedback into the project design and variance application materials. We look forward to presenting more on the project at the selected Board of Adjustment meeting to answer any questions you may have.

Included in this submittal is the following information:

- **Application Form**
- **Project Narrative**
- **Application Exhibits**

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.

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

p: 612-492-4000
ryancompanies.com

Equal Opportunity Employer

**Please see Project Narrative for
detailed application information**

**MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT
(WOLD-CHAMBERLAIN FIELD)
ZONING ORDINANCE**

**BOARD OF ADJUSTMENT
VARIANCE APPLICATION FORM**

Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his/her property not in accordance with the regulations prescribed by the Minneapolis-St. Paul International Airport (Wold Chamberlain Field) Zoning Ordinance (“MSP Zoning Ordinance”) may apply to the MSP Zoning Ordinance Board of Adjustment for a variance from such regulations in accordance with the requirements set forth in the MSP Zoning Ordinance.

Please complete the entire form and provide as much information as possible. Attach separate pages and documents where necessary. The burden is on the variance applicant to provide all information needed by the Board of Adjustment and to persuade the Board that a variance should be granted.

If you have any questions about this form, please contact Jenn Felger, JAZB Secretary for the Wold Chamberlain Field Joint Airport Zoning Board, at 612-726-8189.

APPLICATION INFORMATION

Please provide the following information:

1. Applicant's Identification

NAME _____
(LAST) (FIRST) (M.I.)

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE () - _____

BUSINESS/MOBILE PHONE () - _____

EMAIL (if available) _____

2. Fee Owner's Identification

NAME _____
(LAST) (FIRST) (M.I.)

ADDRESS (if different) _____

CITY _____ STATE _____ ZIP _____

DAYTIME PHONE () - _____

SIGNATURE _____ DATE ____ / ____ / ____

3. Legal Description of Site (attach survey, if possible)

4. Property Identification Number _____

5. Zoning Classification

6. Present Use(s)

7. Attach site plan, drawn to scale, showing all existing conditions and proposed improvements, if any (including construction start and end dates).

8. Please provide the dates and descriptions of any preliminary and final approvals regarding your property given by the municipality in which your property lies, and attach copies of such approvals.

9. List the provisions and cite to sections of the MSP Zoning Ordinance from which variance is requested.

10. Provide cost estimates for compliance with the Ordinance and describe changes that would be made to the land, structure or construction plan to gain compliance.

11. State the age and condition of the portions of the land or structure(s) that currently obstruct airspace, if any.

12. State the impact on the operation of the land or structure(s) from which an airspace obstruction must be removed to gain compliance with the Ordinance.

13. On a separate page, please state the reasons why this variance is in accordance with the MSP Zoning Ordinance Section IX (Variances). In doing so, explain why: 1) literal enforcement of the Zoning Ordinance would result in practical difficulty or unnecessary hardship; and 2) a grant of the variance would be consistent with the public interest, do substantial justice and be in accordance with the spirit of the MSP Zoning Ordinance.

14. Please attach any correspondence with the Federal Aviation Administration (FAA) regarding the land or structure(s) and its/their impact on airport operations.

15. Please attach a certified list of the names and addresses of the owners of property located within 100 feet.

MAILING INSTRUCTIONS

For a variance application to be considered it must be mailed to the following:

1. Six copies via certified United States Mail to:

MSP Zoning Ordinance Board of Adjustment
c/o JAZB Secretary Jenn Felger
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

2. Via regular United States Mail to:

The Zoning Administrator of the jurisdiction in which the structure, tree or property is located as designated in Section XI.B. of the MSP Zoning Ordinance.

REQUIRED SUBMITTALS CHECKLIST

- Completed Variance Request Form
- Legal description of the property (with survey, if possible)
- Site plan
- Reasons application is in accordance with variance section of Zoning Ordinance
- Correspondence with FAA (if any)
- List of all property owners (from city) within 100 feet of applicant's property
- Copy of last decision made by your city.



HIGHLAND BRIDGE – UST BALLFIELDS – AIRPORT VARIANCE
PROJECT NARRATIVE
May 5, 2023

Project Summary

Over roughly a ten-year period, the City of St. Paul (City) worked with Ford Motor Company (Ford) and area stakeholders to establish the Ford Site Zoning and Public Realm Master Plan (Master Plan) for the former manufacturing plant in Highland Park to guide the future redevelopment of the site. The Master Plan established six new zoning districts, provided the framework for the future public right-of-way and open spaces, provided guidance for private site design, and established development requirements for a Master Developer to bring the new mixed-use development to life.

In December of 2019, Project Paul, LLC, which is a subsidiary of Ryan Companies US, Inc. (Ryan), purchased the 122-acre property from Ford. As the Master Developer of the Ford Site, Ryan brought forth a forward-thinking, mixed use development plan that includes a mix of housing, retail, office, and open space, and is closely aligned with the City’s approved Master Plan. The Ryan Development Plan includes redevelopment of the 122-acre Ford Site parcel and is expected to develop approximately 150,000 SF of Retail, 265,000 SF of Office, and 3,800 units of residential including 1-6 unit homes, condominiums, senior housing, affordable housing, multifamily housing, along with over 50 acres of public right of way and open space as well as the preservation of two little league ball fields. The Redevelopment Agreement (RDA) and Site Improvement Performance Agreement (SIPA) between the City and Ryan to deliver the development and the required project infrastructure was also executed in December of 2019. The Ford Site project was renamed Highland Bridge in 2020.

Ryan previously platted the 122 acre site under the FORD plat in November 2019 to establish the public right-of-way, open spaces, and private sites as mentioned above. Ryan, on behalf of the University of St. Thomas (UST), obtained a purchase and sales agreement with the Canadian Pacific Railway (CP Rail) for acquisition of their two parcels immediately south of Highland Bridge in late 2021 for UST to develop ballfields. This purchase and sales agreement was transferred to Capital City Properties, a 501(c)(3) corporation wholly owned by the Port Authority of the City of St. Paul (SPPA), who purchased the parcels on behalf of UST in late 2022 to start environmental cleanup of the parcels in preparation for development of the ballfields. The CP Rail parcels will herein be referred to as the “Former CP Rail Parcels”. SPPA and UST have a purchase agreement for UST to purchase the Former CP Rail Parcels from

SPPA when the environmental cleanup is complete. Ryan and UST are advancing several entitlements including this airport variance submittal for a fall 2023 acquisition of the necessary parcels for the Ballfields development. Ryan, SPPA, and the St. Paul Parks & Recreation Department (SPPD) are co-applicants for this submittal based on having ownership interest in the parcels being platted.

Existing Site Description

The Highland Bridge development is located roughly five miles between both Minneapolis and St. Paul in Ramsey County, MN, east of the Mississippi River and more specifically southeast of the Ford Pkwy and Mississippi River Blvd intersection. The lots that will be replatted are bounded by Montreal Ave to the north, Uñči Makhá Park to the west, residential property and Hampshire Ave to the south, and Cleveland Ave to the east.

The lots and site information for each of the lots is listed below:

- Lot 1, Block 33
 - Owner: Project Paul, LLC
 - PIN: 172823410076
 - Site Address: 966 Mississippi River Blvd St. Paul, MN 55116 (2192 Ford Pkwy used on application to stay consistent with previous Highland Bridge submittals)
 - Site Area: 1.75 ac
 - Legal Description: Lot 1, Block 33, FORD, Ramsey County Minnesota.

- Lot 1, Block 34
 - Owner: Project Paul, LLC
 - PIN: 172823410077
 - Site Address: 966 Mississippi River Blvd St. Paul, MN 55116 (2192 Ford Pkwy used on application to stay consistent with previous Highland Bridge submittals)
 - Site Area: 5.36 ac
 - Legal Description: Lot 1, Block 34, FORD, Ramsey County Minnesota.

- Park D
 - Owner: St. Paul Parks & Recreation Department
 - PIN: 172823410078
 - Site Address: 966 Mississippi River Blvd St. Paul, MN 55116 (2192 Ford Pkwy used on application to stay consistent with previous Highland Bridge submittals)
 - Site Area: 1.50 ac
 - Legal Description: Park D, FORD, Ramsey County Minnesota.

- Former CP Rail Parcels
 - Owner: Capital City Properties
 - PIN: 172823410001, 172823410002
 - Site Address: 1011 Cleveland Ave St. Paul, MN 55116 (2192 Ford Pkwy used on application to stay consistent with previous Highland Bridge submittals)
 - Site Area: 12.89 ac (note: Ramsey County Tax Parcels incorrectly label the two parcel sizes as a total of 12.73 ac)
 - Legal Description:
 - Parcel A1: Lot 2, Block 1, Ford Motor Company First Addition, Ramsey County, Minnesota (TORRENS PROPERTY, Parcel 14 on Certificate of Title No. 378560)
 - Parcel A2: That part of Lot 3, Block 1, Ford Motor Company First Addition lying southerly of the plat of Ford, Ramsey County, Minnesota (TORRENS PROPERTY, Part of Certificate of Title No. 648678)
 - Parcel B: That part of Lot 1, Auditor's Subdivision No. 87 lying southerly of the South line of Lot 3, Block 1, Ford Motor Company First Addition, Ramsey County, Minnesota (TORRENS PROPERTY, Part of Certificate of Title No. 648678)

Proposed Site Uses

The proposed parcels are intended to be developed into the following:

1. Lot 1, Block 1, approximately 1.73 acres, will be developed at a future date. The redevelopment agreement identified this site for affordable housing.
2. Lot 2, Block 1, approximately 13.76 acres, will be developed at a future date into the UST Ballfields.
3. Lot 3, Block 1, approximately 3.24 acres, will be developed at a future date. The redevelopment agreement identified this site for an office building.
4. The Park, approximately 1.50 acres, will be developed into a publicly owned City Park.
5. The Outlot, approximately 1.27 acres, will be developed into wetland area.

Note that the Lot 2, Block 1 UST Ballfields parcel and the wetland Outlot are the only parcels that requires the airport variance.

Application Supplemental Information

1. Applicant's Identification

Name: Maureen Michalski
Address: 533 South Third St, Suite 100 Minneapolis, MN 55415
Phone: 612-492-4603
Email: Maureen.Michalski@ryancompanies.com

2. Fee Owner's Identification


Block 33 & 34
Name: Project Paul, LLC
Address: 533 South Third St, Suite 100 Minneapolis, MN 55415
Phone: 612-492-4603
Email: Maureen.Michalski@ryancompanies.com

DocuSigned by:
Signature: 
Date: 4/24/2023
E1430C9DF3EB48A...

Park D
Name: City of St. Paul
Address: 25 W 4th St St. Paul, MN 55102
Phone: 651-266-6365
Email: Andy.Rodriguez@ci.stpaul.mn.us

DocuSigned by:
Signature: 
Date: 4/24/2023
021B683837F046F...

Former CP Rail Parcels
Name: Capital City Properties
Address: 400 N Wabasha St #240 St. Paul, MN 55102
Phone: 651-204-6222
Email: smi@sppa.com

DocuSigned by:
Signature: 
Date: 4/28/2023
F66FA45AEF8C462...

3. Legal Description of Site

See *HB UST_Survey* document for a survey that was completed for the parcels in September 2022. A new plat is currently in process of approval, which we have included as well for reference in *HB UST_Plat*.

Legal Description – Project Paul (Ryan) Parcels

Lot 1, Block 33;
Lot 1, Block 34;
all in FORD, Ramsey County, Minnesota

Legal Description – City of St. Paul Parcels

Park D, FORD, Ramsey County, Minnesota.

Legal Description – Capital City Properties (Former CP Rail) Parcels

Parcel A1: Lot 2, Block 1, Ford Motor Company First Addition, Ramsey County, Minnesota (TORRENS PROPERTY, Parcel 14 on Certificate of Title No. 378560)

Parcel A2: That part of Lot 3, Block 1, Ford Motor Company First Addition lying southerly of the plat of Ford, Ramsey County, Minnesota (TORRENS PROPERTY, Part of Certificate of Title No. 648678)

Parcel B: That part of Lot 1, Auditor's Subdivision No. 87 lying southerly of the South line of Lot 3, Block 1, Ford Motor Company First Addition, Ramsey County, Minnesota (TORRENS PROPERTY, Part of Certificate of Title No. 648678)

4. Property Identification Numbers (PINs)

Lot 1, Block 33: 172823410076
Lot 1, Block 34: 172823410077
Park D: 172823410078
CP Rail: 172823410001 & 172823410002

5. Zoning Classification

F6 Gateway District

6. Present Uses

Lot 1, Block 33: Vacant
Lot 1, Block 34: Vacant
Park D: Vacant
Former CP Rail: Abandoned Railroad

7. Attach a site plan, drawn to scale, showing all existing conditions and proposed improvements, if any (including construction start and end dates)

See *HB UST_Existing Conditions* document for the parcel areas laid over an aerial image. The purple dashed line represents the overlay for Safety Zone B. Note that there are five existing wetlands delineated within the site area, four of which partially or completely fall within the safety zone overlay. A total of 19,489 square feet of existing wetlands from the site fall within the overlay.

See *HB UST_Site Plan* document for the proposed UST Ballfields layout with the Safety Zone B overlay dashed in purple. UST is contemplating both surface parking and structured parking for the southeast corner development layout so both versions of the site plan are included. The surface parking would be the initial build with the future build that of a structured parking garage. However, this is provided simply for detail on the proposed project, as both the surface parking and structured parking garage are allowed uses within the airport overlay and do not require a variance. Note that the project team has worked to locate all building components of the baseball, softball, and indoor practice facility outside of the Safety Zone B overlay. The seats for both the softball and baseball fields are shown for reference. Locating the seats outside of the overlay combined with field orientations for sun angles and player/spectator safety from foul balls have resulted in the final site plan shown.

See *HB UST_Wetlands* document for the UST Ballfields layout and some additional detail regarding the proposed wetland uses within the airport overlay that the project team is seeking a variance for. Four of the five existing wetlands within the *HB UST_Existing Conditions* document have been ruled incidental and will be removed after site redevelopment. One of the five will remain in a reduced quantity totaling 8,509 sf. Wetland mitigation will be added to the south edge of the remaining wetland in a quantity of 15,001 sf for a total of 23,510 sf of wetlands within the airport overlay. Local watershed requirements state that impacted wetlands must be mitigated within the site area if possible, so the location proposed is the only location within the site area that will meet the wetland mitigation performance criteria of both the watershed and the state. The predominant wetland type planned for the wetland mitigation area is a wet meadow community. Wet meadow wetlands typically don't have standing water and the vegetation is mostly grasses and flowers. That type of wetland does not attract waterfowl, regardless of the specific types of vegetation that are present, so the project team felt this was one of the better options to propose within the airport overlay.

See *HB UST_Lighting & Cranes* document for the UST Ballfields layout and some additional detail regarding the lighting and temporary crane uses within the airport overlay that the project team is seeking variances for. There are five sports lights proposed within the overlay. These lights will be approximately 90 feet in height, terminating at an elevation of approximately 905, and downcast light towards the playing field. The lights will have cutoff fixtures and will meet the City's requirements for light spill over the property lines. An example is provided of a similar ballfield showing the sports lights downcast towards the fields. Two temporary crane locations are shown but

are subject to move depending on the final construction sequencing. The temporary cranes will be approximately 200 feet in elevation and will only be in place during a portion of the UST Ballfields construction period. Since the parking ramp is not expected to be constructed with the initial build, temporary cranes may be required at a future phase if the parking ramp gets constructed in the future.

See *HB UST_FAA Locations* for the exhibits submitted to the FAA used for the Notice of Determinations. These include points for the Baseball and Softball field buildings (“Fields”), the Indoor Practice Facility (“IPF”), the Parking Garage (“Garage”), the field lights (“Lights”) and the temporary cranes (“Crane”).

Construction Start Date For UST Ballfields: To Be Determined, subject to project fundraising after completion of entitlements.

Construction End Date For UST Ballfields: To Be Determined, approximately 15 months after construction start of the ballfields.

Construction Start Date for Wetland Mitigation: Spring 2025

Construction End Date for Wetland Mitigation: Summer 2025

8. Please provide the dates and descriptions of any preliminary and final approvals regarding your property given by the municipality in which your property lies, and attach copies of such approvals

Ford Site Zoning and Master Plan Amendments: Submittal made in January 2023, anticipated completion July 2023.

Ford Site AUAR Update: Process began in January 2023, anticipated completion June 2023.

Parkland Diversion & Dedication: Process began in January 2023, anticipated completion July 2023.

Plat: Submittal made in March 2023, anticipated completion July 2023.

Wetland Approvals: Submittal made in May 2023, anticipated completion July 2023.

Site Plan Review: Submittal and completion to be determined, subject to when project completes fundraising after completion of entitlements.

9. List the provisions and cite to sections of the MSP Zoning Ordinance from which variance is requested

A variance is requested from Section V.B.1 General Restrictions for the proposed sports lights and temporary cranes to construct the facilities, as well as from Section V.B.3 Safety Zone B Restrictions for the proposed wetlands that fall within the zone.

10. Provide cost estimates for compliance with the Ordinance and describe changes that would be made to the land, structure or construction plan to gain compliance

Cost information for compliance is not available (we have cost information for the project, but there are no changes that could be made to the project in order to achieve compliance so therefore cannot place any costs to changes that do not exist).

The local watershed district requires wetland mitigation on site where feasible, which requires them to be placed within the site area. Changes to the wetlands that would be made to gain compliance would be to move them east or west within the site to no longer fall within the overlay zone. These changes are infeasible as there are existing site and groundwater conditions that dictate where wetlands can be located in order to function properly. It is also favorable to locate wetlands next to one another for a larger wetland function as opposed to smaller isolated wetlands for long term wetland performance.

Changes to the light pole locations that would be made to gain compliance is to completely remove the fields from the overlay zone. These changes are infeasible as there is not enough land area available to relocate the fields so that the light poles fall out of the overlay zone. The NCAA also has requirements for certain lighting standards within the fields and for specific light pole layouts to meet those standards and avoid conflicting player sight lines for safety reasons.

Changes to the temporary crane locations that would be made to gain compliance is to position the cranes outside of the overlay zone. These changes are infeasible as there is specific placement they will need to be located in order to construct the various facilities. Note that the specific crane locations have not yet been identified, so the locations shown are the outer extents of where they would be placed. Specific locations will be identified once the project is fully fundraised and is ready to begin construction.

11. State the age and condition of the portions of the land or structure(s) that currently obstruct airspace, if any

No structures are currently obstructing airspace within the site.

Existing land that obstructs airspace includes the existing wetlands that have existed on the land since the early 1920's when the Ford Site Manufacturing Plant was developed.

12. State the impact on the operation of the land or structure(s) from which an airspace obstruction must be removed to gain compliance with the Ordinance

No structures need to be removed to gain compliance with the ordinance.

The existing wetlands would need to be removed to gain compliance with the ordinance. This would trigger additional wetland mitigation approvals that would not get approved based on state and local watershed regulations.

13. Please state the reasons why this variance is in accordance with the MSP Zoning Ordinance Section IX (Variances). In doing so, explain why: 1) literal enforcement of the Zoning Ordinance would result in practical difficulty or unnecessary hardship; and 2) a grant of the variance would be consistent with the public interest, do substantial justice and be in accordance with the spirit of the MSP Zoning Ordinance.

The variance is in accordance with Section IX of the MSP Zoning Ordinance as Ryan/UST are desiring to construct new structures that are in violation with provisions V.B.1 and V.B.3 and all the variance application materials have been provided.

Literal enforcement of the Zoning Ordinance would not allow portions of the Baseball Field and the wetlands to fall within the Safety Zone B overlay. This is a practical difficulty or unnecessary hardship because the portions of the facilities that fall within the overlay are not areas of congregation that will hold multiple people for long periods of time, or uses that might attract waterfowl or other birds as is the intent of the safety zone. The project team has worked diligently together with MAC staff to determine what is a reasonable site layout to accommodate the intent of the variance and believes we have collectively achieved the best site layout to limit impacts to the airport and for the UST Ballfields project to advance.

A grant of the variance would be consistent with the public interest as it relocates a public park to a more usable site, improves park land amenities for the public's use, creates privately funded, high quality facilities for the public to enjoy both watching events and utilizing the facilities themselves, preserves existing natural wetlands on site and expands those wetland areas, preserves pedestrian, bike and transit connections within the Highland Park area, and puts the undeveloped CP Rail parcels into a productive use. The public is supportive of the UST Ballfields project as can be evidenced by the public support letters received through the Master Plan Amendment process that the project team is currently underway with the City. The support letters are included with the submittal.

14. Please attach any correspondence with the Federal Aviation Administration (FAA) regarding the land or structure(s) and its/their impact on airport operations

The building corners, ballfield light poles, and temporary crane locations were reviewed and approved by the FAA. Those determinations are included with the submittal.

15. Please attach a certified list of the names and addresses of the owners of property located within 100 feet

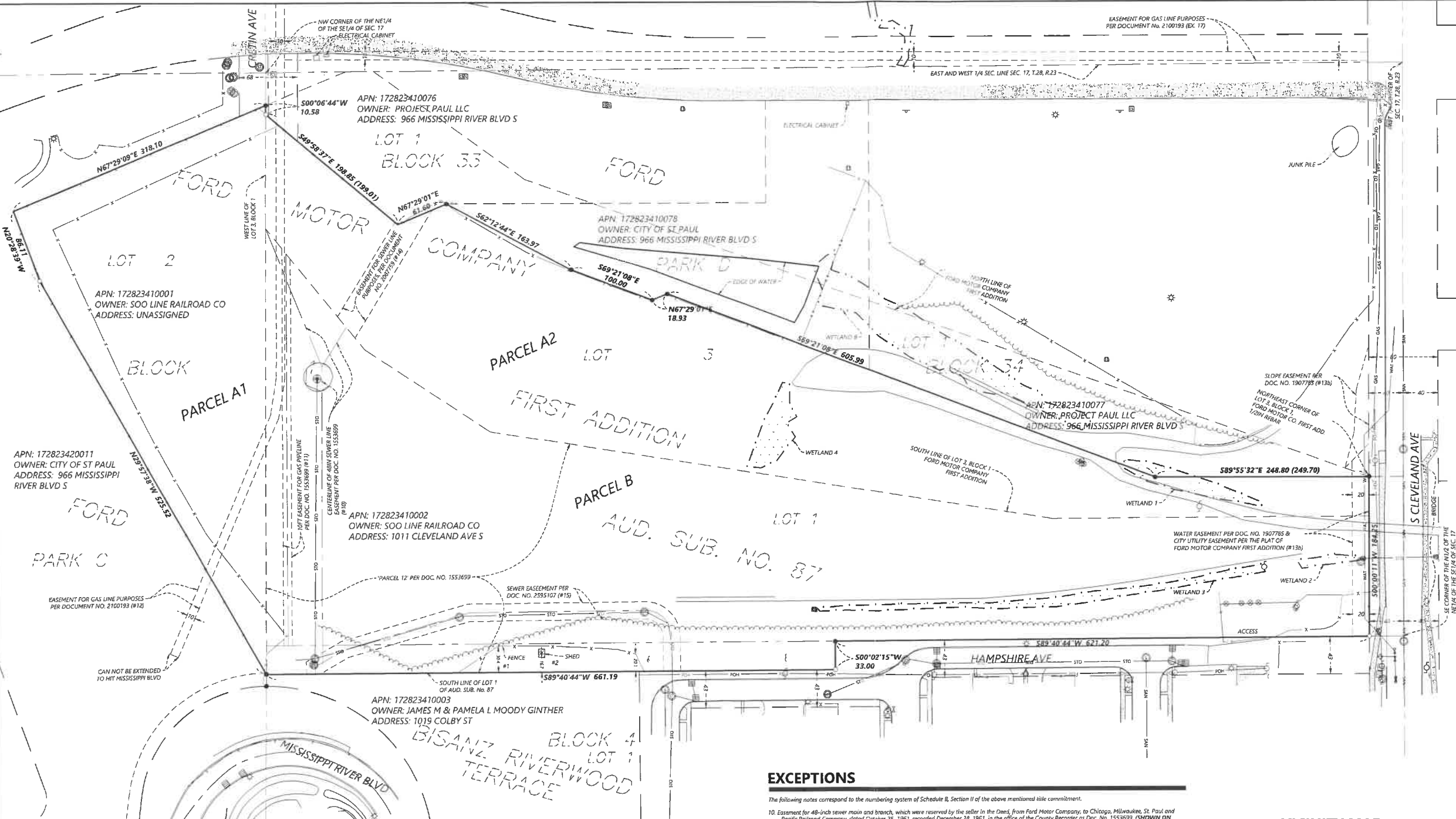
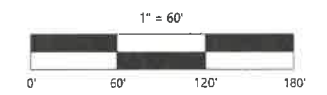
A list of property owners and addresses are included with the submittal. We looked at properties that are within 100 feet of each newly platted land areas.

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Call 48 Hours before digging:
811 or call 811.com
Common Ground Alliance

LEGEND

- ⊕ SANITARY MANHOLE
 - ⊕ SEWER CLEANOUT
 - ⊕ SEPTIC COVER
 - ⊕ STORM MANHOLE
 - ⊕ CATCH BASIN
 - ⊕ FLARED END SECTION
 - ⊕ DOWNSPOUT
 - ⊕ HYDRANT
 - ⊕ GATE VALVE
 - ⊕ WATER METER
 - ⊕ CURB STOP BOX
 - ⊕ WATER MANHOLE
 - ⊕ WELL
 - ⊕ ELECTRIC BOX
 - ⊕ ELECTRIC METER
 - ⊕ ELECTRIC MANHOLE
 - ⊕ STREET LIGHT
 - ⊕ GUY WIRE
 - ⊕ POWER POLE
 - ⊕ TELEPHONE BOX
 - ⊕ TELEPHONE MANHOLE
 - ⊕ HAND HOLE/JUNCTION BOX
 - ⊕ CABLE TV BOX
 - ⊕ FIBER OPTIC PEDESTAL
 - ⊕ NATURAL GAS METER
 - ⊕ NATURAL GAS VALVE
 - ⊕ AIR CONDITIONER
 - ⊕ UNKNOWN MANHOLE
 - ⊕ MISCELLANEOUS METER
 - ⊕ MISCELLANEOUS PEDESTAL
 - ⊕ STEEL/WOOD POST
 - ⊕ SIGN
 - ⊕ CONIFEROUS TREE
 - ⊕ DECIDUOUS TREE
- BOUNDARY LINE
 - RIGHT-OF-WAY LINE
 - LOT LINE
 - EASEMENT LINE
 - SECTION LINE
 - TREE LINE
 - CABLE LINE
 - GAS LINE
 - POWER OVERHEAD
 - POWER
 - SANITARY SEWER
 - STORM SEWER
 - TELEPHONE
 - WATERMAIN
 - FIBER OPTIC
 - FENCE LINE
 - CONTROLLED ACCESS
 - CURB & GUTTER
 - CONCRETE SURFACE
 - BITUMINOUS SURFACE
 - GRAVEL SURFACE
 - AREA FLAGGED AS WETLAND
 - PREVIOUSLY DELINEATED WETLAND
- FOUND MONUMENT (SEE LABEL)
 - ⊙ CAST IRON MONUMENT (SEE LABEL)
 - SET MONUMENT (#53559)
 - ⊕ RECORD DISTANCE



LEGAL DESCRIPTION

Parcel A1 (Parcel 14 on Certificate of Title No. 378560): Lot 2, Block 1, Ford Motor Company First Addition.

Parcel A2 (Abstract property): Lot 3, Block 1, Ford Motor Company First Addition, except that part thereof lying northeasterly, northerly and northwesterly 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 90 degrees 06 minutes 52 seconds West, assumed bearing, a distance of 10.58 feet from the Northwest corner of said Lot 3; thence South 49 degrees 54 minutes 51 seconds East a distance of 199.01 feet; thence North 67 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.

Parcel B (Abstract property): That part of Lot 1, Auditor's Subdivision No. 87, St. Paul, Minn., lying south of the south line of Lot 3, Block 1, Ford Motor Company First Addition.

GENERAL NOTES

- This survey was prepared using First American Title Insurance Company, Title Commitment Number NCS-904994-4-MPLS having an effective date of October 21, 2021 at 06:00 AM.
- Address of subject property: PARCEL A1 - UNASSIGNED, PARCEL A2 - UNASSIGNED, PARCEL B - 1011 CLEVELAND AVE S, ST. PAUL, MN (Table A, Item 2)
- Subject property is classified as "Zone X" (area of minimal flood hazard) per Flood Insurance Rate Map Community - Panel Number 27123C0097G, dated 06/04/2010. (Table A, Item 3)
- Subject property contains 561362.8 Sq. Ft. or 12.89 acres. (Table A, Item 4)
- Zoning information not provided by Client. (Table A, Item 6 (a)(b))
- All building dimensions shown are exterior dimensions at ground level. (Table A, Item 7(a)(b)(c))
- Subject property contains 0 total marked parking stalls, 0 of which are handicapped stalls. (Table A, Item 9)
- No party well were located as part of this survey. (Table A, Item 10)
- The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee 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 the surveyor does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. (CSDC ticker number: 21191368) (Table A, Item 11)
- Adjacent Ownership information shown per Ramsey County GIS Property Records. (Table A, Item 13)
- Subject property is 180' from the intersection of Cleveland Ave and Yorkshire Ave and has access off of Hampshire Ave. (Table A, Item 14)
- There was no observable evidence of earth moving work, or outside building construction at the time of this survey. (Table A, Item 16)
- As of the date of the field work was completed for this survey, there was no observable evidence of recent street or sidewalk construction or repairs. (Table A, Item 17)
- Based on the information contained within the 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 herein. (Table A, Item 18)

EXCEPTIONS

- The following notes correspond to the numbering system of Schedule B, Section II of the above mentioned title commitment.
- Easement for 48-inch sewer main and branch, which were reserved by the seller in the Deed, from Ford Motor Company, to Chicago, Milwaukee, St. Paul and Pacific Railroad Company, dated October 25, 1961, recorded December 28, 1961, in the office of the County Recorder as Doc. No. 1553699. (SHOWN ON SURVEY)
 - Natural gas pipeline easement in favor of Northern States Power Company, dated January 28, 1947, and amended March 27, 1959, which is unrecorded but which is referred to in the Deed, from Ford Motor Company, to Chicago, Milwaukee, St. Paul and Pacific Railroad Company, dated October 25, 1961, recorded December 28, 1961, in the office of the County Recorder as Doc. No. 1553699. (SHOWN ON SURVEY)
 - Terms and conditions, including two gas pipeline easements in favor of Northern States Power Company, as contained in the Gas Line Easement, dated August 20, 1974, recorded April 14, 1982, in the office of the Registrar of Titles as Doc. No. 720870, and recorded December 11, 1980, in the office of the County Recorder as Doc. No. 2100193. (SHOWN ON SURVEY)
 - Easements in connection with the bridge that carries Cleveland Avenue over the railroad tracks, as contained or referred to in the following: (a) Deed, from the Ford Motor Company, to Chicago, Milwaukee, St. Paul and Pacific Railroad Company, dated October 25, 1961, recorded December 28, 1961, in the office of the County Recorder as Doc. No. 1553699; and (NOT WITHIN SUBJECT PROPERTY) (b) Final Order in Condemnation Proceedings by the City of Saint Paul, recorded May 21, 1975, in the office of the County Recorder as Doc. No. 1907785. (SHOWN ON SURVEY)
 - Utility easement in favor of the City of Saint Paul, as contained in the Final Order in Condemnation Proceedings, recorded May 10, 1991, in the office of the County Recorder as Doc. No. 2595107. (SHOWN ON SURVEY)
 - The following, which appears as a memorial on the Certificate of Title for Parcel A1: Resolution in Council File No. 98-787 by the City of Saint Paul, recorded March 14, 2008, in the office of the Registrar of Titles as Doc. No. 2083706. (NOT WITHIN SURVEY AREA)
 - Possible lack of marketability of Parcels A2 and B (via the abstract parcels) due to the fact that the legal description in the Corrective Deed, from CMC Real Estate Corporation, to Soo Line Railroad Company, dated October 31, 1980, recorded October 16, 1989, in the office of the County Recorder as Doc. No. 2518182 (the "vesting deed" for these parcels), appears to be vague and ambiguous and refers to maps not themselves of record.
 - Rights of tenants under unrecorded leases.

POSSIBLE ENCROACHMENTS

- Fence encroachment
- Shed is located within property

VICINITY MAP



CERTIFICATION

To: Ryan Companies US Inc., a Minnesota corporation; First American Title Insurance Company

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 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), 6(b), 7(a)(b)(c), 8, 9, 10, 11, 12, 14, 16, 17, 18, & 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 11/24/2021.

MATTHEW J. WELINSKI, PLS
MN LICENSE NO. 53596, EXPIRATION 06/30/2022
MATT.WELINSKI@WESTWOODPS.COM

DATE 12/09/2021

DESIGNED:	
CHECKED:	
DRAWN:	
HORIZONTAL SCALE:	60'

REVISIONS:	
12/17/2021	COMMENT'S (DWCH)
12/21/2021	ADDITIONAL TOPO (VEM)
1/11/2022	COMMENT'S (DWCH)
09/08/2022	WATERLINE EASEMENT AND WATERLINE (ACW)

PREPARED FOR:
RYAN COMPANIES US, INC.
533 SOUTH THIRD STREET, SUITE 100
MINNEAPOLIS, MINNESOTA, 55414

HB UST_SURVEY

**HIGHLAND BRIDGE
CP RAIL PROPERTY**
ST. PAUL, MINNESOTA

Westwood
Professional Services, Inc.
Phone (852) 937-5160 12701 Whitehammer Drive, Suite 2000
Fax (852) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5100 westwoodps.com

**ALTA/NSPS LAND TITLE
SURVEY**

SHEET NUMBER: **1** OF **1**

PROJECT NUMBER: 0034482.00 DATE: 12/09/2021

SOUTHERN HIGHLAND BRIDGE

DRAFT COPY
SUBJECT TO CHANGE
WITHOUT NOTICE

KNOW ALL PERSONS BY THESE PRESENTS: That Capital City Properties, a Minnesota non-profit corporation, owner of the following described property situated in the City of Saint Paul, County of Ramsey, State of Minnesota:

Lot 2, Block 1, Ford Motor Company First Addition, Ramsey County, Minnesota;

AND

That part of Lot 3, Block 1, Ford Motor Company First Addition lying southerly of the plat of Ford, Ramsey County, Minnesota;

AND

That part of Lot 1, Auditor's Subdivision No. 87 lying southerly of the South line of Lot 3, Block 1, Ford Motor Company First Addition, Ramsey County, Minnesota;

And that The City of Saint Paul, a Minnesota Municipal Corporation, owner of the following described property situated in the City of Saint Paul, County of Ramsey, State of Minnesota:

Park D, FORD, Ramsey County, Minnesota;

And 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:

Lot 1, Block 33, FORD, Ramsey County, Minnesota;

AND

Lot 1, Block 34, FORD, Ramsey County, Minnesota.

Have caused the same to be surveyed and platted as SOUTHERN HIGHLAND BRIDGE and do hereby dedicate to the public for public use forever the Park as shown on this plat.

In witness whereof said Capital City Properties, a Minnesota non-profit corporation, has caused these presents to be signed by its proper officer this ____ day of _____, 20____.

Signed: Capital City Properties

By: _____

Its: _____

STATE OF MINNESOTA
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by _____, the _____ of Capital City Properties, a Minnesota non-profit corporation, on behalf of the corporation.

(Signature)

(Name Printed)

Notary Public, _____ County, State of Minnesota

My Commission Expires _____

In witness whereof said City of Saint Paul, a Minnesota Municipal Corporation, has caused these presents to be signed by its proper officers this ____ day of _____, 20____.

Signed: City of Saint Paul

By: _____, Its Deputy Mayor
Jaime Tincher

And

By: _____, Its City Clerk
Shari Moore

And

By: _____, Its Finance Director
John McCarthy

And

By: _____, Its Assistant City Attorney

STATE OF MINNESOTA
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by Jaime Tincher, Deputy Mayor by by Shari Moore, City Clerk, by John McCarthy, Finance Director and by _____ Assistant City Attorney of The City of Saint Paul, a Minnesota Municipal Corporation, on behalf of the Corporation.

(Signature)

(Name Printed)

Notary Public, _____ County, State of Minnesota

My Commission Expires _____

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

By: _____

Its: _____

STATE OF MINNESOTA
COUNTY OF _____

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

(Signature)

(Name Printed)

Notary Public, _____ County, State of 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.

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 has been approved this ____ day of _____, 20____.

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

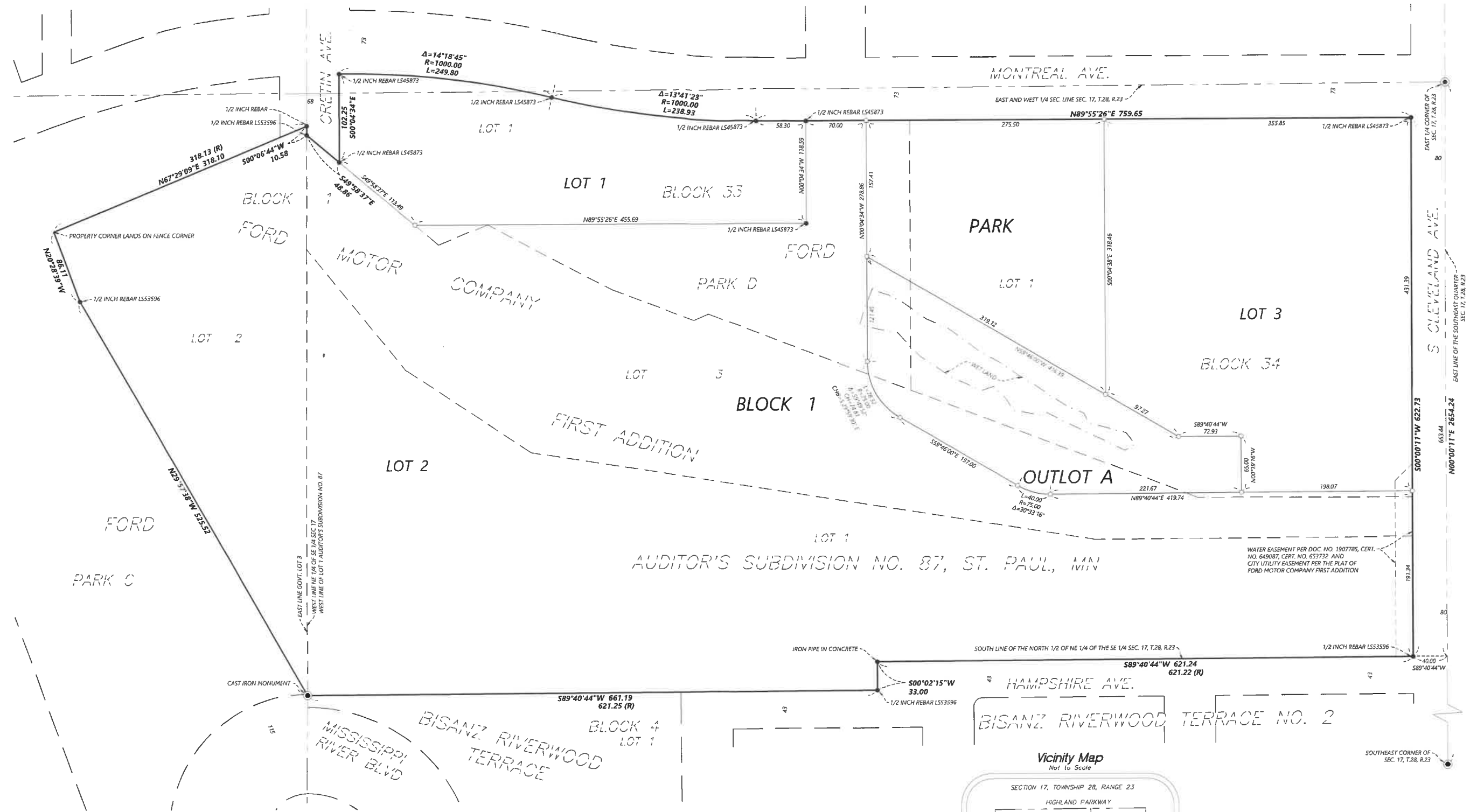
REGISTRAR OF TITLES, County of Ramsey, State of Minnesota
I hereby certify that this plat of SOUTHERN HIGHLAND BRIDGE was filed in the office of the Registrar of Titles for public record on this ____ day of _____, 20____, at _____ o'clock _____ M., and was duly filed in Book _____ of Plats, Pages _____ and _____, as Document Number _____.

Deputy Registrar of Titles

HB UST_PLAT

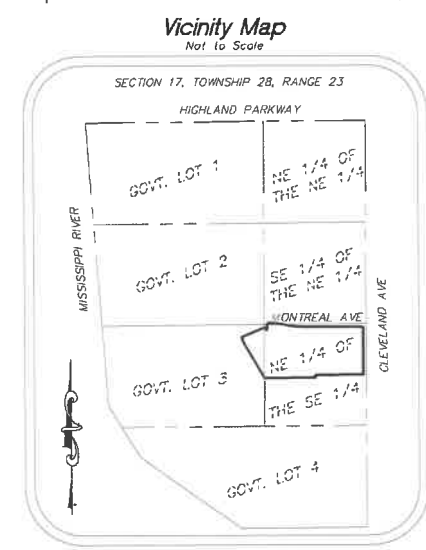
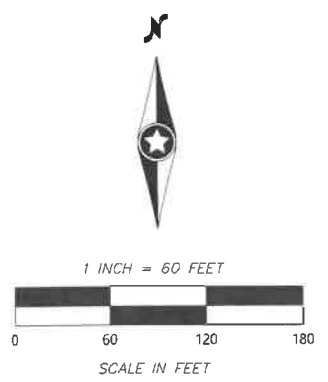
SOUTHERN HIGHLAND BRIDGE

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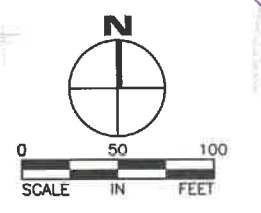
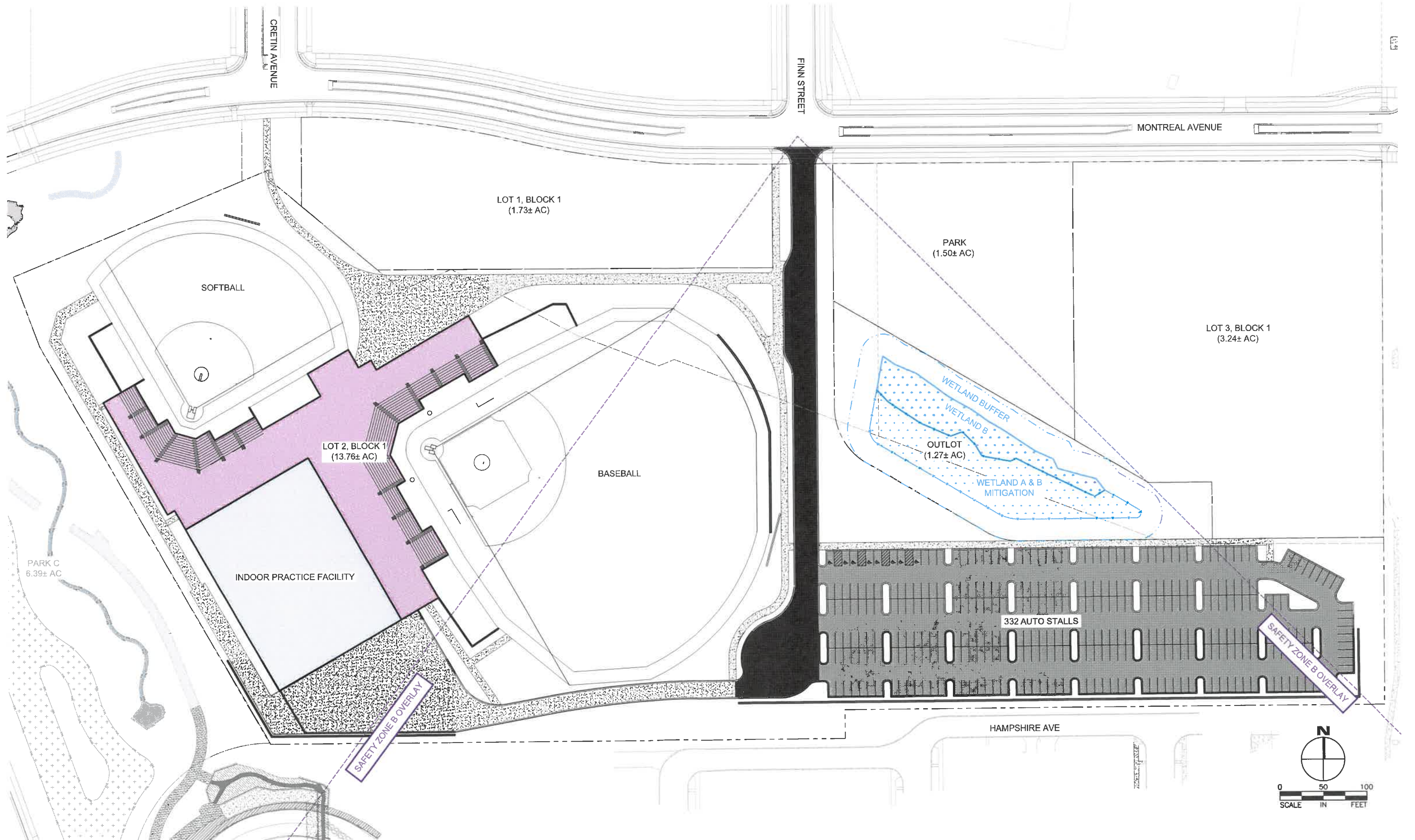
THE EAST LINE OF SOUTHEAST QUARTER OF SECTION 17, T. 28, R. 23, IS ASSUMED TO BEAR $N00^{\circ}00'11''E$.

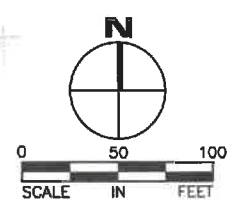
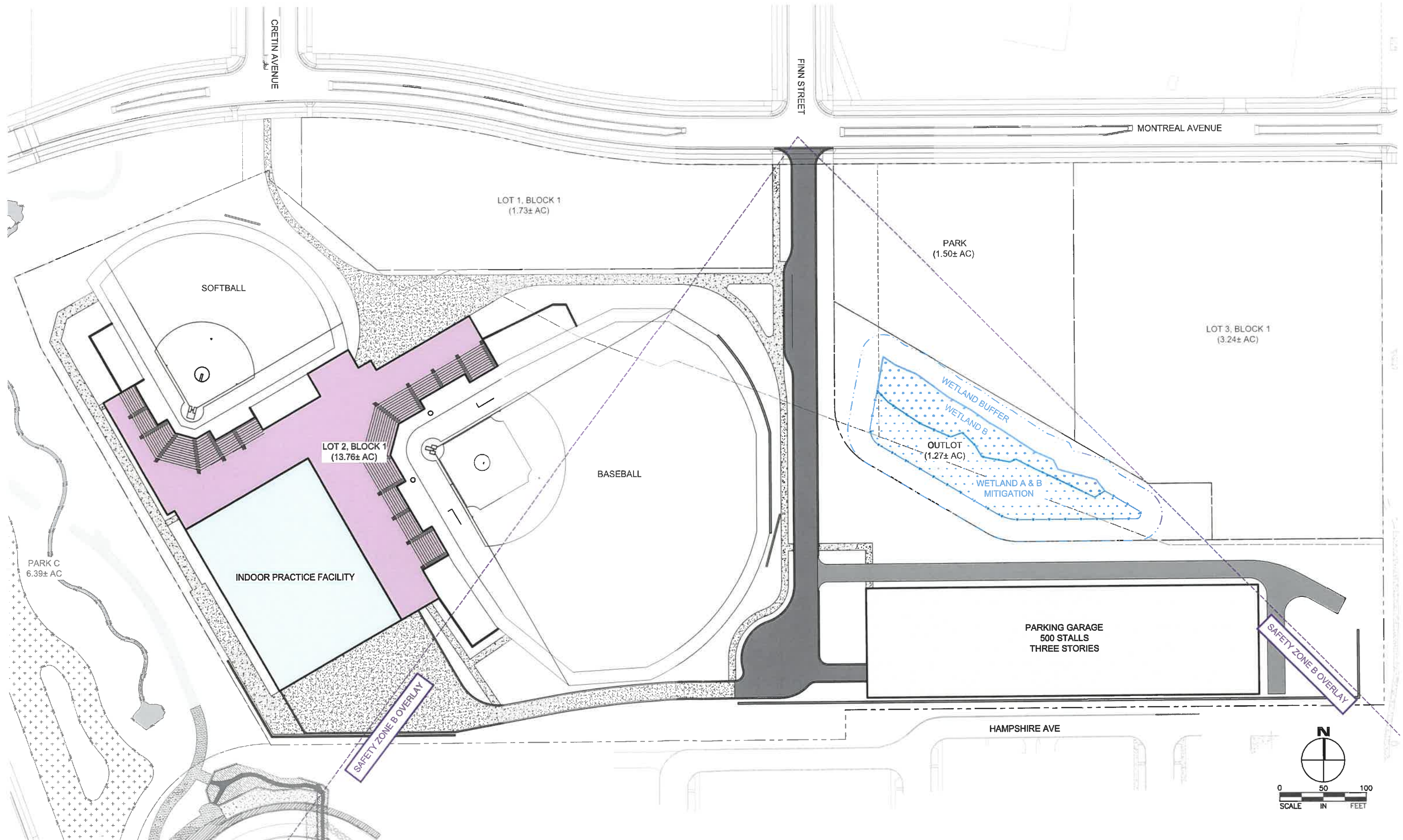
- DENOTES 1/2 INCH BY 14 INCH IRON REBAR SET AND MARKED BY LICENSE NO. 53596
- DENOTES FOUND MONUMENT
- ⊙ DENOTES FOUND CAST IRON MONUMENT
- (R) RECORD DIMENSION PER FORD MOTOR COMPANY FIRST ADDITION



WATER EASEMENT PER DOC. NO. 1907785, CERT. NO. 649087, CERT. NO. 653732 AND CITY UTILITY EASEMENT PER THE PLAT OF FORD MOTOR COMPANY FIRST ADDITION



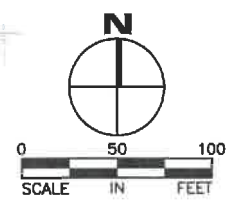






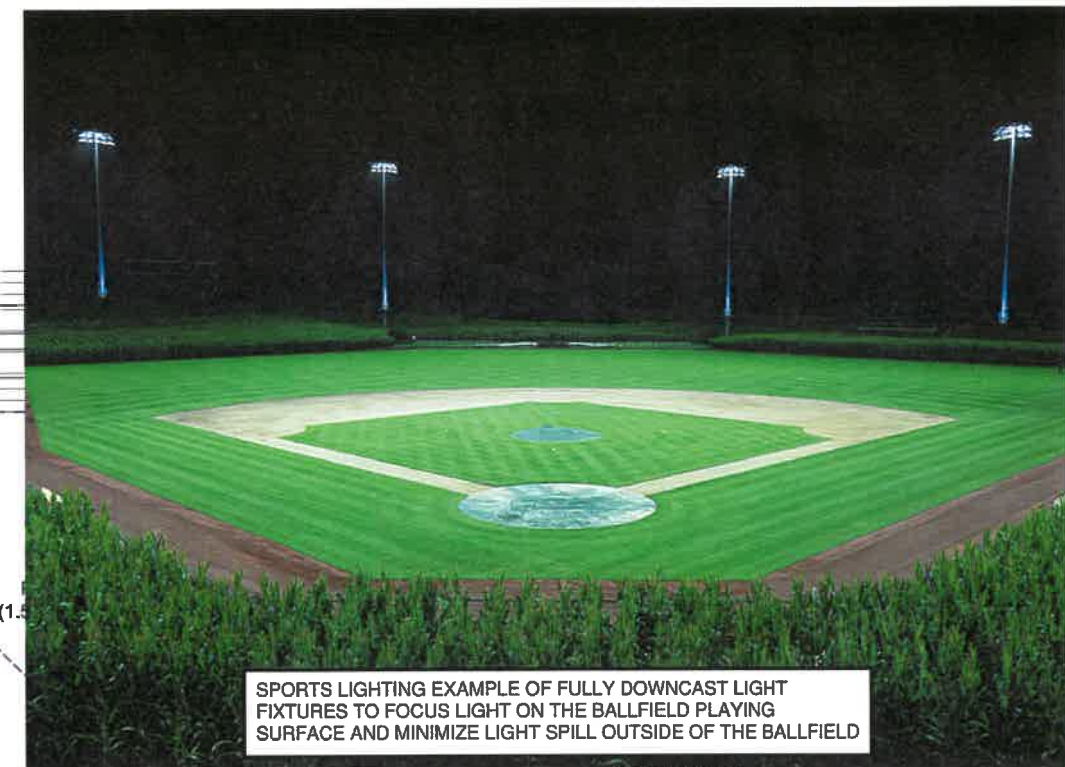
Existing Wetlands - 8,509 sf
 - Existing wetlands to remain as existing site conditions shown in the image to the right (tall grass shown to the left of the pink flags is the wetland area). The vegetated area consisting of saturated soils doesn't typically include surface water except for after rain events.

Wetland Expansion - 15,001 sf
 - Expansion of existing wetland (similar type and function) to accommodate wetland mitigation from Montreal/Finn street impacts. The image to the left shows the intent for the wetland mitigation proposed conditions which consists of a wet meadow community, which typically don't have standing water and the vegetation is mostly grasses and flowers.
 - Local watershed requirement states that impacted wetlands must be mitigated within the site area if possible. Proposed location is only location that is within the site area and can support functional wetland mitigation.

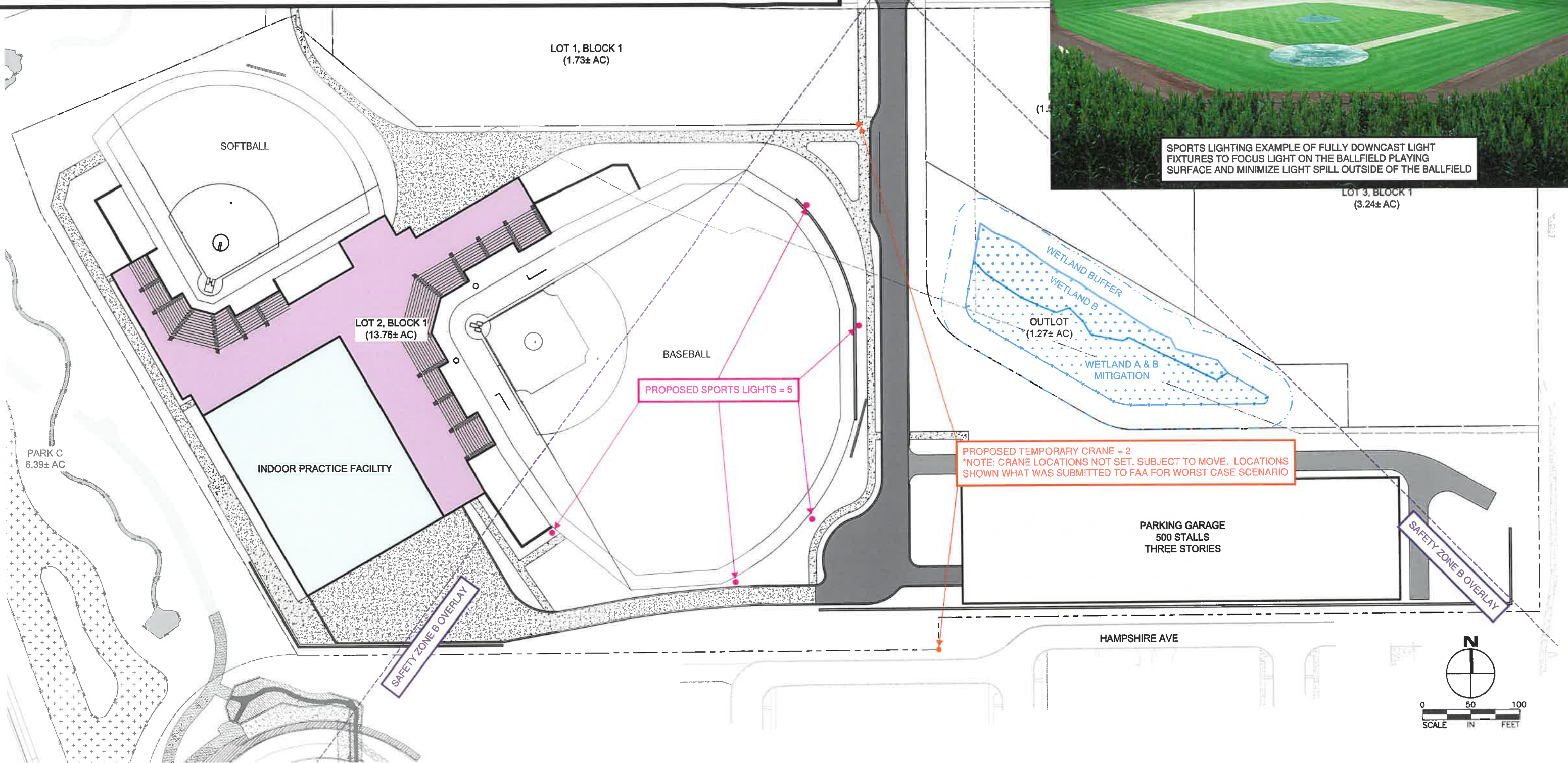


Standards for Outdoor Uses Including Performance, Sport, and Recreation Facilities

- Areas illuminated by floodlights should be mounted and shielded so their beams fall within the primary play area and its immediate surroundings. It should avoid spillover onto residentially zoned property.
- Outdoor facilities should be illuminated only during use of the facility. Non-security lights should be turned off by 9 PM or 30 minutes after the event, whichever is later.
- Zoning Code Section 63.116, Exterior lighting applies in place of standards in Table 4.5 and Light Source Types.

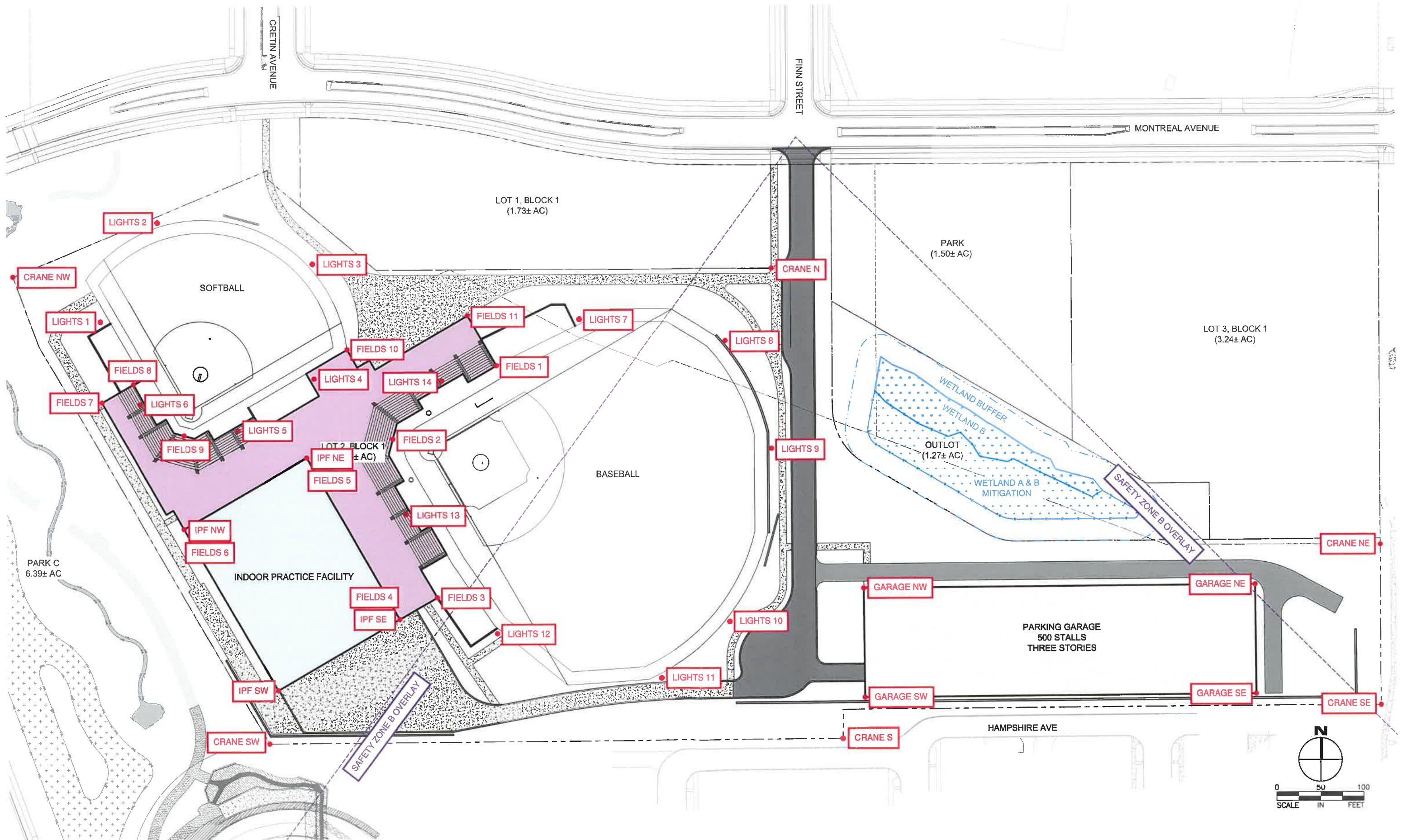


SPORTS LIGHTING EXAMPLE OF FULLY DOWNCAST LIGHT FIXTURES TO FOCUS LIGHT ON THE BALLFIELD PLAYING SURFACE AND MINIMIZE LIGHT SPILL OUTSIDE OF THE BALLFIELD



PROPOSED TEMPORARY CRANE = 2
 *NOTE: CRANE LOCATIONS NOT SET, SUBJECT TO MOVE. LOCATIONS SHOWN WHAT WAS SUBMITTED TO FAA FOR WORST CASE SCENARIO

PROPOSED SPORTS LIGHTS = 5





HIGHLAND

DISTRICT COUNCIL

1978 Ford Parkway • Saint Paul MN 55116 • 651.695.4005 • HighlandDistrictCouncil.org

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 th 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

Resolution 2023–05D



HIGHLAND

DISTRICT COUNCIL

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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.



HIGHLAND

DISTRICT COUNCIL

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Approved March 21, 2023

By the Community Development Committee of the Highland District Council

From: Tony Yazbeck <tyazbeck@c-dh.org>
Sent on: Tuesday, April 4, 2023 3:51:58 PM
To: Spencer.Miller-Johnson@ci.stpaul.mn.us
Subject: Baseball/Softball Facilities Letter of Support

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

Tony Yazbeck
550 South Albert Street
Saint Paul, MN 55116
April 4, 2023

Planning Commission
City of St. Paul
25 4th St E
St. Paul, MN 55101

RE: University of St Thomas Ballfields Proposal, Zoning File No. 23-011-392 & 23-011-403

Dear St. Paul Planning Commission,

We are writing to express our support for the masterplan amendments for the University of St. Thomas Ballfields. Our Cretin-Derham Hall **community** believes that the addition of these ballfields will be a great asset and provide much-needed, high quality facilities for our community and youth sports in Saint Paul.

We appreciate the effort that has gone into the planning of these amendments and believe that they will be a positive addition to Highland Park and Saint Paul. We therefore encourage you to approve the proposed Master Plan amendments to allow for the University of St. Thomas Ballfields at Highland Bridge.

Thank you for your consideration.

Sincerely,

Tony Yazbeck
Activities Director
Cretin-Derham Hall

--



Tony Yazbeck, Assistant Athletic Director and Activities Director
tyazbeck@c-dh.org • 651-696-3342
[Cretin-Derham Hall Athletics](#) • [Cretin-Derham Hall](#) • 550 South Albert Street St. Paul, MN 55116 • 651-690-2443
CULTURE CREATES CHAMPIONS



[2023 Summer Sports Camps Registration Open](#)

Notice: This message and its contents are confidential. If you received this message in error, do not print, copy, retransmit, disseminate, or otherwise use the information. Instead, please inform the sender and then delete it. The school accepts no liability for any damage, loss, or expense arising from this e-mail and/or from the accessing of any files attached to this e-mail. This e-mail may not necessarily reflect the views or intentions of Cretin-Derham Hall.

Tony Yazbeck
550 South Albert Street
Saint Paul, MN 55116
April 4, 2023

Planning Commission
City of St. Paul
25 4th St E
St. Paul, MN 55101

RE: University of St Thomas Ballfields Proposal, Zoning File No. 23-011-392 & 23-011-403

Dear St. Paul Planning Commission,

We are writing to express our support for the masterplan amendments for the University of St. Thomas Ballfields. Our Cretin-Derham Hall **community** believes that the addition of these ballfields will be a great asset and provide much-needed, high quality facilities for our community and youth sports in Saint Paul.

We appreciate the effort that has gone into the planning of these amendments and believe that they will be a positive addition to Highland Park and Saint Paul. We therefore encourage you to approve the proposed Master Plan amendments to allow for the University of St. Thomas Ballfields at Highland Bridge.

Thank you for your consideration.

Sincerely,

Tony Yazbeck

Activities Director

Cretin-Derham Hall

I'd like to introduce myself briefly before I get to the issue at hand - my name is Rannon Arch, I live at 1026 Bowdoin St in Highland Park with my wife. We recently bought our property in early October of 2022 and love the quaint, small town feel of our neighborhood. In fact, we specifically purchased in this area due those endearing characteristics as it is hard to find in the Twin Cities. Our property is just two houses down from "the berm" that separates the residential homes and the proposed site of the University of St. Thomas (UST) and Ryan Companies venture to build a baseball/softball complex.

Our neighborhood has been meeting as a group and has even engaged in many conversations with UST and Ryan Companies about this project. I have personally been very impressed with how they are managing the situation with us to keep the feel of our neighborhood intact despite the anticipated construction and proposed changes they seek to make. We recently learned that one of the amendments UST/Ryan Companies has proposed to the Ford site master plan is to allow for a larger surface parking lot that will be able to hold more than 20 cars. In response to this proposed amendment we understand that the Saint Paul Planning Commission is not in favor of this proposed amendment and is instead asking UST to have plans to build a parking ramp.

As someone who lives quite close to this new parking area, I hope what I have to say next carries weight with you, but I vehemently oppose your desire to ask UST/Ryan Companies to have to build a parking ramp/garage in this project. This parking garage will be an obvious eyesore in our neighborhood and is not inline with the setting of an older, quiet residential neighborhood. It is in direct opposition to what we as neighbors have discussed and makes us all quite nervous/scared that this is even being considered.

I urge you to allow the passage of the proposed amendment that UST/Ryan Companies has asked for in building a larger surface parking lot area. This surface parking will have a lower impact to our neighborhood (i.e. noise/light pollution, congestion, etc), it will still allow for larger civic and institutional uses, and it will maintain the feel of our community/neighborhood. Please please take into perspective what you are asking for here. Many folks in this area have been long-time home owners and are not pleased (put mildly) with the proposed idea of a large parking garage in our neighborhood.

If you have any questions about my stance, please feel free to connect as I am happy to further discuss my thoughts around this issue. Look forward to Friday's public hearing.

Rannon Arch

1026 Bowdoin St

Writing to let you know that along with 100% of my neighbors that live adjacent to this project, we are not in favor of a parking ramp and would push the idea of more surface lot space. Enough St. Paul neighborhoods have been impacted and degraded because of big money construction. Thank you.

Rob Gruber

1044 Bowdoin St

Dear St. Paul Planning Commission,

I am writing to comment on the proposed amendment to the Highland Bridge Master Plan that would allow civic and institutional entities to have surface parking lots larger than the 20-car maximum currently stipulated in the Master Plan.

I endorse the amendment, which then would allow the University of St. Thomas to build a 330-car surface lot as part of its softball and baseball complex in the southeast corner of Highland Bridge.

I have lived at 1032 Bowdoin Street for nearly three decades. My home is three houses south of the border that separates Highland Bridge and our neighborhood. I have attended dozens of meetings in recent years regarding Highland Bridge and formerly served on the Highland District Council.

I can understand why the 20-car limit for surface lots was stipulated in the original master plan, but that was before anyone envisioned something like a softball and baseball complex in the former train yard of the Ford plant. This corner of the Highland Bridge project is distinct from the original Highland Bridge development, and in this case ample parking is clearly needed for the baseball project to work.

If St. Thomas was forced to build a ramp, it would be right at the end of my street and would completely change the character and feel of our neighborhood. I am active in my neighborhood, and I have not talked to a single neighbor who wants to see a parking ramp at the end of Bowdoin Street.

The parking lot proposed by St. Thomas would have many community benefits. It would be used by those attending the little league baseball fields just to the north of Montreal, and in turn would reduce or eliminate the parking and congestion in the neighborhood that we now experience when the little league games are held. It would be used by those visiting the new park and wetlands that will be located immediately north of the surface lot. It also could be used by those who use the new dog park and who visit the Highland Bridge water features.

Most important to those who live in the neighborhood immediately south of Highland Bridge, free and ample parking at the baseball complex will help ensure that people don't use our neighborhood as their parking lot. Preventing St. Thomas to have a surface lot would, in effect, kick the parking problem out of Highland Bridge and into surrounding neighborhoods.

St. Thomas has an undisputed reputation for building quality facilities, and Ryan Companies has shown it can design and build infrastructure the city will be proud of for decades to come. I have no doubt that the St. Thomas-Ryan team will come up with an attractive and well-used surface lot.

I live at 1032 Bowdoin Street just three houses away from the proposed location of the University of St. Thomas baseball and softball facilities. Our street basically dead ends into the location of a proposed surface parking lot that would provide parking for the St. Thomas facilities as well as the new proposed park and the existing Ford ball fields.

I am writing to ask the St. Paul Planning Commission to support the amendment that would allow St. Thomas to build this surface parking lot.

The planned surface lot would be much less intrusive to the surrounding area, especially our street, as it will be located about 15 feet below the sightline of our neighborhood. I am one of 20 homeowners who live near this location who support the facility that St. Thomas is proposing and we are all in agreement that the surface parking lot for 300+ cars is the best option.

We are against building a parking ramp on the site as it will be visible to our neighborhood and will contribute to more noise and light pollution than the proposed surface lot. The surface lot will be lower, have trees and vegetation and will generally be a better fit for our neighborhood.

Building the parking lot is 100% necessary to keep on-street parking to a minimum in the surrounding neighborhoods. We already deal with this when there are games at the Ford ball fields and those events are much smaller than anything that would be held at the St. Thomas fields. Cars along Cleveland Ave. and Montreal Ave. during little league games, children running into the street, etc. make it fairly chaotic. We also don't want to perpetuate having spectators of the St. Thomas games parking in our neighborhood along Hampshire, Bowdoin, Finn and Colby simply because there is no other option for them.

This 300+ parking lot that can be used by the Ford little league, park goers and St. Thomas is the best option for all of us who call this area of St. Paul home and for the people who will visit these facilities in the future.

Please vote to pass this amendment.

Thank you,

Lisa Erbes

1032 Bowdoin St.

St. Paul 55116

678-772-8945

lerbes@gmail.com

From: pam ginther <plmginth@comcast.net>
Sent: Thursday, April 27, 2023 10:12 PM
To: Spencer Miller-Johnson <Spencer.Miller-Johnson@ci.stpaul.mn.us>
Subject: Request: Prefer a surface parking lot rather than a ramp.

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

Dear Spencer Miller-Johnson City of St. Paul:

For over 30 years my family and I have lived at
1019 Colby St.

1

St. Paul, MN 55116

We are directly next to the CP Rail property.

My family and I are writing to ask you to support UST in building a 300 space surface parking lot for their new baseball and softball complex, rather than a parking ramp. The surface lot not only fulfills their parking needs, but those of Highland Little League, and the general public visiting Mica park. It will also alleviate parking congestion that would happen for neighbors that live along Cleveland and the corners of the new Montreal area.

Moreover it will help replace some of the existing environment, trees and woodlands that have been, and will be further impacted by more construction in our collective neighborhoods.

Building a surface lot will allow UST and Ryan to mitigate the loss of the original trees and woodlands by landscaping with new trees for cooling, shade, and wind shelter, while maintaining some habitat for nature and visual beauty.

This is more vital that ever to the health of our environment, and the health of human and animal families.

It will create a soft visual edge from all sides. Just like the parking areas that serve Minnehaha and Nokomis Parks. It will blend the practicality for parking while respecting the the needs of beauty and nature. Which is what St. Paul and Mpls have been known for across the country.

We are asking you to note the collective wins mentioned above and add one more vital win for the environment. Please blend old and new with the soft edges of nature. Allow for the creation of a parking lot that serves all of us with the practicality of parking, while respecting the the needs of our health and environment.

Thank you for your consideration,
The James Ginther Family

From: jcwinterer@gmail.com <jcwinterer@gmail.com>
Sent: Tuesday, April 25, 2023 10:19 AM
To: Spencer Miller-Johnson <Spencer.Miller-Johnson@ci.stpaul.mn.us>
Subject: Comment on admendment to Highland Bridge master plan

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

April 25, 2023

Dear St. Paul Planning Commission,

I am writing to comment on the proposed amendment to the Highland Bridge Master Plan that would allow civic and institutional entities to have surface parking lots larger than the 20-car maximum currently stipulated in the Master Plan.

I endorse the amendment, which then would allow the University of St. Thomas to build a 330-car surface lot as part of its softball and baseball complex in the southeast corner of Highland Bridge.

I have lived at 1032 Bowdoin Street for nearly three decades. My home is three houses south of the border that separates Highland Bridge and our neighborhood. I have attended dozens of meetings in recent years regarding Highland Bridge and formerly served on the Highland District Council.

I can understand why the 20-car limit for surface lots was stipulated in the original master plan, but that was before anyone envisioned something like a softball and baseball complex in

the former train yard of the Ford plant. This corner of the Highland Bridge project is distinct from the original Highland Bridge development, and in this case ample parking is clearly needed for the baseball project to work.

If St. Thomas was forced to build a ramp, it would be right at the end of my street and would completely change the character and feel of our neighborhood. I am active in my neighborhood, and I have not talked to a single neighbor who wants to see a parking ramp at the end of Bowdoin Street.

The parking lot proposed by St. Thomas would have many community benefits. It would be used by those attending the little league baseball fields just to the north of Montreal, and in turn would reduce or eliminate the parking and congestion in the neighborhood that we now experience when the little league games are held. It would be used by those visiting the new park and wetlands that will be located immediately north of the surface lot. It also could be used by those who use the new dog park and who visit the Highland Bridge water features.

Most important to those who live in the neighborhood immediately south of Highland Bridge, free and ample parking at the baseball complex will help ensure that people don't use our neighborhood as their parking lot. Preventing St. Thomas to have a surface lot would, in effect, kick the parking problem out of Highland Bridge and into surrounding neighborhoods.

St. Thomas has an undisputed reputation for building quality facilities, and Ryan Companies has shown it can design and build infrastructure the city will be proud of for decades to come. I have no doubt that the St. Thomas-Ryan team will come up with an attractive and well-used surface lot.

For all these reasons, please pass the amendment and allow the university to build the surface lot.

Sincerely,

Jim Winterer
1032 Bowdoin St.
St. Paul, MN 55116
jcwinterer@gmail.com

From: Jeanette Bloss <jeanette.bloss@gmail.com>

Sent: Thursday, April 27, 2023 10:15 PM

To: Spencer Miller-Johnson <Spencer.Miller-Johnson@ci.stpaul.mn.us>

Subject: Ford Development - Surface Parking Lot for St. Thomas Ballfields

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

Greetings Mr. Miller-Johnson,

I own and live in a home directly south of the Ford Redevelopment area. I'm reaching out in support of the master plan amendment for the Highland Bridge development that would allow St Thomas to build a surface parking lot instead of a multilevel parking garage as the parking area for their proposed ballfields.

First and foremost for me is that the surface lot would require the planting of trees in islands and areas surrounding the lot while a parking garage would not. It's not just about the look of greenery versus no greenery, those trees would actually mean something and do something, which is to provide shade and reflect back less sun and heat into the air, in turn creating a slight cooling effect. A parking garage would not have that benefit; density (such as a parking garage) without trees has a detrimental effect on neighborhood temperatures.

Second is the usefulness/need of a surface lot versus a parking garage. The number of users of the lot is unlikely to exceed the proposed surface lot plan - there isn't need for a larger, multi-level parking garage. It would take more time and resources to build which would likely delay the construction until the ball fields themselves were closer to readiness, which could take years. On the other hand, a surface lot is easier to put in with less resources, time, and expense required so it could be built before the ballfields are ready and support the Highland Ball games, dog park, and in-development park and wetlands sooner. If usage got to be more than the surface lot could support, then a parking garage could go in later. But if the parking area starts as a garage and then doesn't get enough usage, then not only

would it be a lot harder to demolish the structure if needed, but it would also be unnecessary sprawl: building for the sake of building with, again, much fewer trees.

Finally, I expect a surface lot to be more secure or at least less attractive as a destination for car break ins or other crime. Whether a parking garage or a surface lot is put in, St. Thomas is only planning on staffing security for their events at the ballfields, about 50 days out of the year. The rest of the time, the parking area would be unsecured without security staff. As an enclosed space, a parking garage inherently has less visibility and without regular security I'd be pretty concerned that would make the garage fairly attractive for property crimes, more so than a surface lot anyway.

Thanks for taking the time to read this and review my concerns. I appreciate your consideration and that of the planning commission with regard to this proposed amendment to the Highland Bridge development master plan.

Sincerely,
Jeanette Bloss

 Virus-free. www.avast.com

Karoline Finlay

From: Jeanette Bloss <jeanette.bloss@gmail.com>
Sent: Friday, April 28, 2023 7:38 AM
To: Karoline Finlay
Subject: Re: Ford Site/Highland Bridge Master Plan Amendments
Attachments: image001.png

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

Greetings Ms. Finlay,

Thank you for your email. My address is:
1055 Finn St S
Saint Paul, MN 55116

Thank you,
Jeanette Bloss

On Fri, Apr 28, 2023, 7:32 AM Karoline Finlay <karoline.finlay@ci.stpaul.mn.us> wrote:

Ms. Bloss:

Thank you for your written testimony regarding the Ford Site/Highland Bridge Master Plan Amendments. Please respond to this email with your address. Without it we will not be able to include your testimony in the public record.

Thank you,

Karoline.

Karoline Finlay

Planning Secretary

Planning and Economic Development

25 4th St. W., 1400 City Hall Annex

Saint Paul, MN 55102

651-266-6641



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1103-OE

Issued Date: 01/27/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Tower Crane Crane NW
Location: St. Paul, MN
Latitude: 44-54-43.56N NAD 83
Longitude: 93-11-36.96W
Heights: 810 feet site elevation (SE)
200 feet above ground level (AGL)
1010 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1103-OE

Signature Control No: 568602576-570077568

(TMP)

Fred Souchet

Specialist

Additional Condition(s) or Information for ASN 2023-AGL-1103-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 200 feet above ground level, 1010 feet above mean sea level.

Location: The structure will be located 2.17 nautical miles northeast of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 19 feet as applied to MSP.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 07/27/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1104-OE

Issued Date: 01/27/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Tower Crane Crane N
Location:	St. Paul, MN
Latitude:	44-54-43.56N NAD 83
Longitude:	93-11-24.72W
Heights:	821 feet site elevation (SE) 200 feet above ground level (AGL) 1021 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1104-OE

Signature Control No: 568602577-570078035

(TMP)

Fred Souchet
Specialist

Additional Condition(s) or Information for ASN 2023-AGL-1104-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 200 feet above ground level, 1021 feet above mean sea level.

Location: The structure will be located 2.25 nautical miles northeast of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 30 feet as applied to MSP.

Section 77.19 (d) Approach Surface by 54 feet as applied to MSP.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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This determination expires on 07/27/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1105-OE

Issued Date: 01/27/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Tower Crane Crane NE
Location:	St. Paul, MN
Latitude:	44-54-40.32N NAD 83
Longitude:	93-11-15.00W
Heights:	838 feet site elevation (SE) 200 feet above ground level (AGL) 1038 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1105-OE

Signature Control No: 568602578-570078427

(TMP)

Fred Souchet

Specialist

Additional Condition(s) or Information for ASN 2023-AGL-1105-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 200 feet above ground level, 1038 feet above mean sea level.

Location: The structure will be located 2.28 nautical miles northeast of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 47 feet as applied to MSP.

Section 77.19 (d) Approach Surface by 66 feet as applied to MSP.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 07/27/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1106-OE

Issued Date: 01/27/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Tower Crane Crane SE
Location:	St. Paul, MN
Latitude:	44-54-38.52N NAD 83
Longitude:	93-11-15.00W
Heights:	840 feet site elevation (SE) 200 feet above ground level (AGL) 1040 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1106-OE

Signature Control No: 568602579-570079339

(TMP)

Fred Souchet

Specialist

Additional Condition(s) or Information for ASN 2023-AGL-1106-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 200 feet above ground level, 1040 feet above mean sea level.

Location: The structure will be located 2.26 nautical miles northeast of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 49 feet as applied to MSP.

Section 77.19 (d) Approach Surface by 70 feet as applied to MSP.

At 1040 AMSL 4D, Minneapolis-St Paul INTL/Wold-Chamberlain (MSP), Minneapolis, MN. Obstacle penetrates RWY 04 40:1 departure surface.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 07/27/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1107-OE

Issued Date: 01/27/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Tower Crane Crane S
Location: St. Paul, MN
Latitude: 44-54-38.16N NAD 83
Longitude: 93-11-23.64W
Heights: 815 feet site elevation (SE)
200 feet above ground level (AGL)
1015 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1107-OE

Signature Control No: 568602580-570079921

(TMP)

Fred Souchet
Specialist

Additional Condition(s) or Information for ASN 2023-AGL-1107-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 200 feet above ground level, 1015 feet above mean sea level.

Location: The structure will be located 2.19 nautical miles northeast of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 24 feet as applied to MSP.

Section 77.19 (d) Approach Surface by 54 feet as applied to MSP.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 07/27/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



Mail Processing Center
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Aeronautical Study No.
2023-AGL-1108-OE

Issued Date: 01/27/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Tower Crane Crane SW
Location:	St. Paul, MN
Latitude:	44-54-38.16N NAD 83
Longitude:	93-11-33.00W
Heights:	804 feet site elevation (SE) 200 feet above ground level (AGL) 1004 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1108-OE

Signature Control No: 568602581-570080323

(TMP)

Fred Souchet
Specialist

Additional Condition(s) or Information for ASN 2023-AGL-1108-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 200 feet above ground level, 1004 feet above mean sea level.

Location: The structure will be located 2.12 nautical miles northeast of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:

Section 77.19 (a) Horizontal Surface by 13 feet as applied to MSP.

Section 77.19 (e) Transitional Surface by 42 feet as applied to MSP.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 07/27/2024 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



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 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1073-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 4
 Location: St. Paul, MN
 Latitude: 44-54-42.48N NAD 83
 Longitude: 93-11-32.28W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1073-OE.

Signature Control No: 568602525-572814610

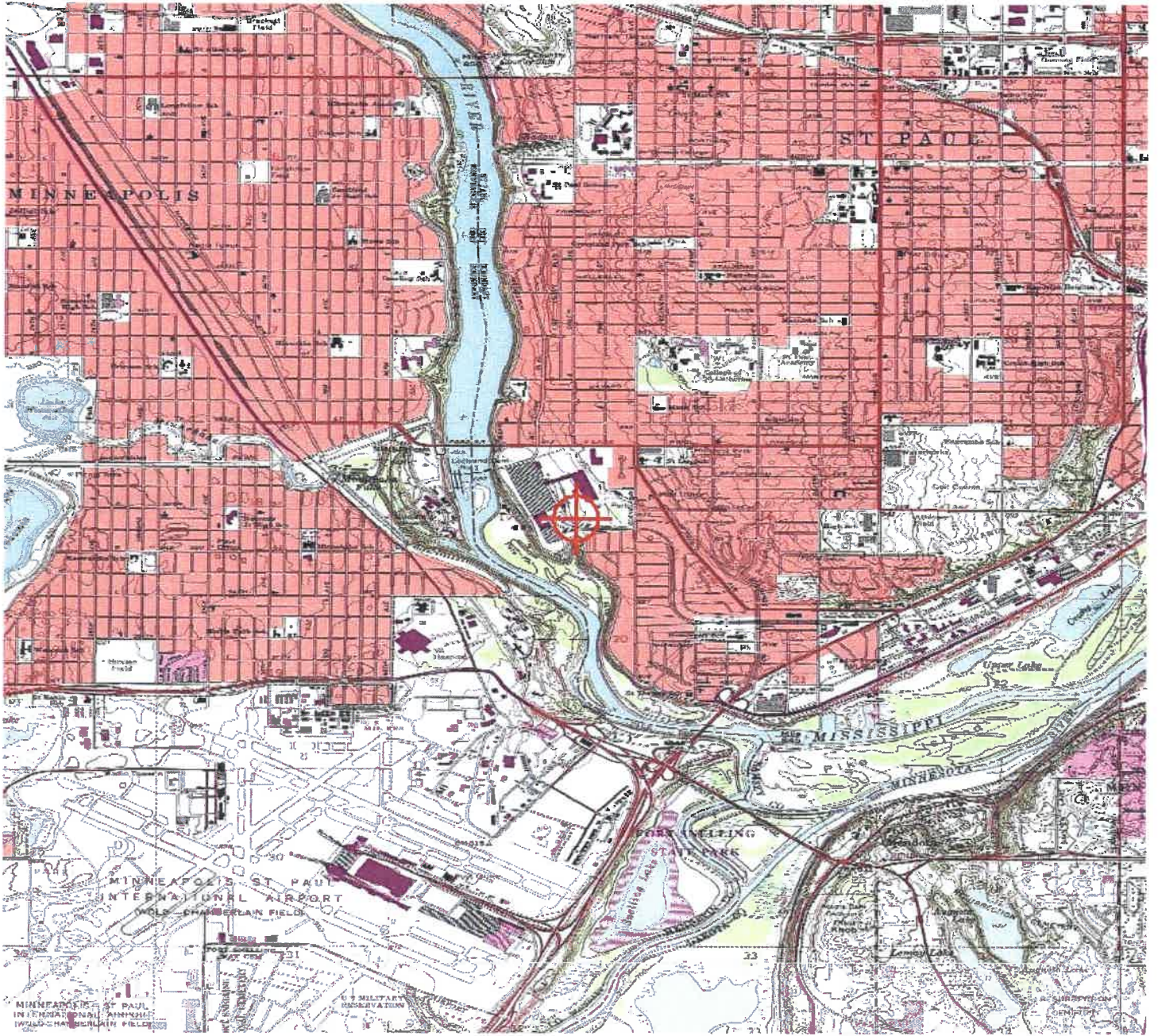
(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-1073-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1077-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 8
 Location: St. Paul, MN
 Latitude: 44-54-42.84N NAD 83
 Longitude: 93-11-25.80W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

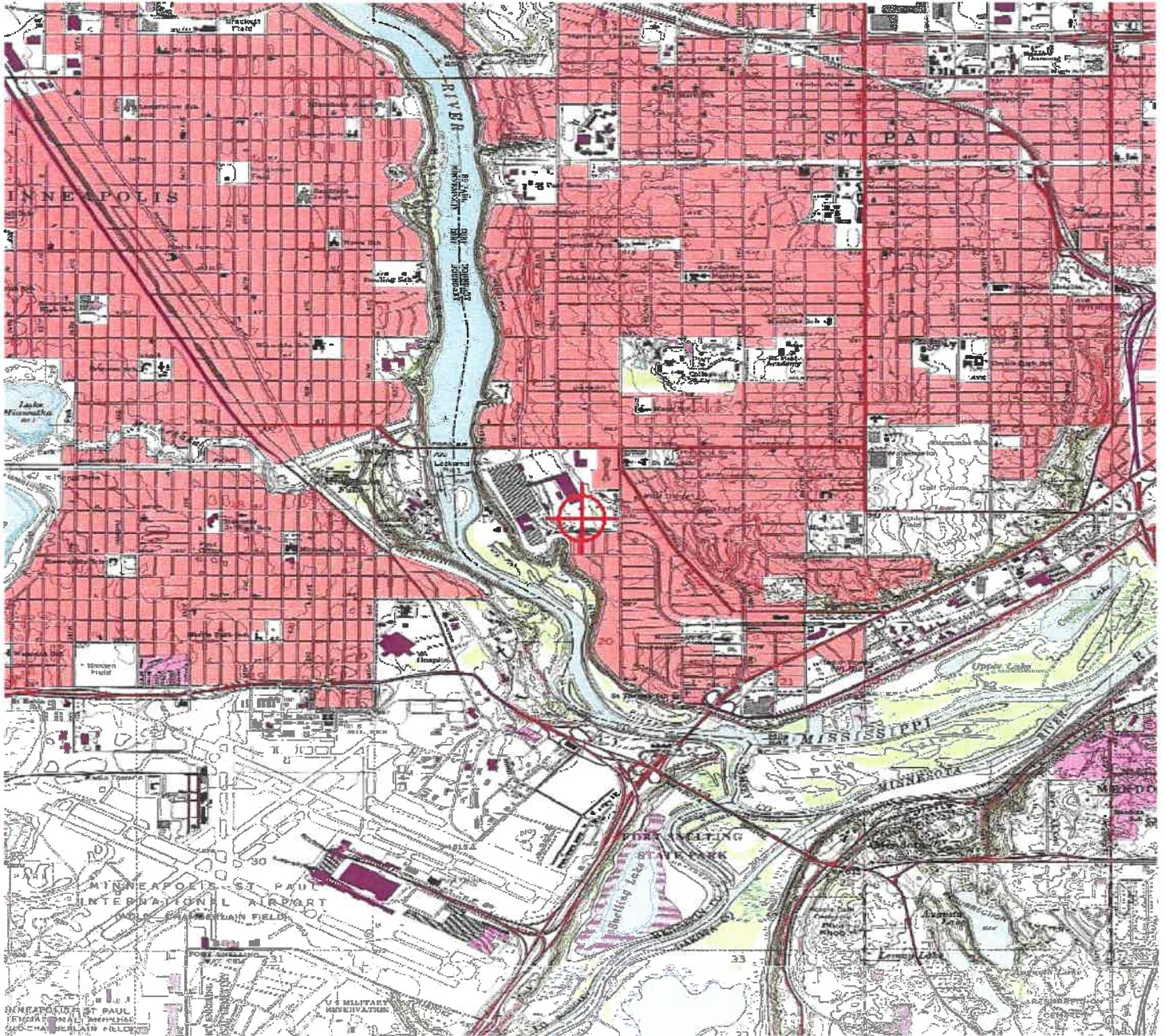
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1077-OE.

Signature Control No: 568602532-572814611

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1076-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 7
 Location: St. Paul, MN
 Latitude: 44-54-42.84N NAD 83
 Longitude: 93-11-27.96W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1076-OE.

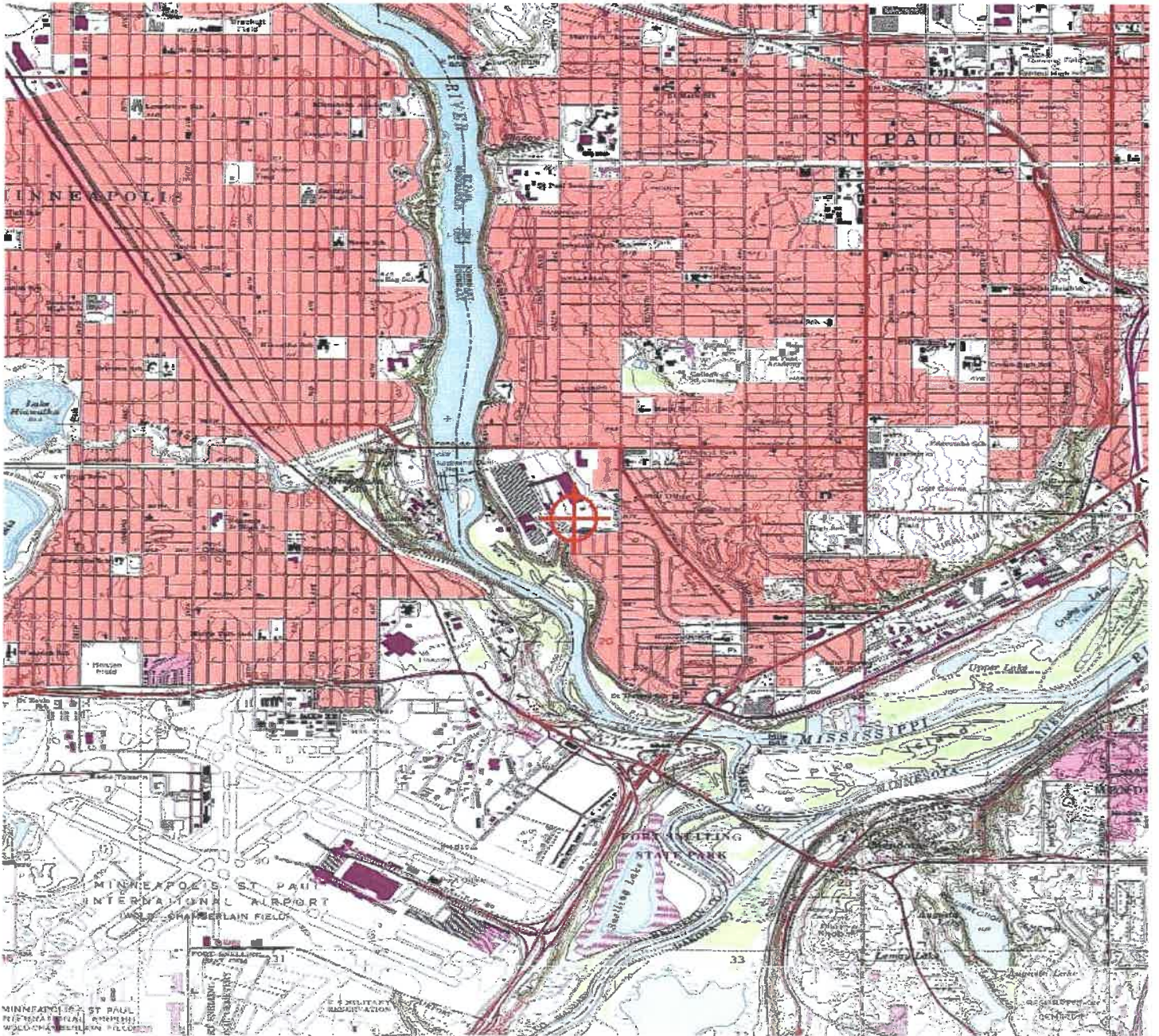
Signature Control No: 568602529-572814612

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1071-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 2
 Location: St. Paul, MN
 Latitude: 44-54-44.28N NAD 83
 Longitude: 93-11-34.80W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

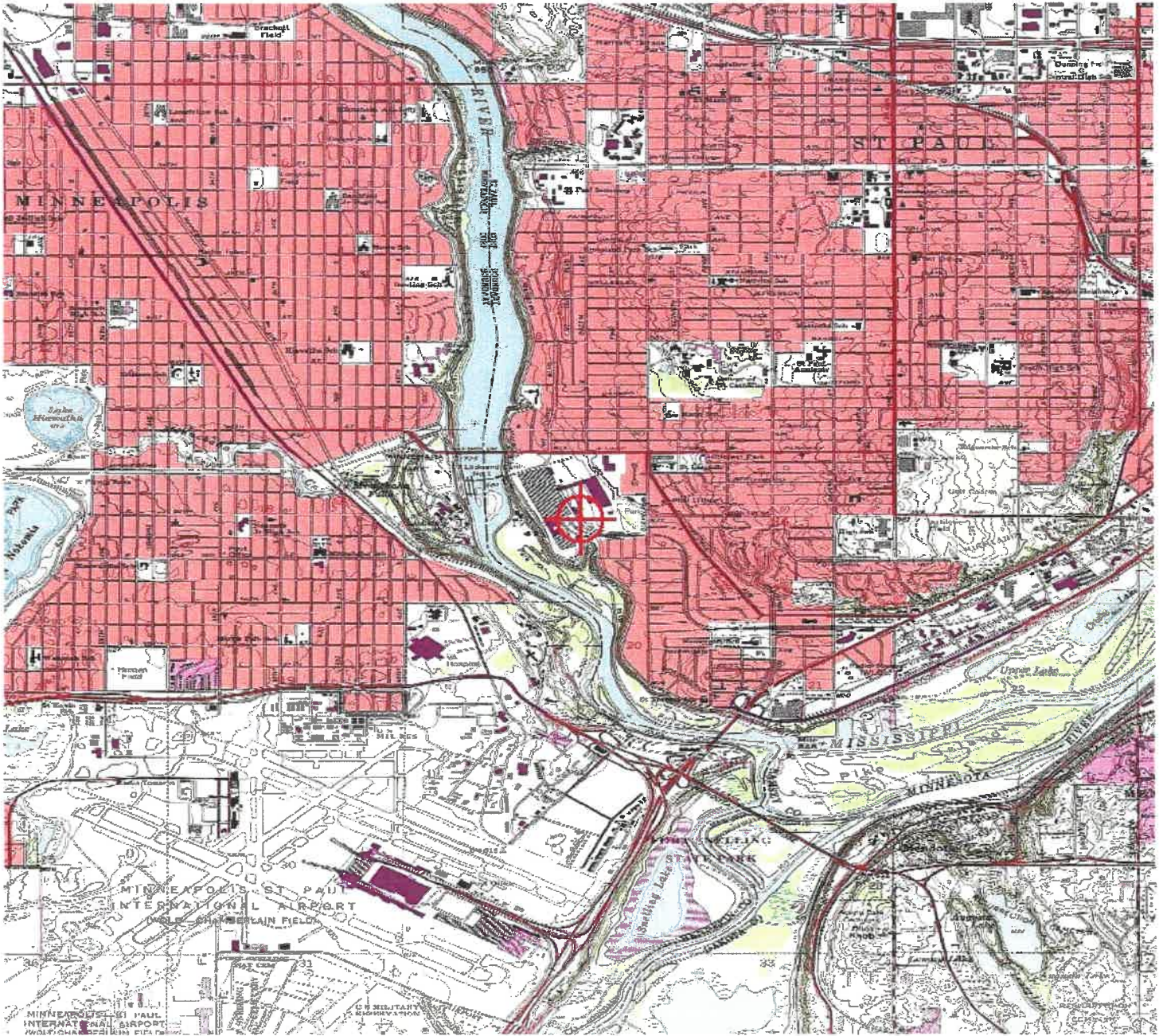
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1071-OE.

Signature Control No: 568602522-572814613

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1075-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 6
 Location: St. Paul, MN
 Latitude: 44-54-42.12N NAD 83
 Longitude: 93-11-35.16W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1075-OE.

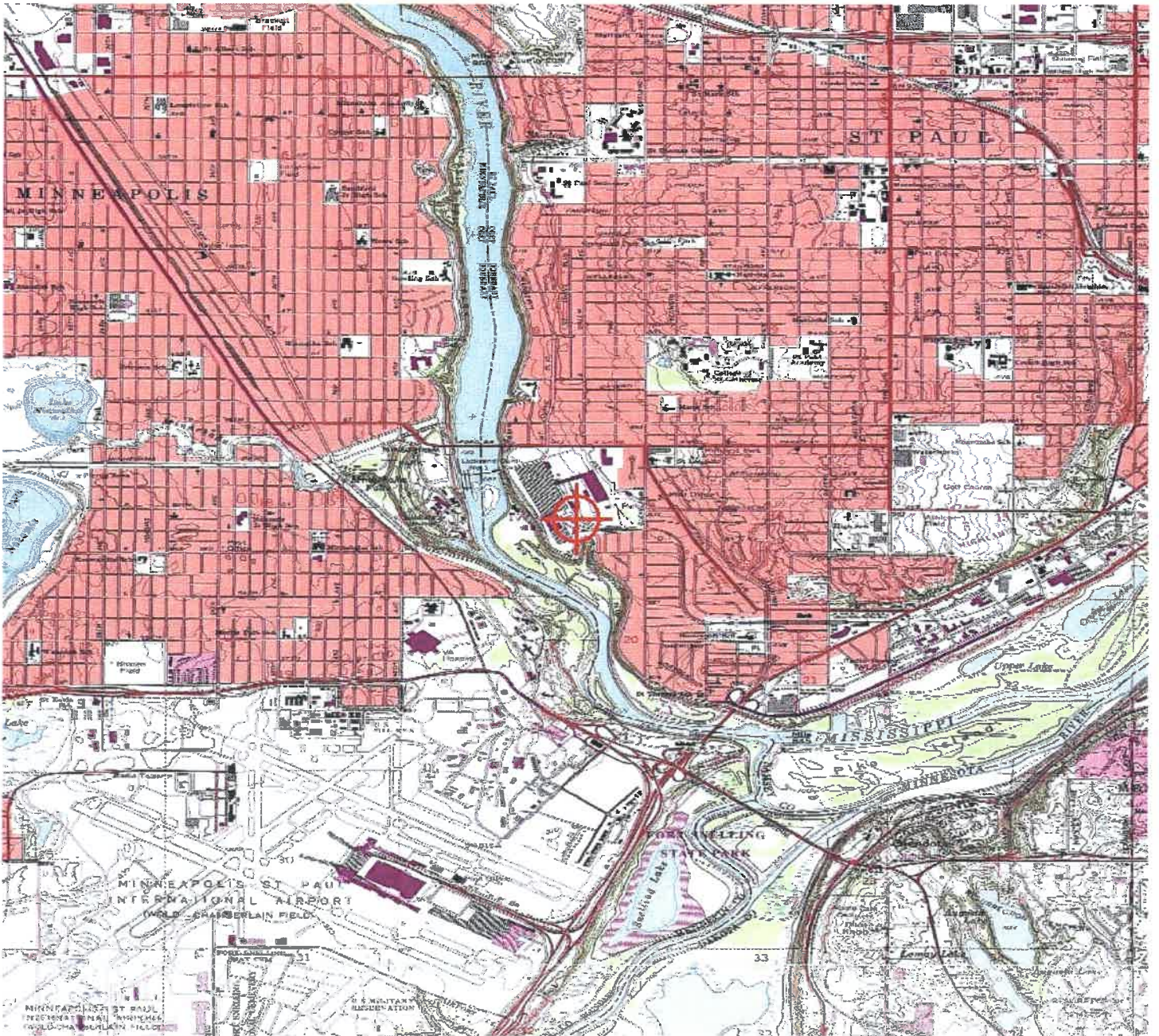
Signature Control No: 568602527-572814614

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1078-OE

Issued Date: 02/14/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 9
Location: St. Paul, MN
Latitude: 44-54-41.40N NAD 83
Longitude: 93-11-24.72W
Heights: 815 feet site elevation (SE)
90 feet above ground level (AGL)
905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

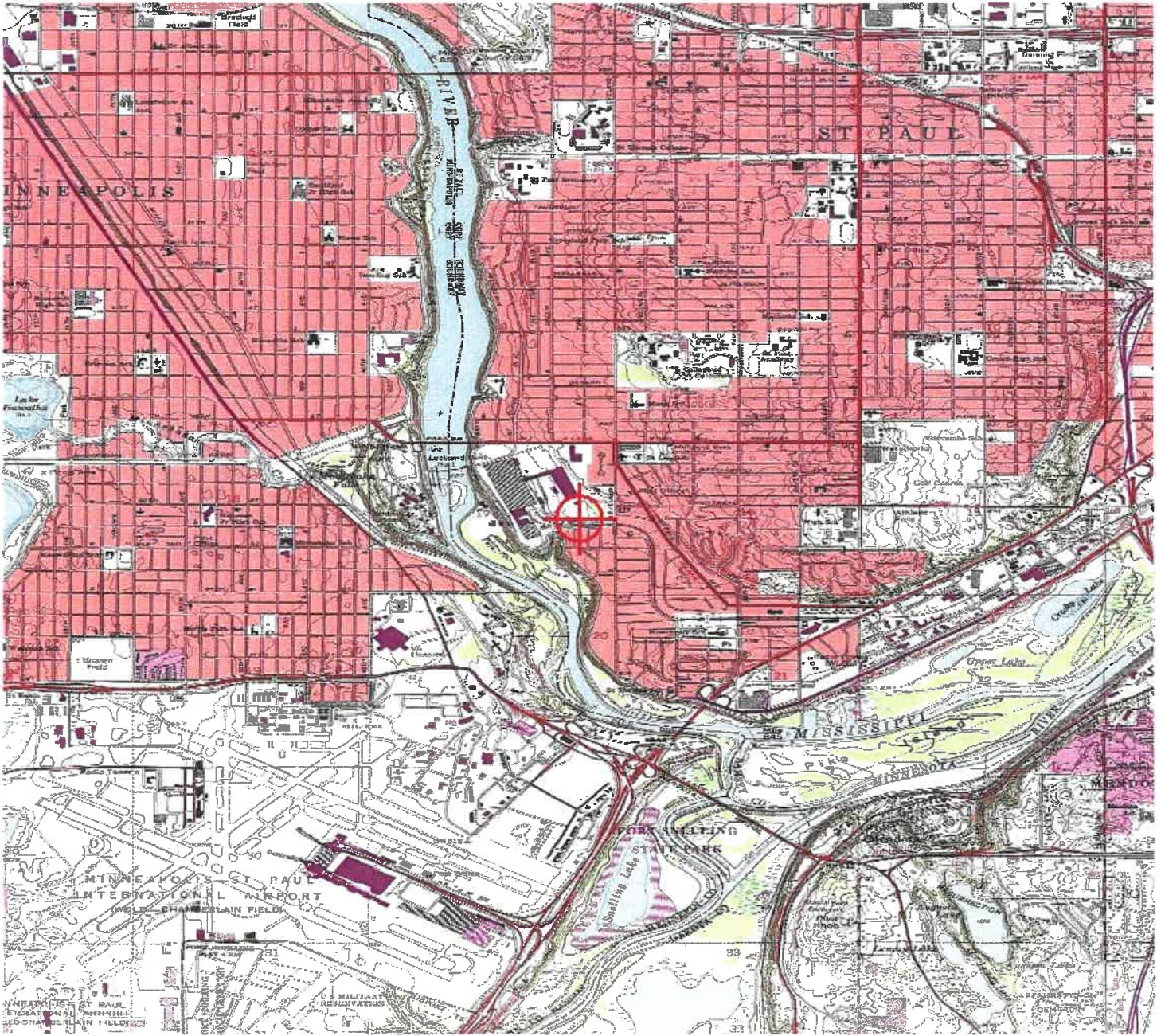
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1078-OE.

Signature Control No: 568602533-572814615

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1085-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Fields 5 / IPF NE
 Location: St. Paul, MN
 Latitude: 44-54-41.40N NAD 83
 Longitude: 93-11-32.28W
 Heights: 815 feet site elevation (SE)
 54 feet above ground level (AGL)
 869 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1085-OE.

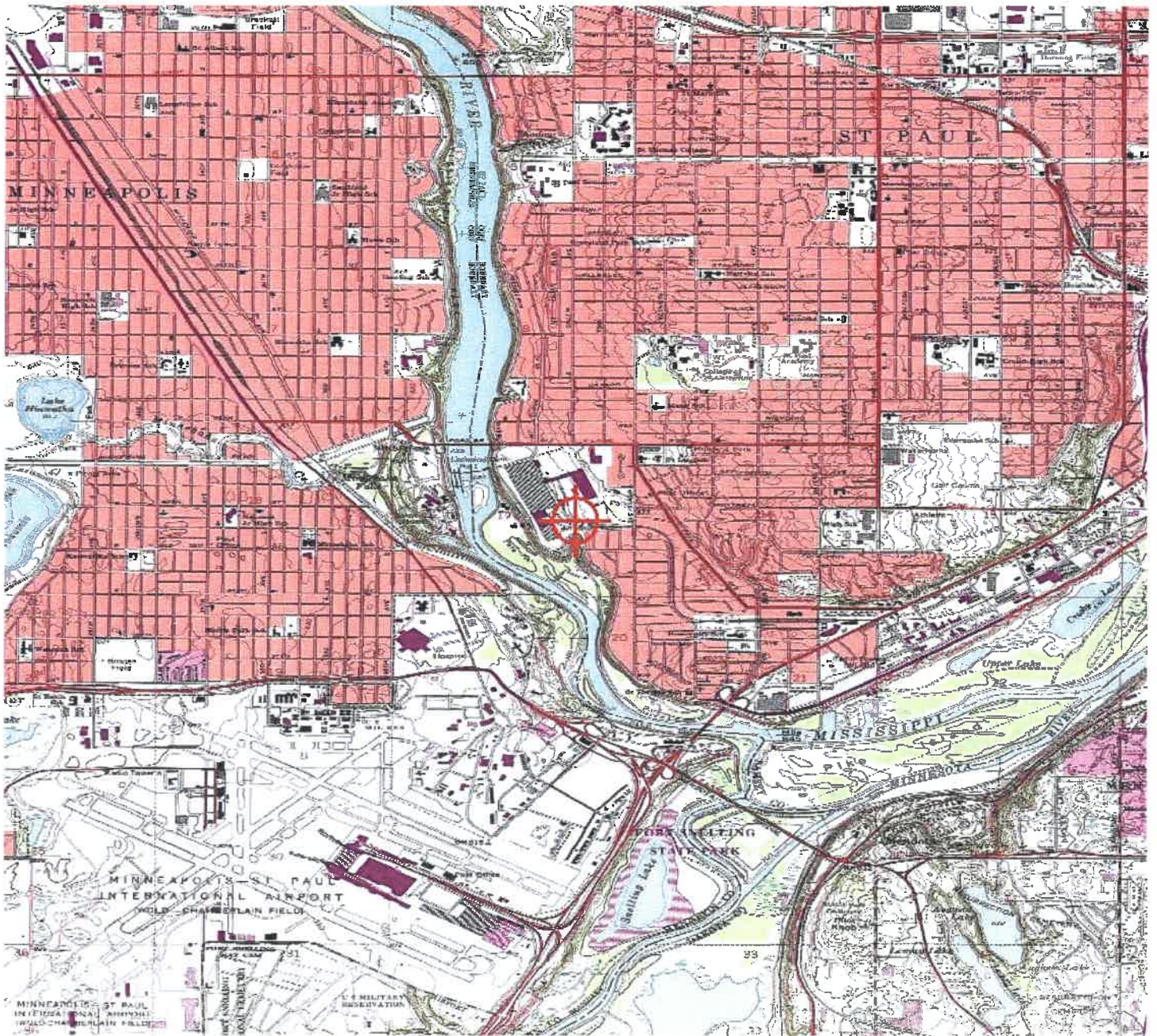
Signature Control No: 568602540-572814616

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1072-OE

Issued Date: 02/14/2023

Anthony Adams
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50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 3
Location: St. Paul, MN
Latitude: 44-54-43.56N NAD 83
Longitude: 93-11-32.28W
Heights: 815 feet site elevation (SE)
90 feet above ground level (AGL)
905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

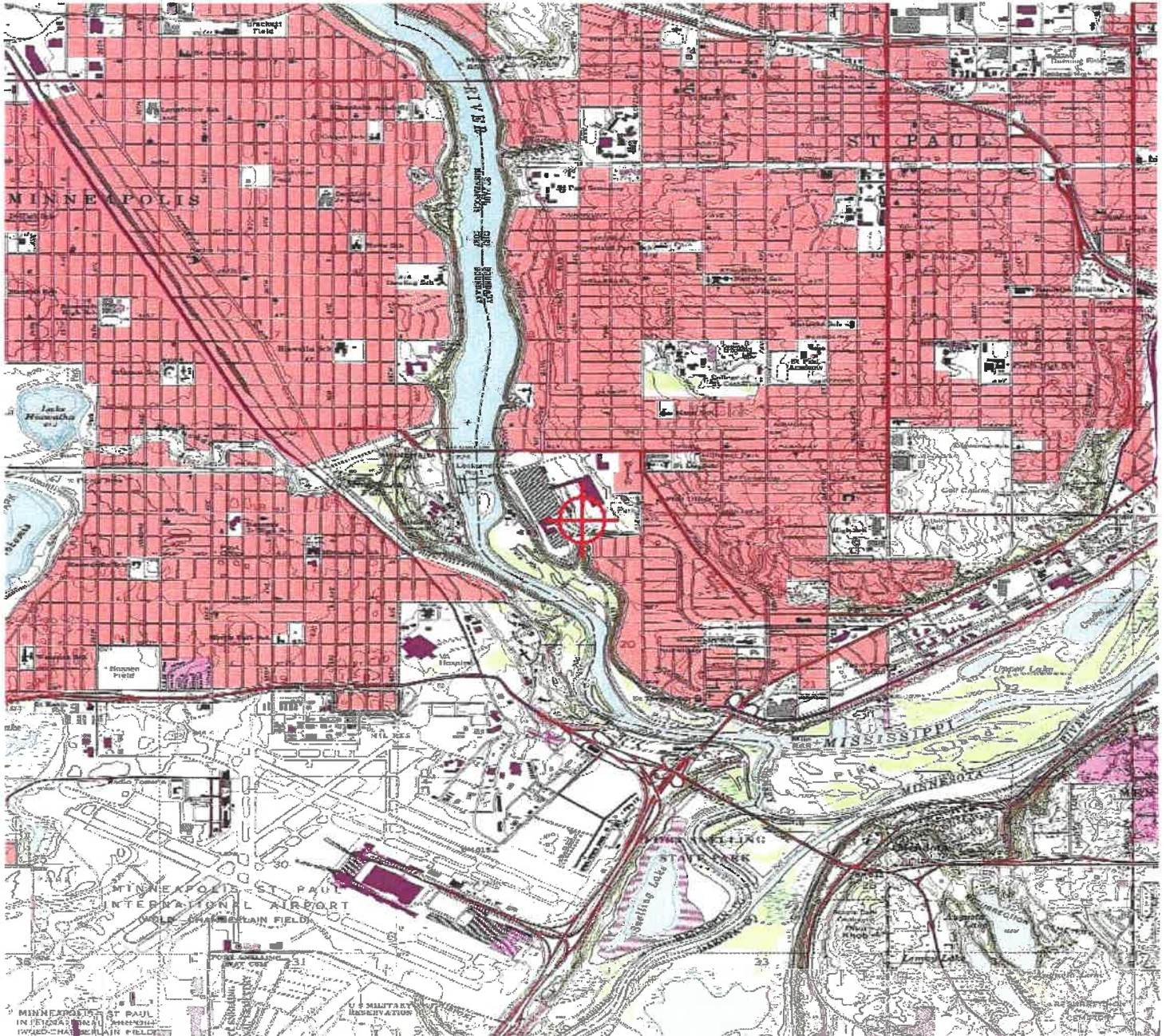
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1072-OE.

Signature Control No: 568602523-572814617

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1079-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 10
 Location: St. Paul, MN
 Latitude: 44-54-39.60N NAD 83
 Longitude: 93-11-25.44W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1079-OE.

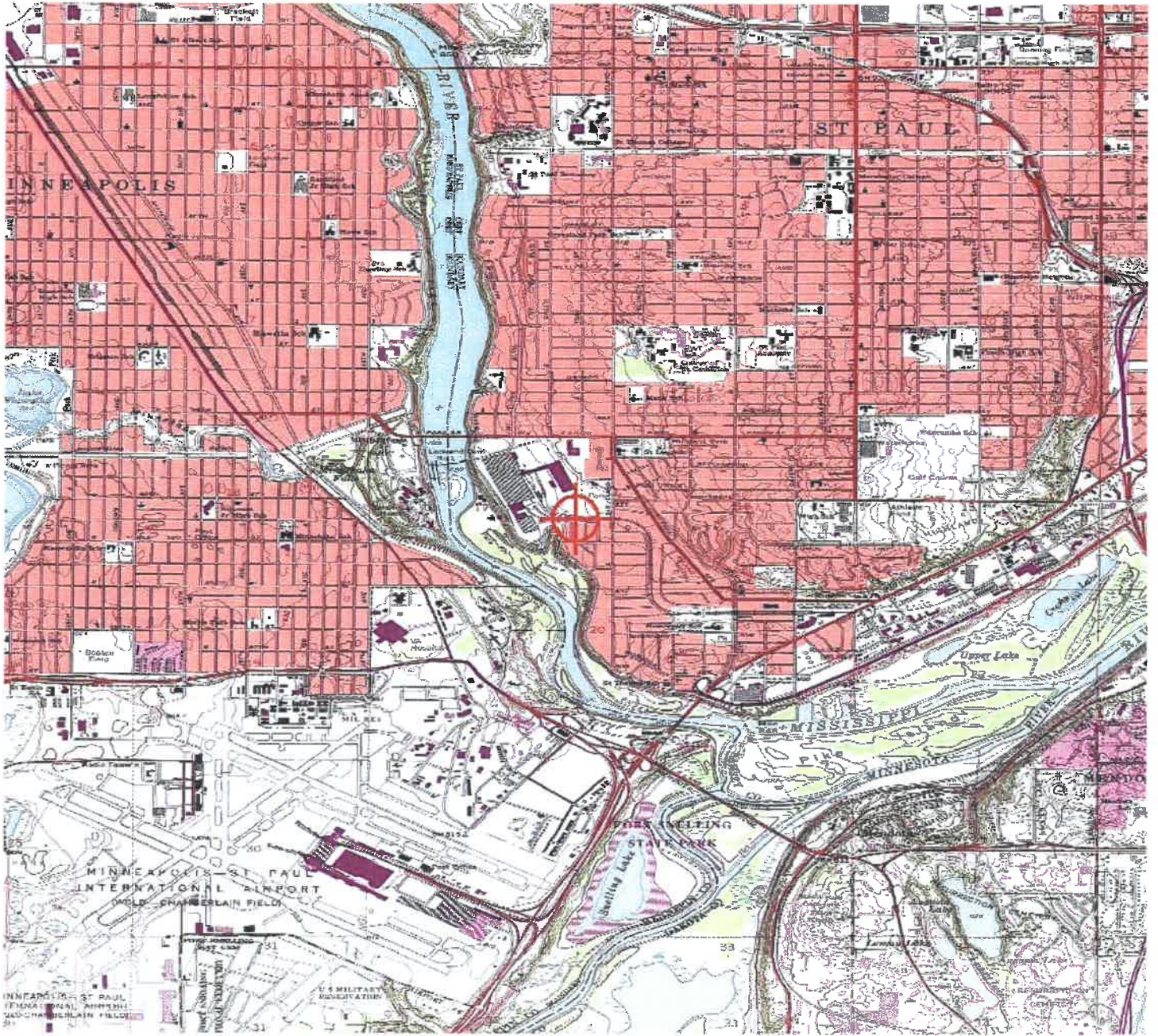
Signature Control No: 568602534-572814618

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1082-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 13
 Location: St. Paul, MN
 Latitude: 44-54-40.68N NAD 83
 Longitude: 93-11-30.84W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

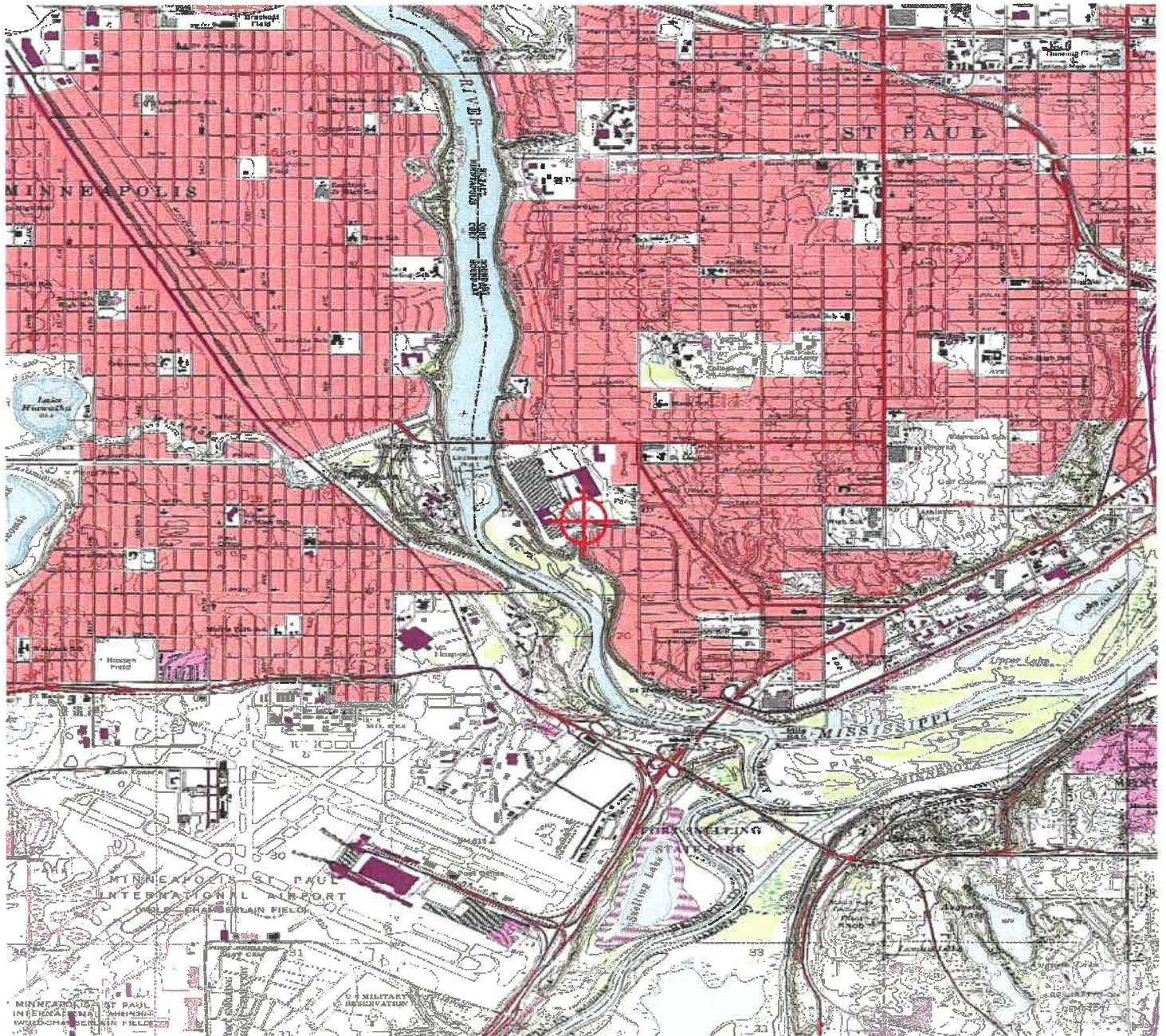
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1082-OE.

Signature Control No: 568602537-572814619

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1088-OE
 Prior Study No.
 2020-AEA-5580-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Parking Structure Garage NW
 Location: St. Paul, MN
 Latitude: 44-54-39.96N NAD 83
 Longitude: 93-11-23.28W
 Heights: 819 feet site elevation (SE)
 65 feet above ground level (AGL)
 884 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1088-OE.

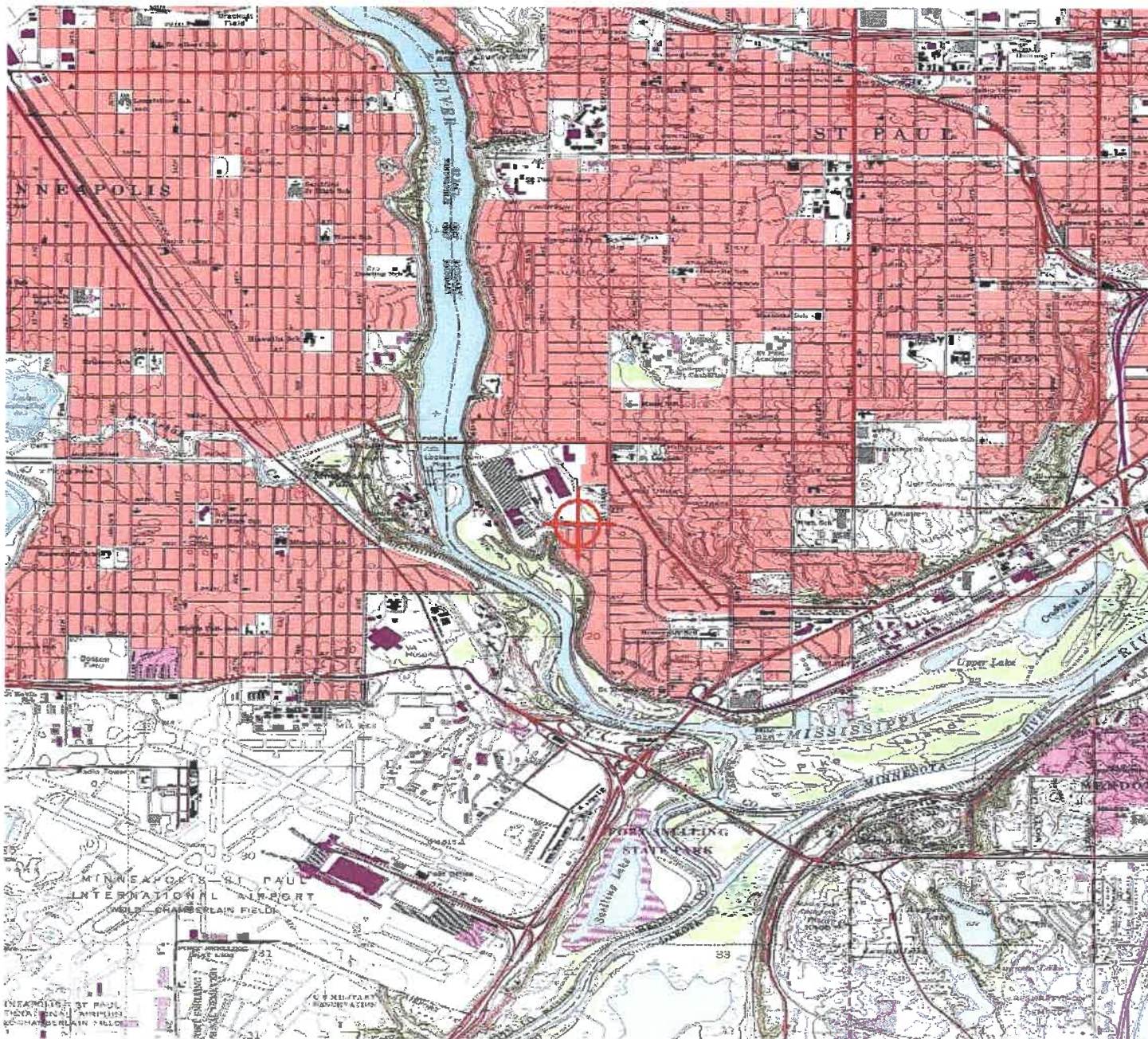
Signature Control No: 568602544-572814620

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1086-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Fields 4 / IPF SE
 Location: St. Paul, MN
 Latitude: 44-54-39.60N NAD 83
 Longitude: 93-11-30.84W
 Heights: 815 feet site elevation (SE)
 54 feet above ground level (AGL)
 869 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1086-OE.

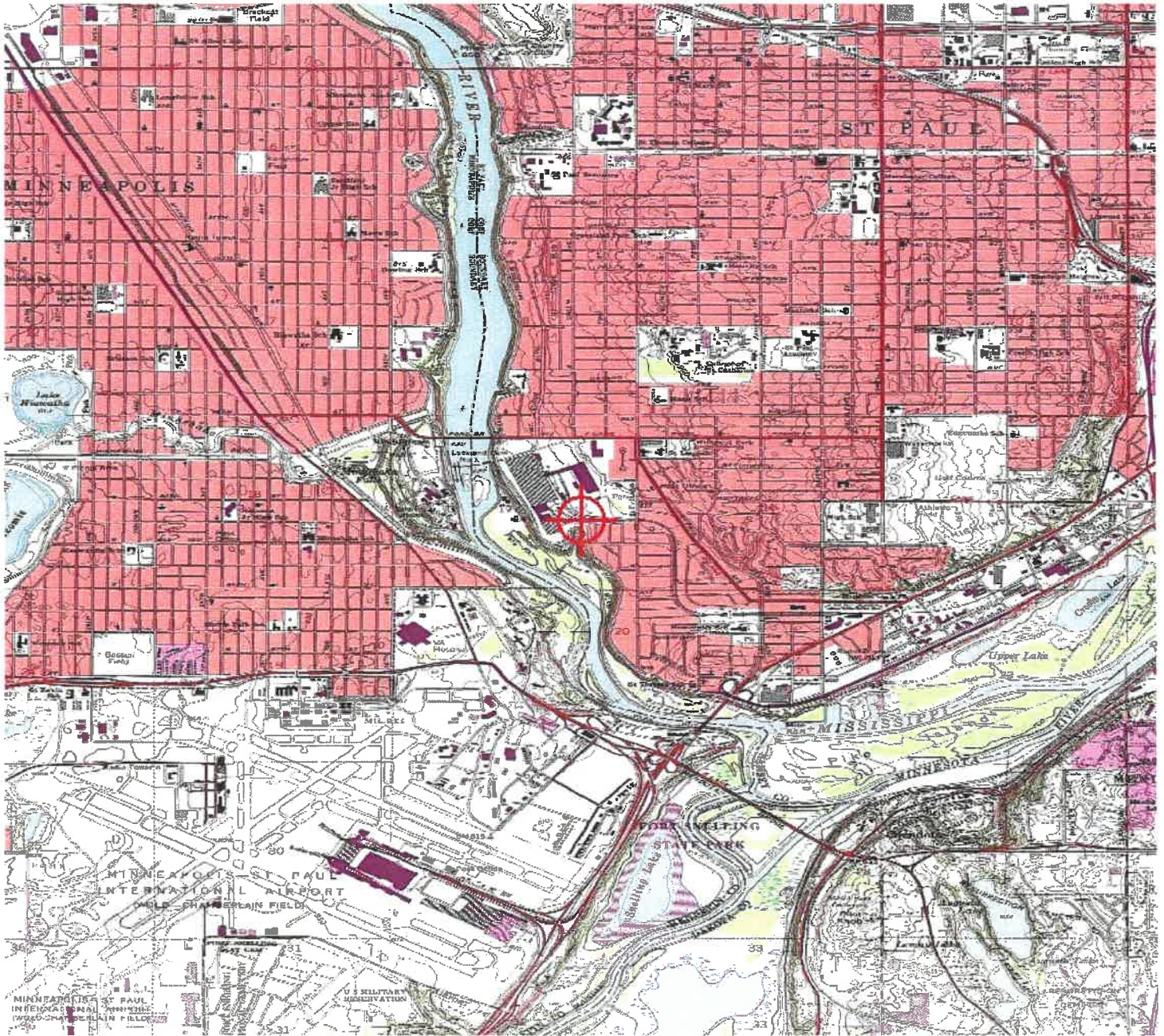
Signature Control No: 568602542-572814621

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AGL-1086-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1083-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 14
 Location: St. Paul, MN
 Latitude: 44-54-42.12N NAD 83
 Longitude: 93-11-30.12W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1083-OE.

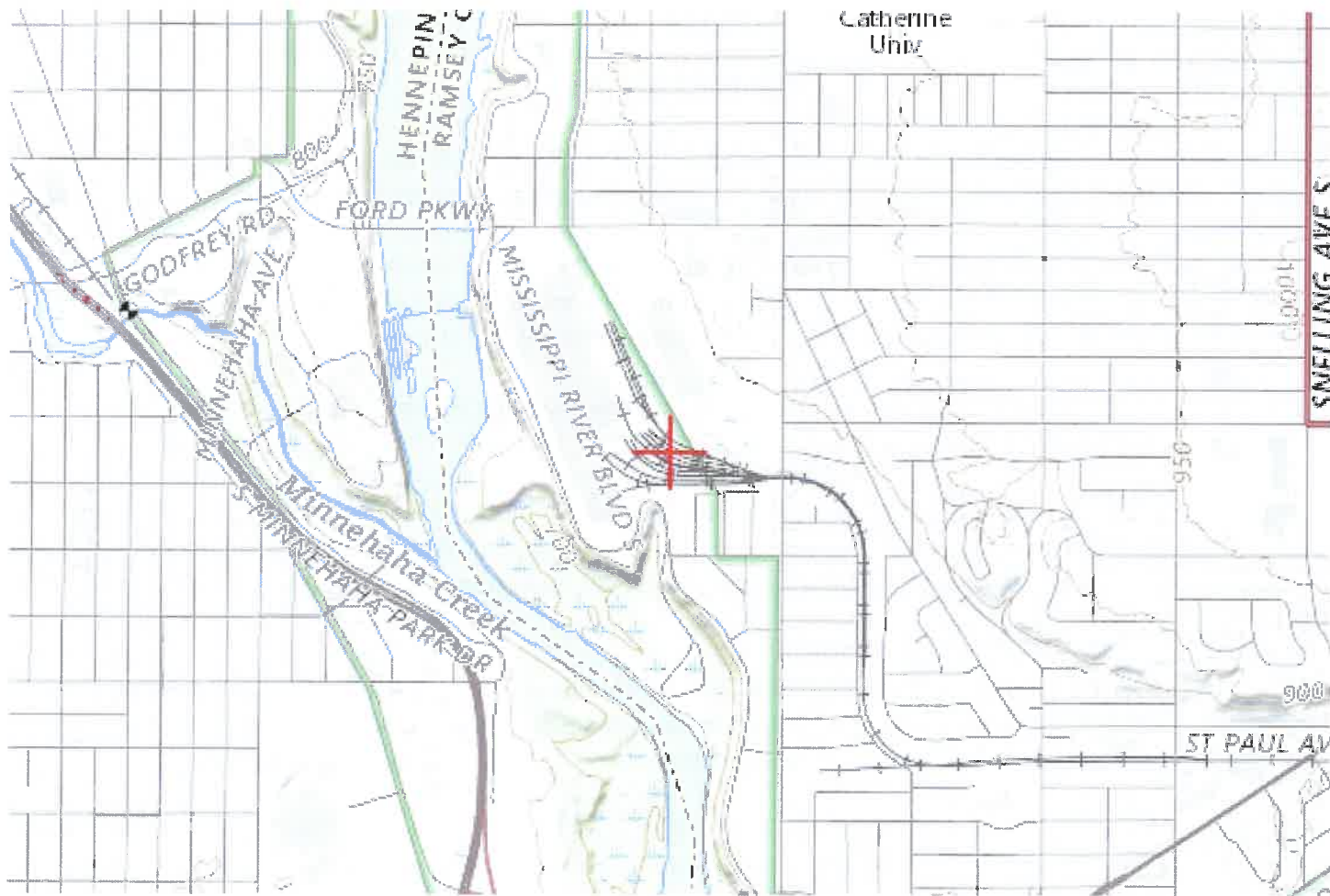
Signature Control No: 568602538-572814622

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1080-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 11
 Location: St. Paul, MN
 Latitude: 44-54-38.88N NAD 83
 Longitude: 93-11-26.52W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

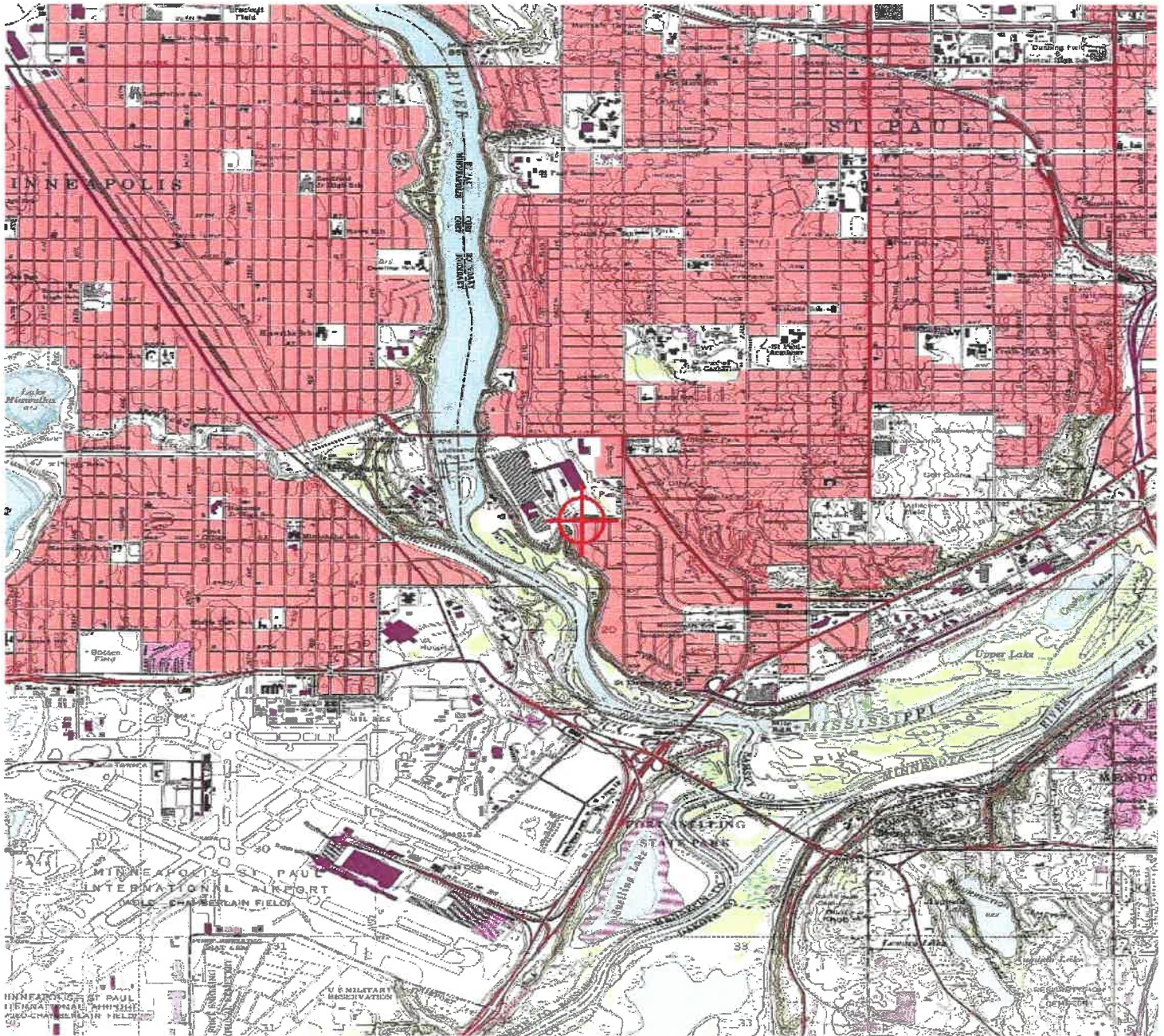
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1080-OE.

Signature Control No: 568602535-572814623

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1087-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building IPF SW
 Location: St. Paul, MN
 Latitude: 44-54-38.88N NAD 83
 Longitude: 93-11-33.00W
 Heights: 815 feet site elevation (SE)
 40 feet above ground level (AGL)
 855 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1087-OE.

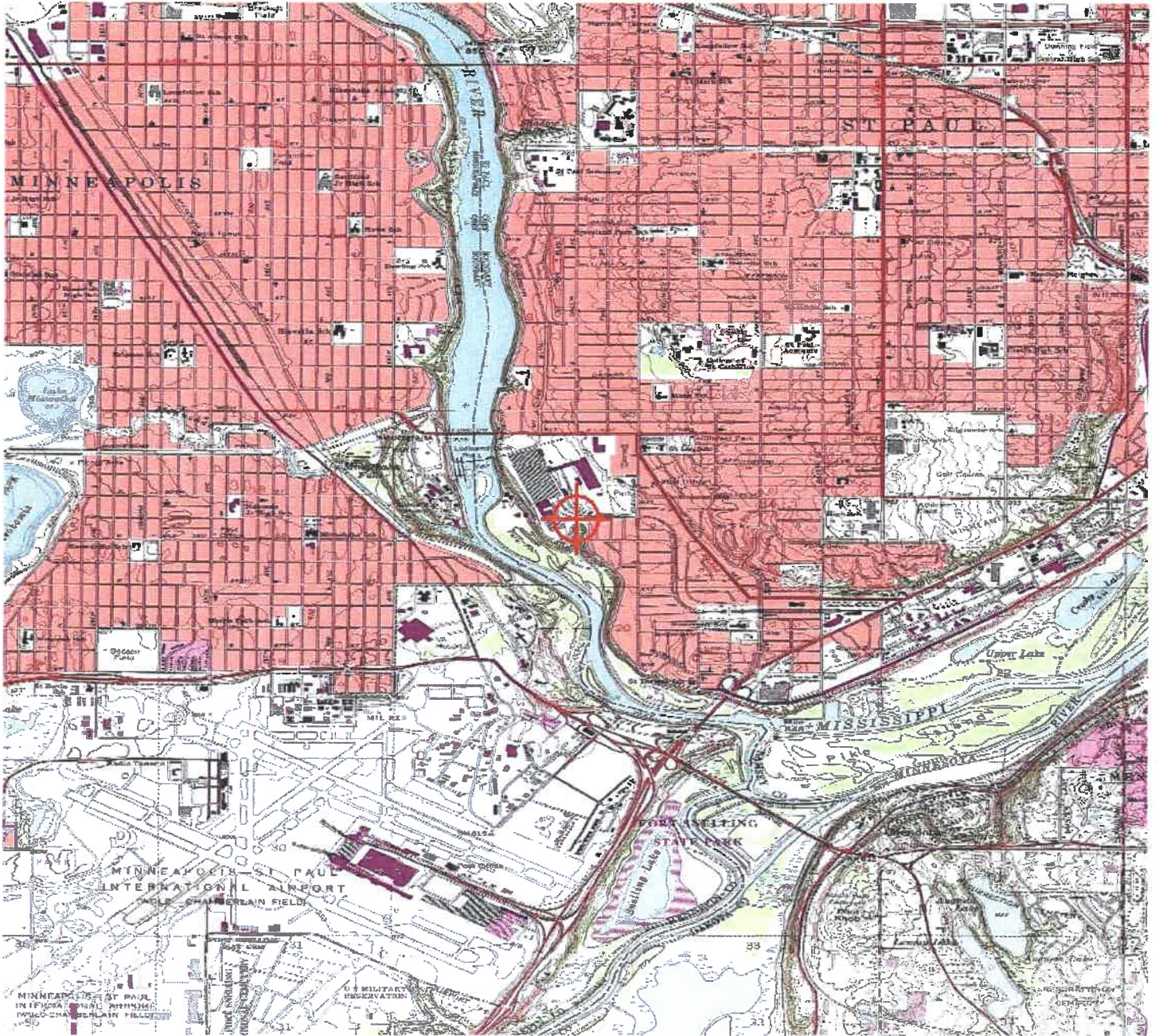
Signature Control No: 568602543-572814624

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1074-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 5
 Location: St. Paul, MN
 Latitude: 44-54-41.76N NAD 83
 Longitude: 93-11-33.36W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

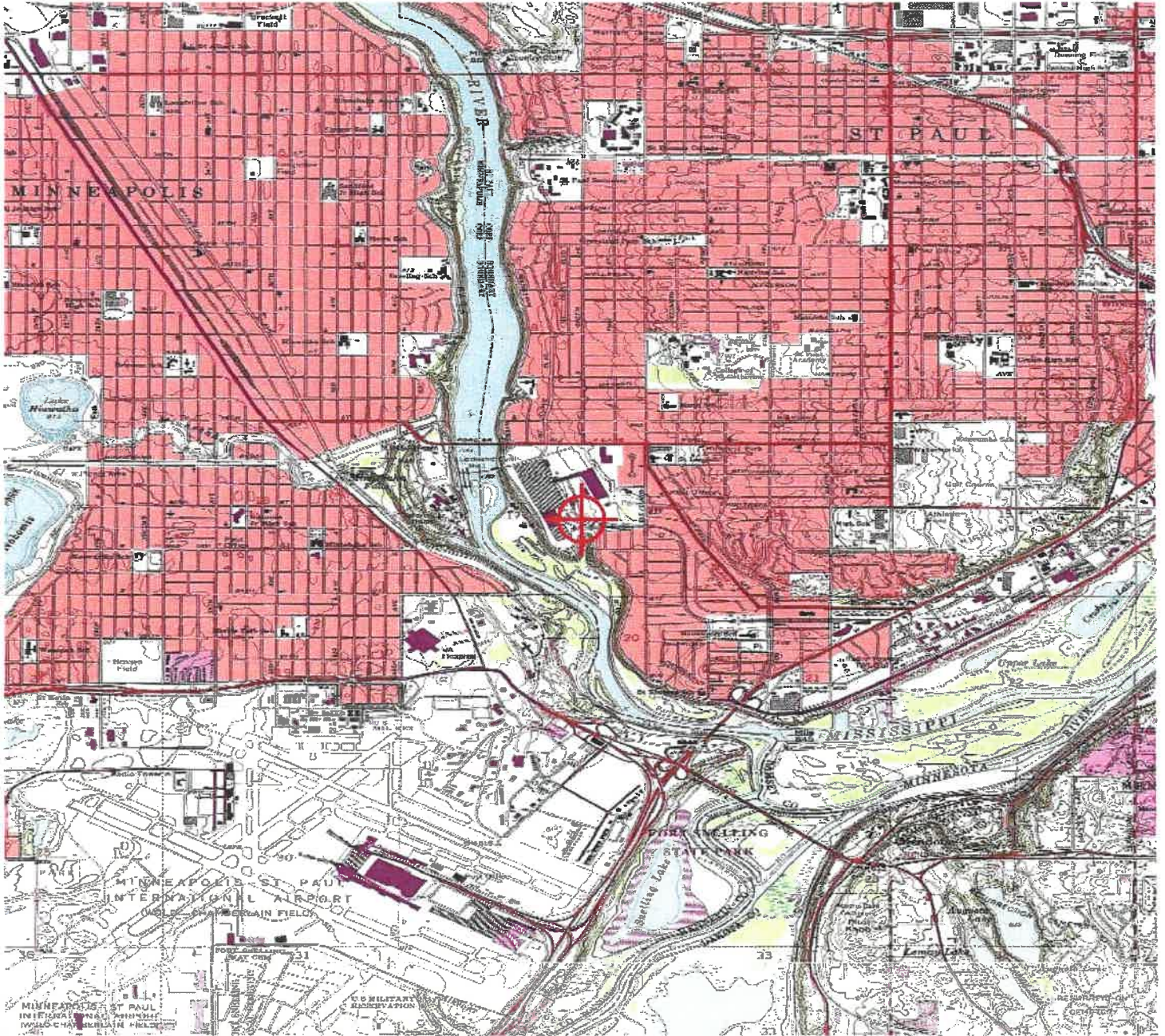
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1074-OE.

Signature Control No: 568602526-572814625

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1090-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Parking Structure Garage SE
 Location: St. Paul, MN
 Latitude: 44-54-38.88N NAD 83
 Longitude: 93-11-17.16W
 Heights: 819 feet site elevation (SE)
 65 feet above ground level (AGL)
 884 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1090-OE.

Signature Control No: 568602546-572814626

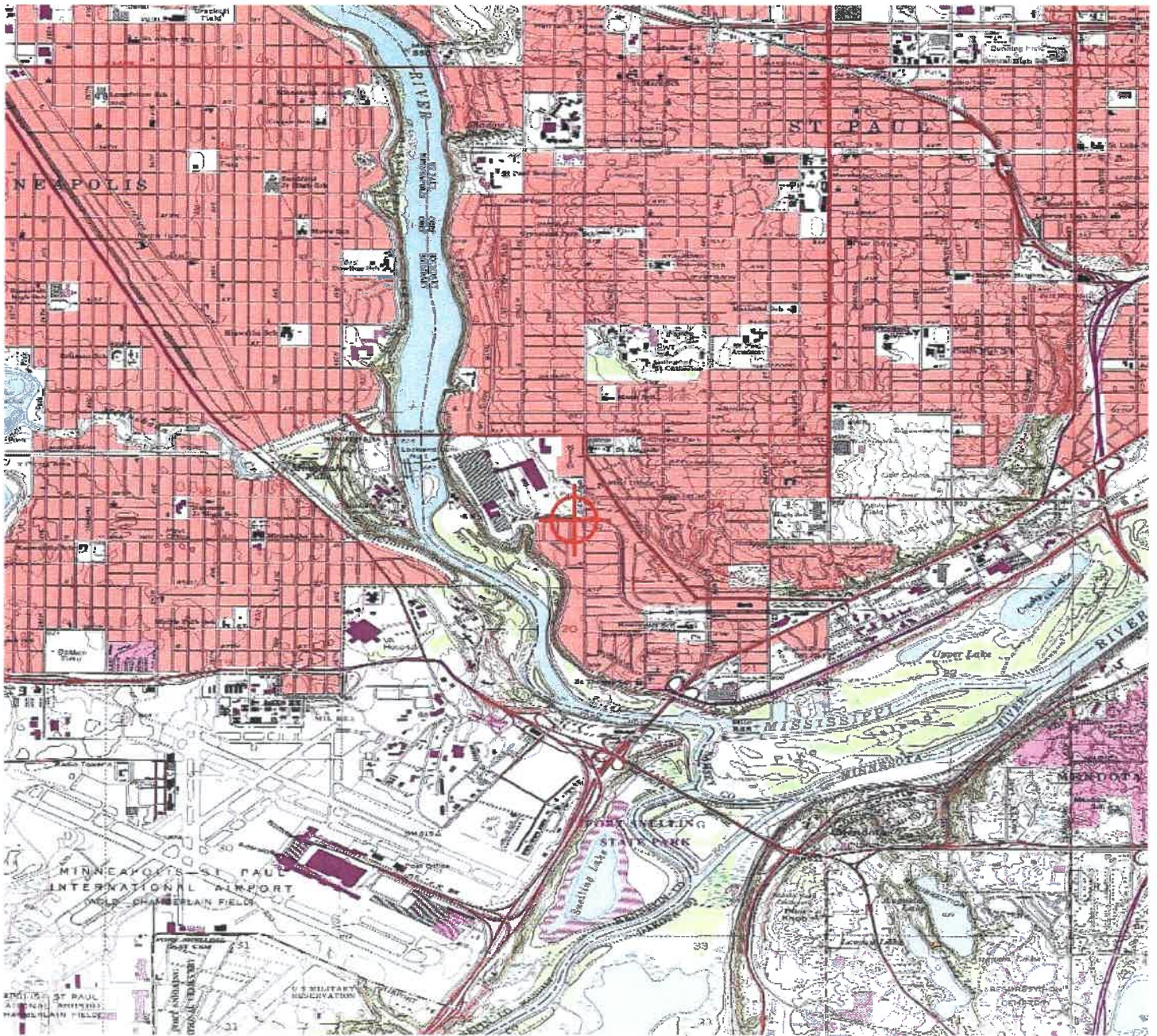
(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-1090-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1081-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 12
 Location: St. Paul, MN
 Latitude: 44-54-39.60N NAD 83
 Longitude: 93-11-29.40W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

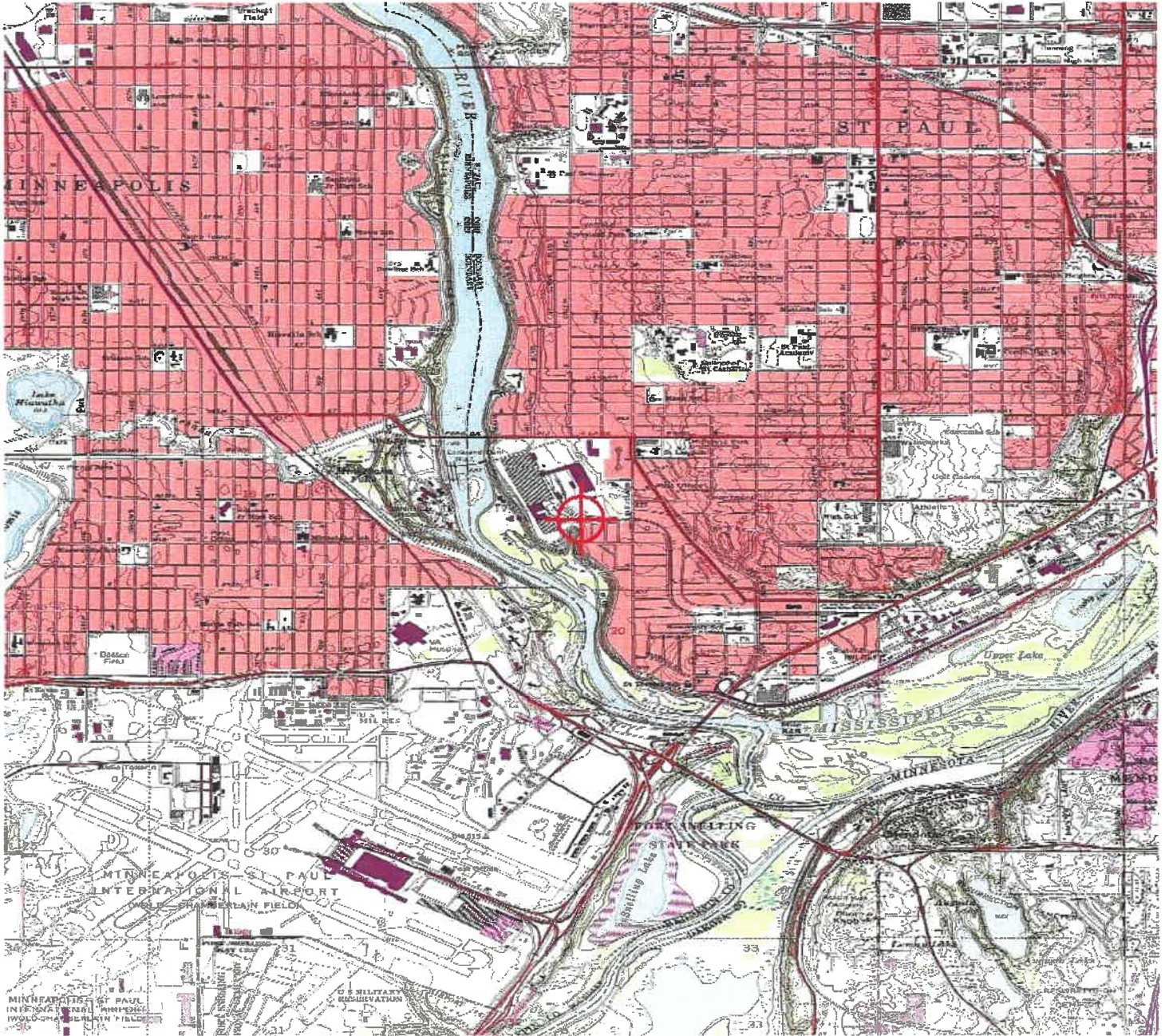
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1081-OE.

Signature Control No: 568602536-572814627

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1070-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Lights 1
 Location: St. Paul, MN
 Latitude: 44-54-42.84N NAD 83
 Longitude: 93-11-35.52W
 Heights: 815 feet site elevation (SE)
 90 feet above ground level (AGL)
 905 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1070-OE.

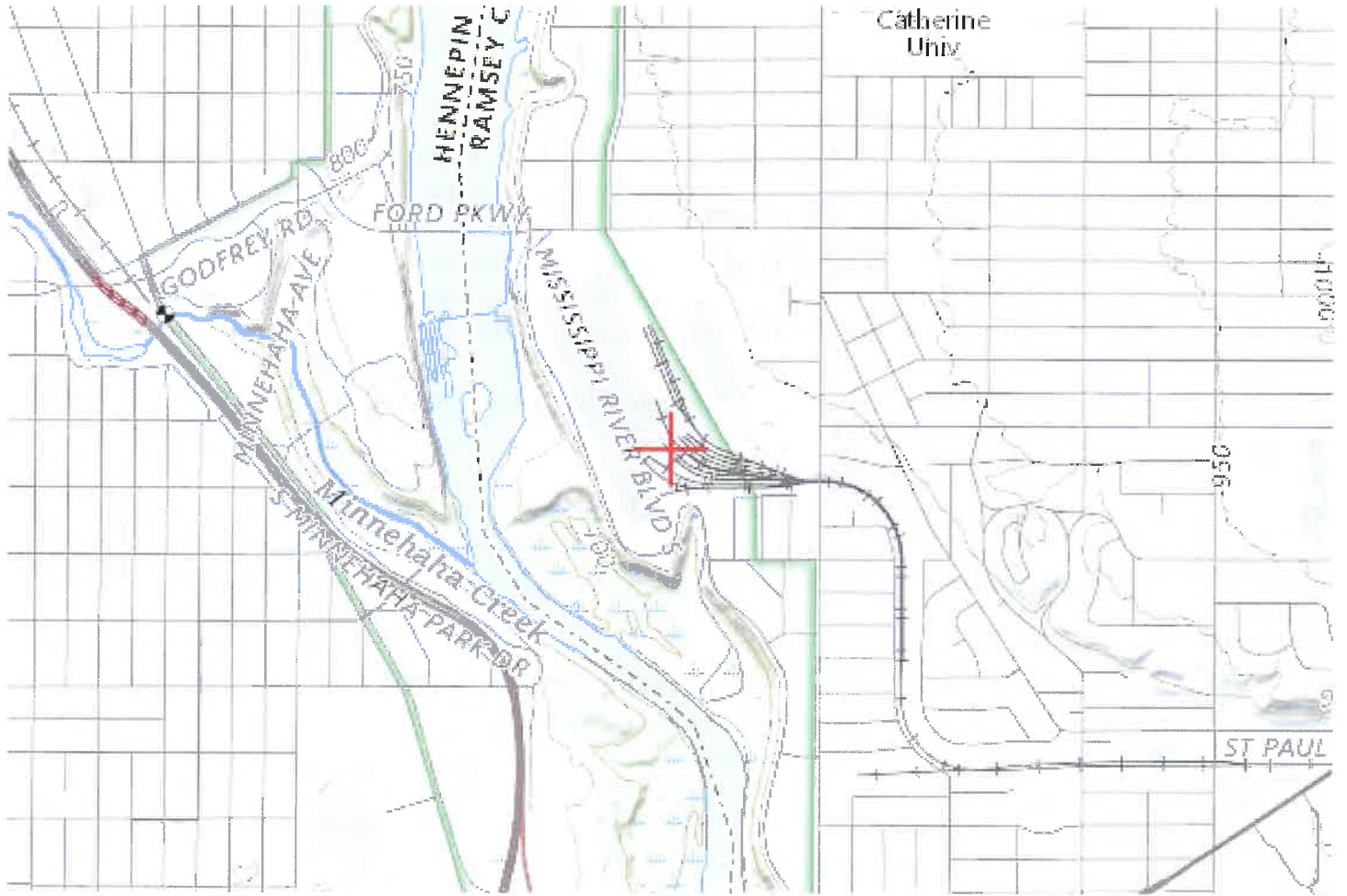
Signature Control No: 568602520-572814628

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1089-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Parking Structure Garage NE
 Location: St. Paul, MN
 Latitude: 44-54-39.96N NAD 83
 Longitude: 93-11-17.16W
 Heights: 819 feet site elevation (SE)
 65 feet above ground level (AGL)
 884 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

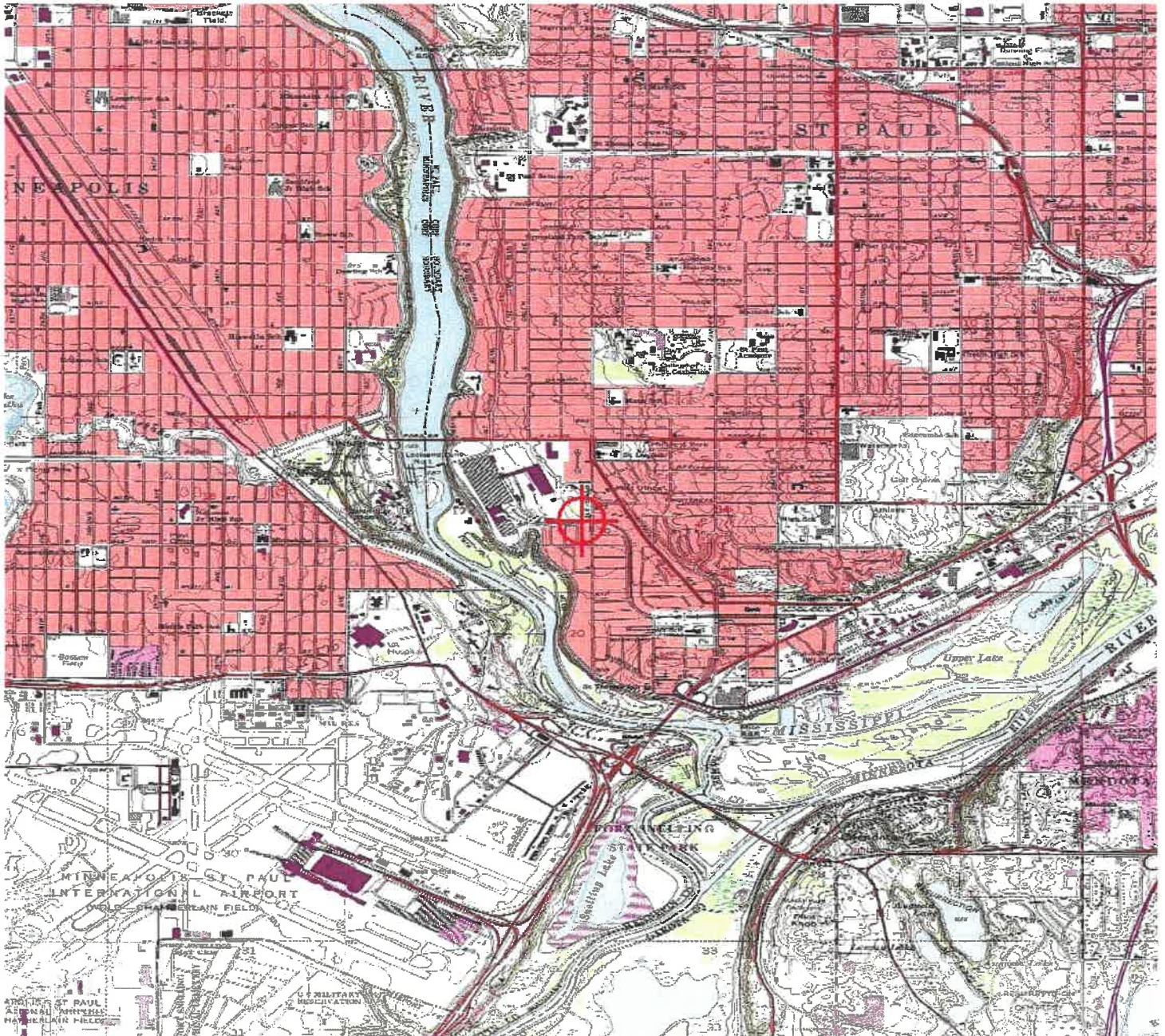
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1089-OE.

Signature Control No: 568602545-572814629

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1091-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Parking Structure Garage SW
 Location: St. Paul, MN
 Latitude: 44-54-38.88N NAD 83
 Longitude: 93-11-23.28W
 Heights: 819 feet site elevation (SE)
 65 feet above ground level (AGL)
 884 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1091-OE.

Signature Control No: 568602547-572814642

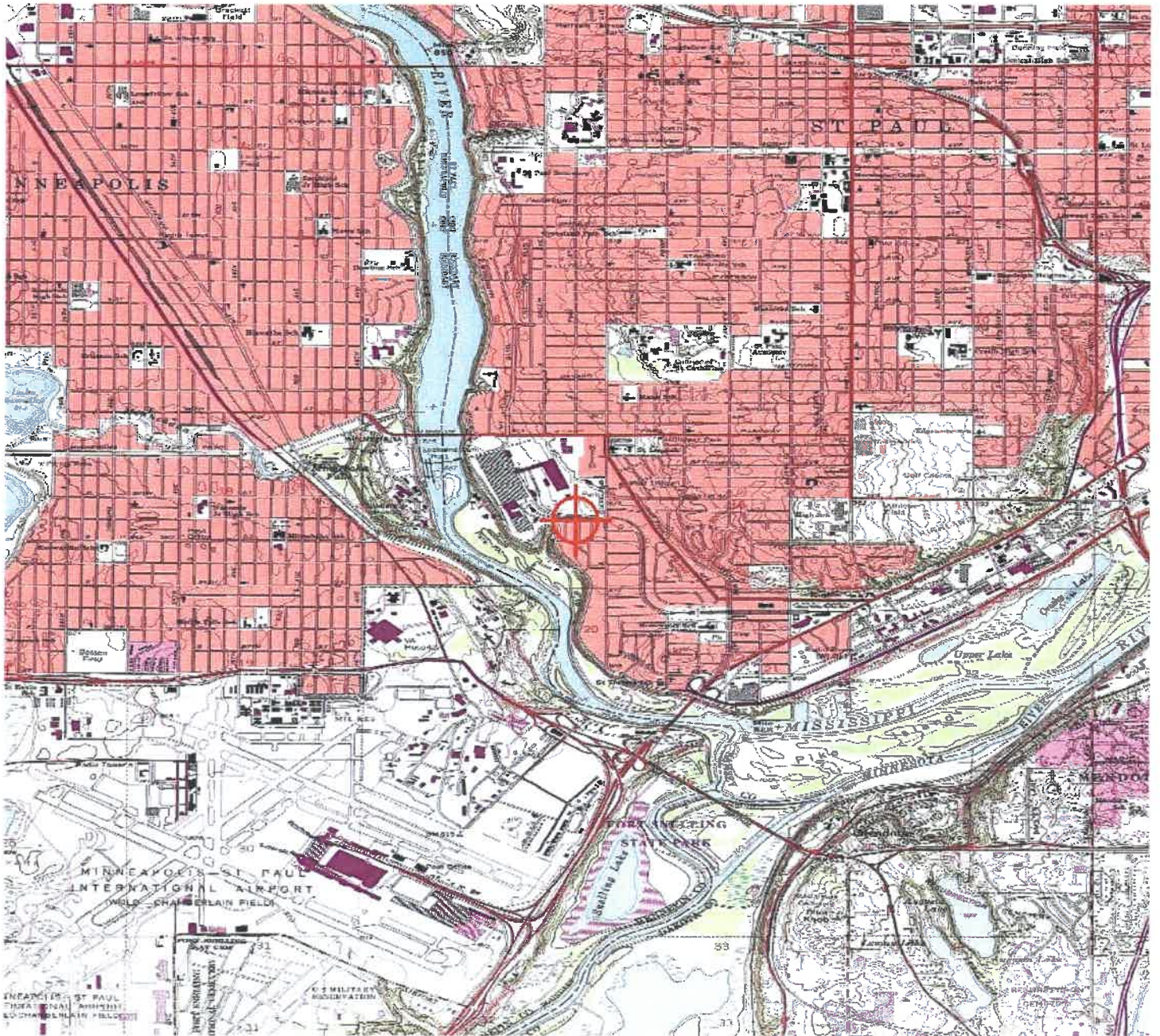
(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-1091-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1092-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Fields 1
 Location: St. Paul, MN
 Latitude: 44-54-42.48N NAD 83
 Longitude: 93-11-29.40W
 Heights: 815 feet site elevation (SE)
 48 feet above ground level (AGL)
 863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

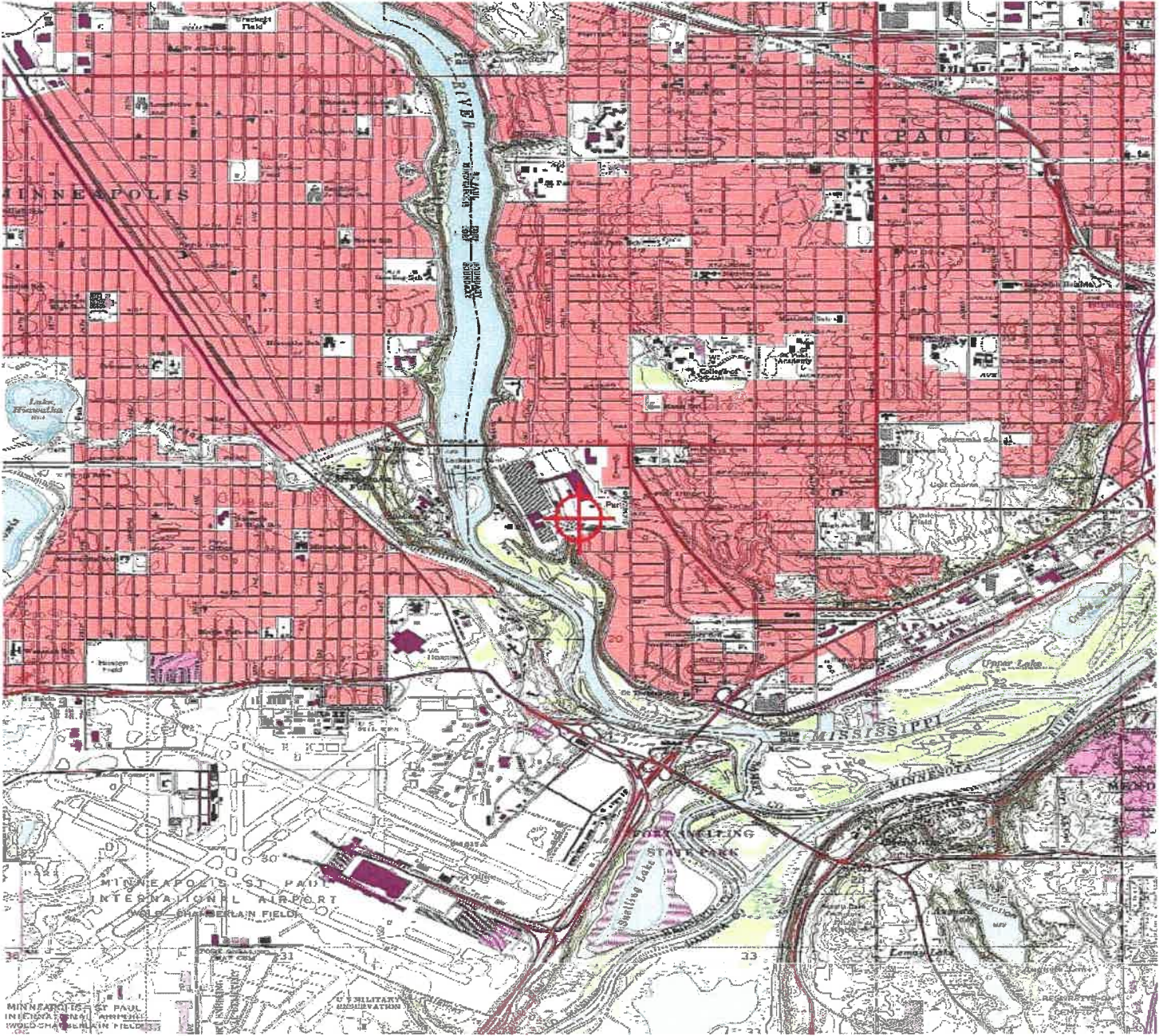
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1092-OE.

Signature Control No: 568602549-572814648

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1093-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Stadium Fields 2
Location:	St. Paul, MN
Latitude:	44-54-41.76N NAD 83
Longitude:	93-11-30.84W
Heights:	815 feet site elevation (SE)
	48 feet above ground level (AGL)
	863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1093-OE.

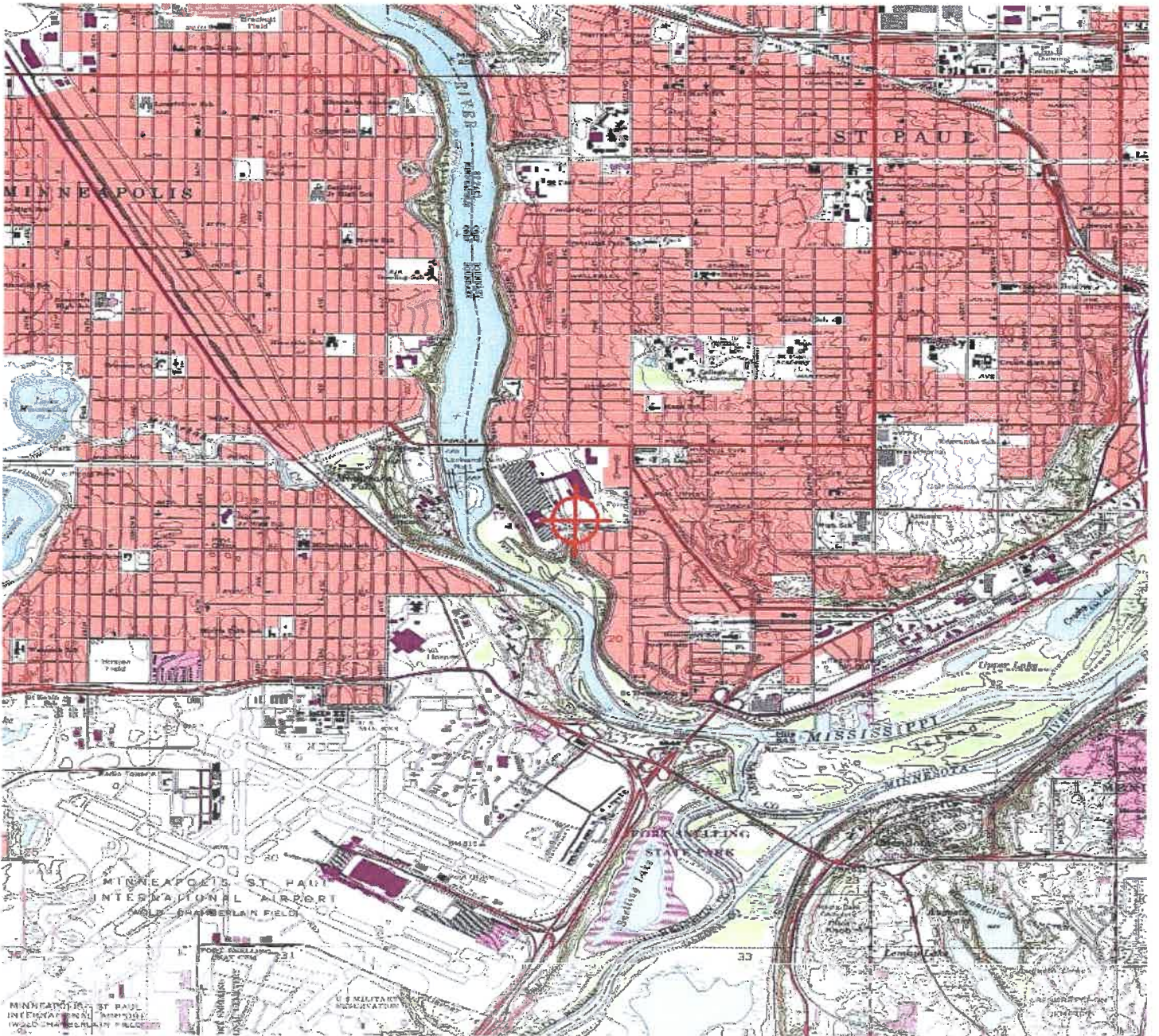
Signature Control No: 568602550-572814650

(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1094-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Fields 3
 Location: St. Paul, MN
 Latitude: 44-54-39.96N NAD 83
 Longitude: 93-11-30.12W
 Heights: 815 feet site elevation (SE)
 48 feet above ground level (AGL)
 863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

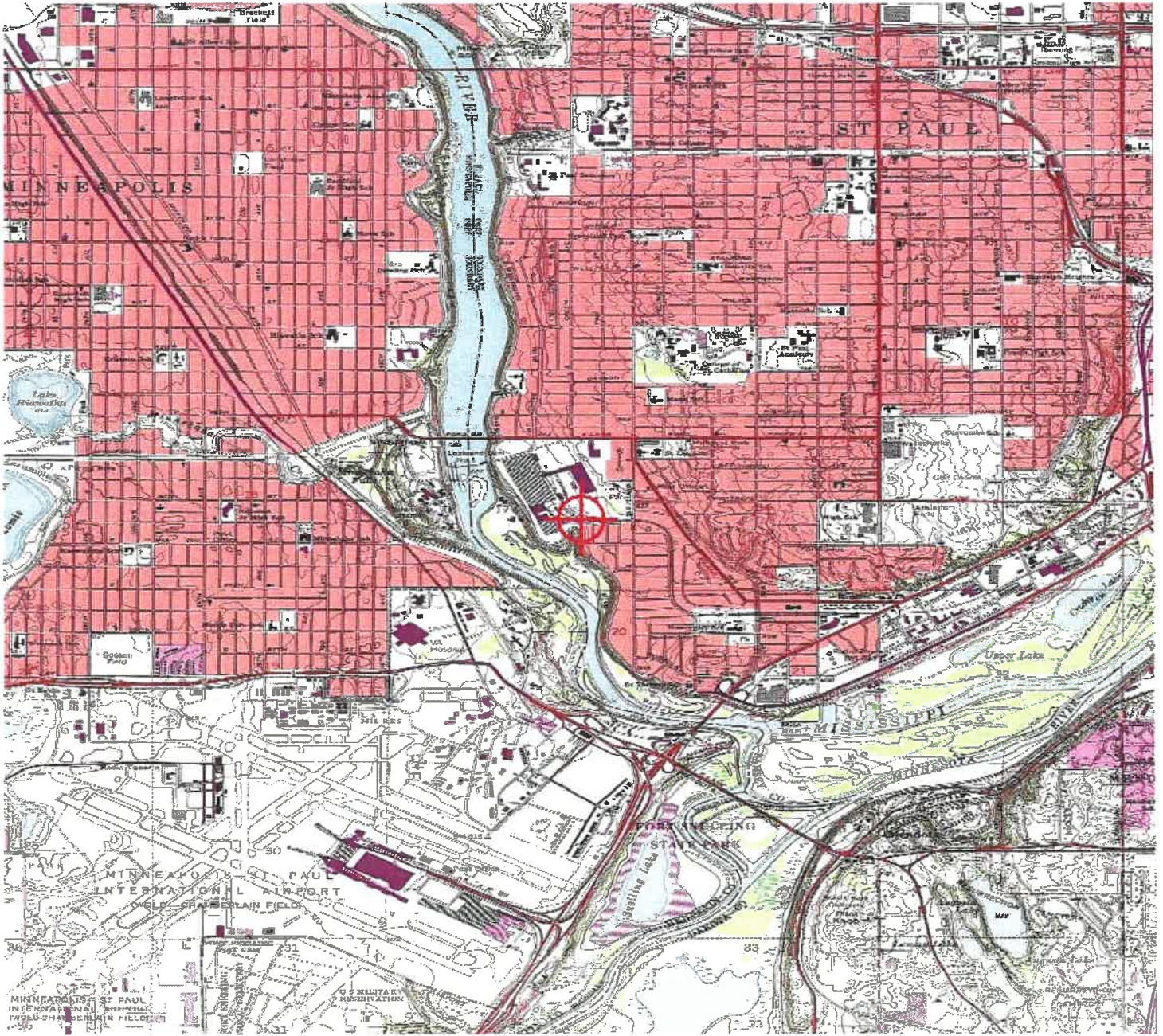
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1094-OE.

Signature Control No: 568602551-572814655

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1097-OE

Issued Date: 02/14/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Stadium Fields 6/IPF NW
Location:	St. Paul, MN
Latitude:	44-54-40.68N NAD 83
Longitude:	93-11-34.44W
Heights:	815 feet site elevation (SE) 48 feet above ground level (AGL) 863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

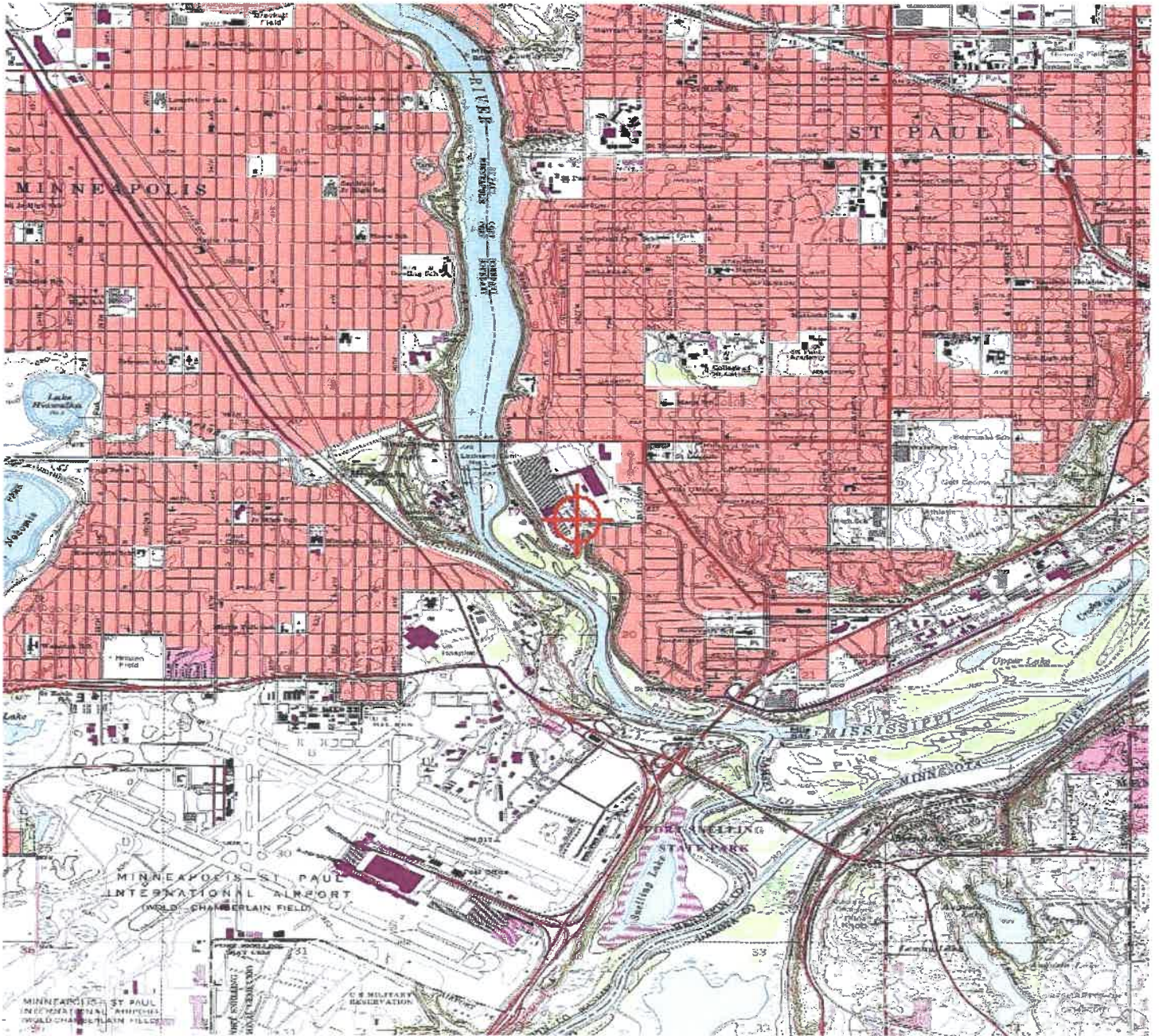
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1097-OE.

Signature Control No: 568602554-572814664

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1098-OE

Issued Date: 02/14/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Fields 7
Location: St. Paul, MN
Latitude: 44-54-42.12N NAD 83
Longitude: 93-11-35.52W
Heights: 815 feet site elevation (SE)
48 feet above ground level (AGL)
863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

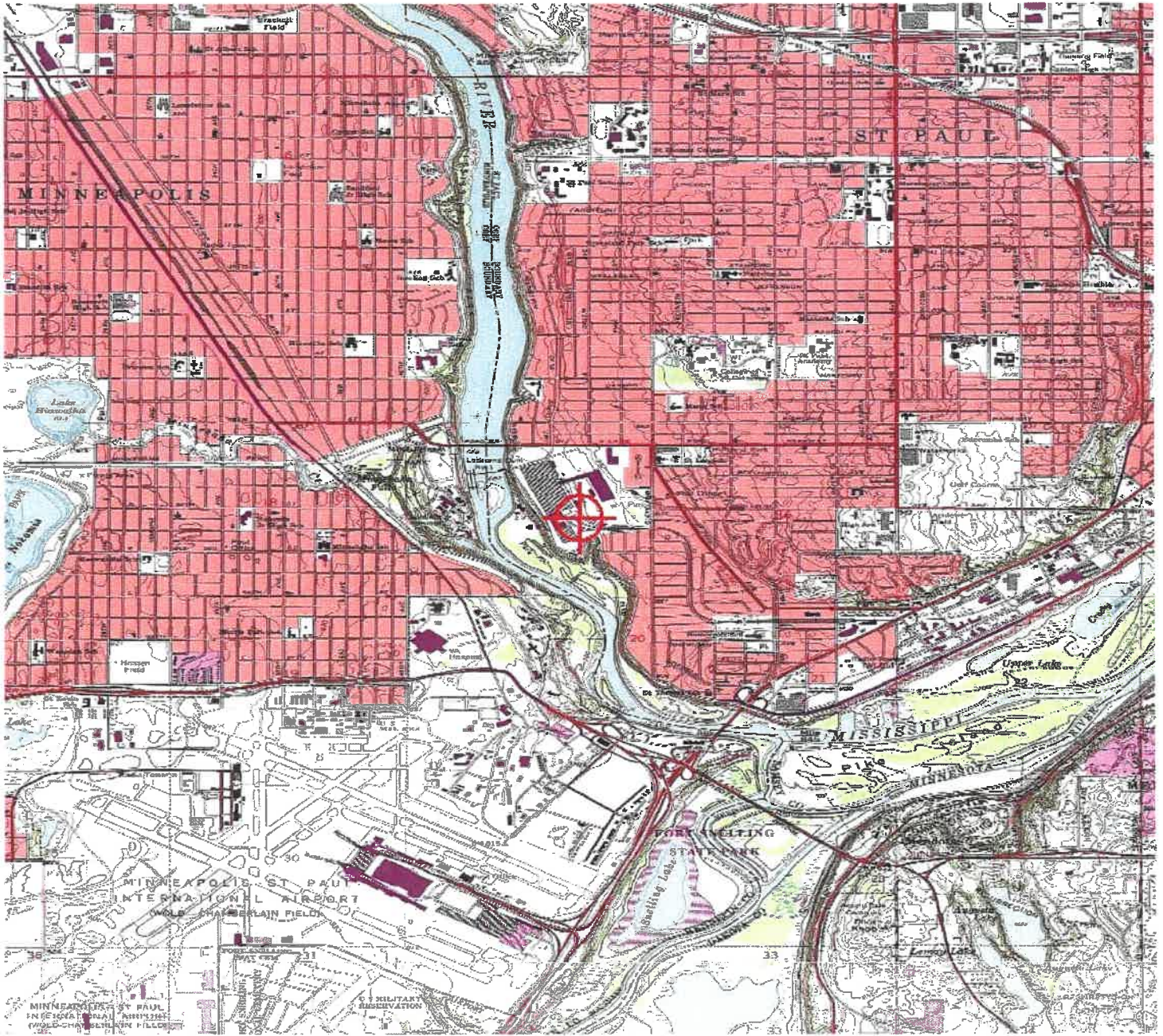
If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1098-OE.

Signature Control No: 568602570-572814666

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1099-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Fields 8
 Location: St. Paul, MN
 Latitude: 44-54-42.22N NAD 83
 Longitude: 93-11-35.21W
 Heights: 815 feet site elevation (SE)
 48 feet above ground level (AGL)
 863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1099-OE.

Signature Control No: 568602571-572814669

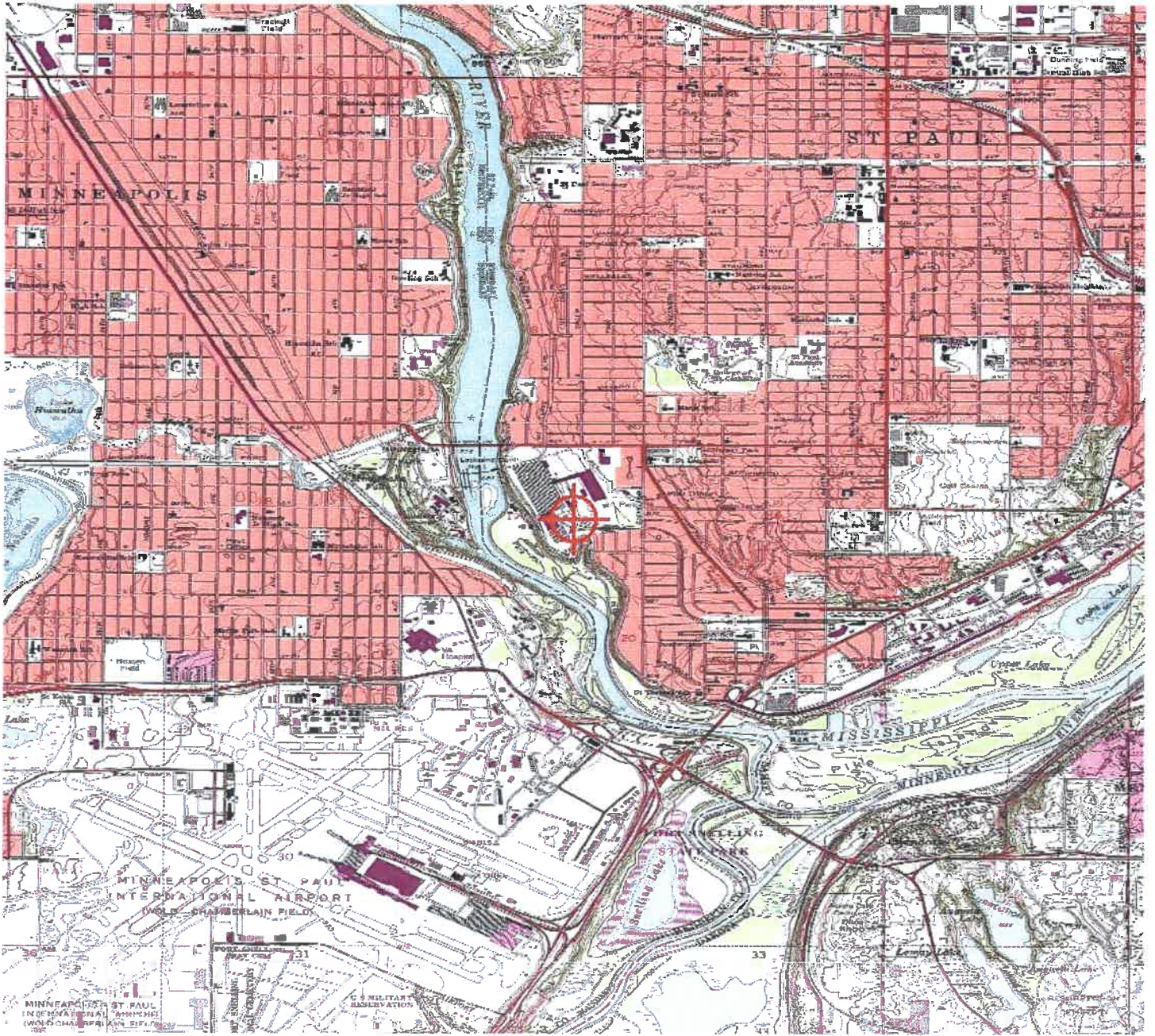
(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-1099-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1100-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Fields 9
 Location: St. Paul, MN
 Latitude: 44-54-41.76N NAD 83
 Longitude: 93-11-34.44W
 Heights: 815 feet site elevation (SE)
 48 feet above ground level (AGL)
 863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1100-OE.

Signature Control No: 568602572-572814670

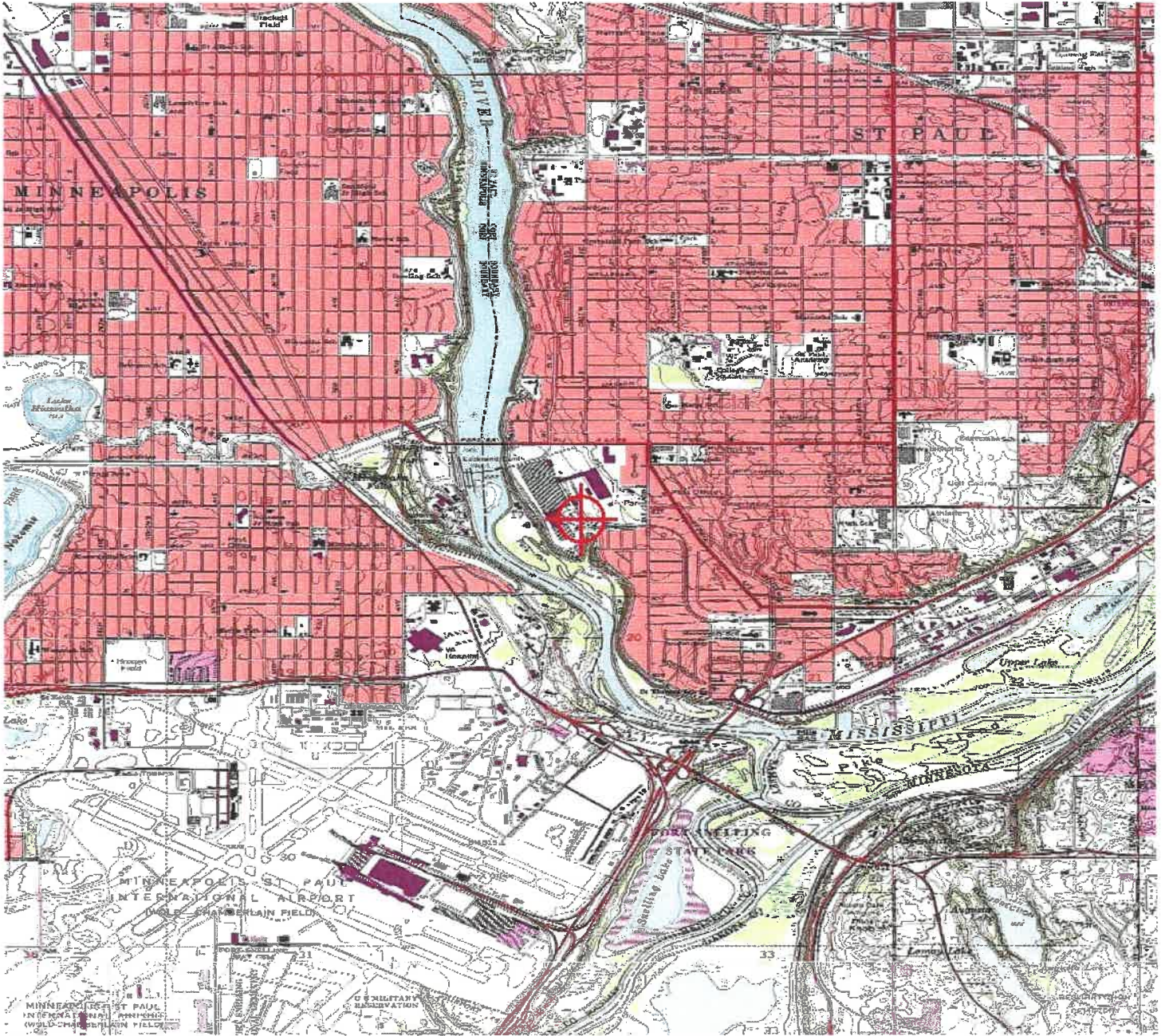
(DNE)

Fred Souchet
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-1100-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-1101-OE

Issued Date: 02/14/2023

Anthony Adams
 Ryan Companies
 50 South Tenth St., Suite 300
 Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Fields 10
 Location: St. Paul, MN
 Latitude: 44-54-42.48N NAD 83
 Longitude: 93-11-31.56W
 Heights: 815 feet site elevation (SE)
 48 feet above ground level (AGL)
 863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1101-OE.

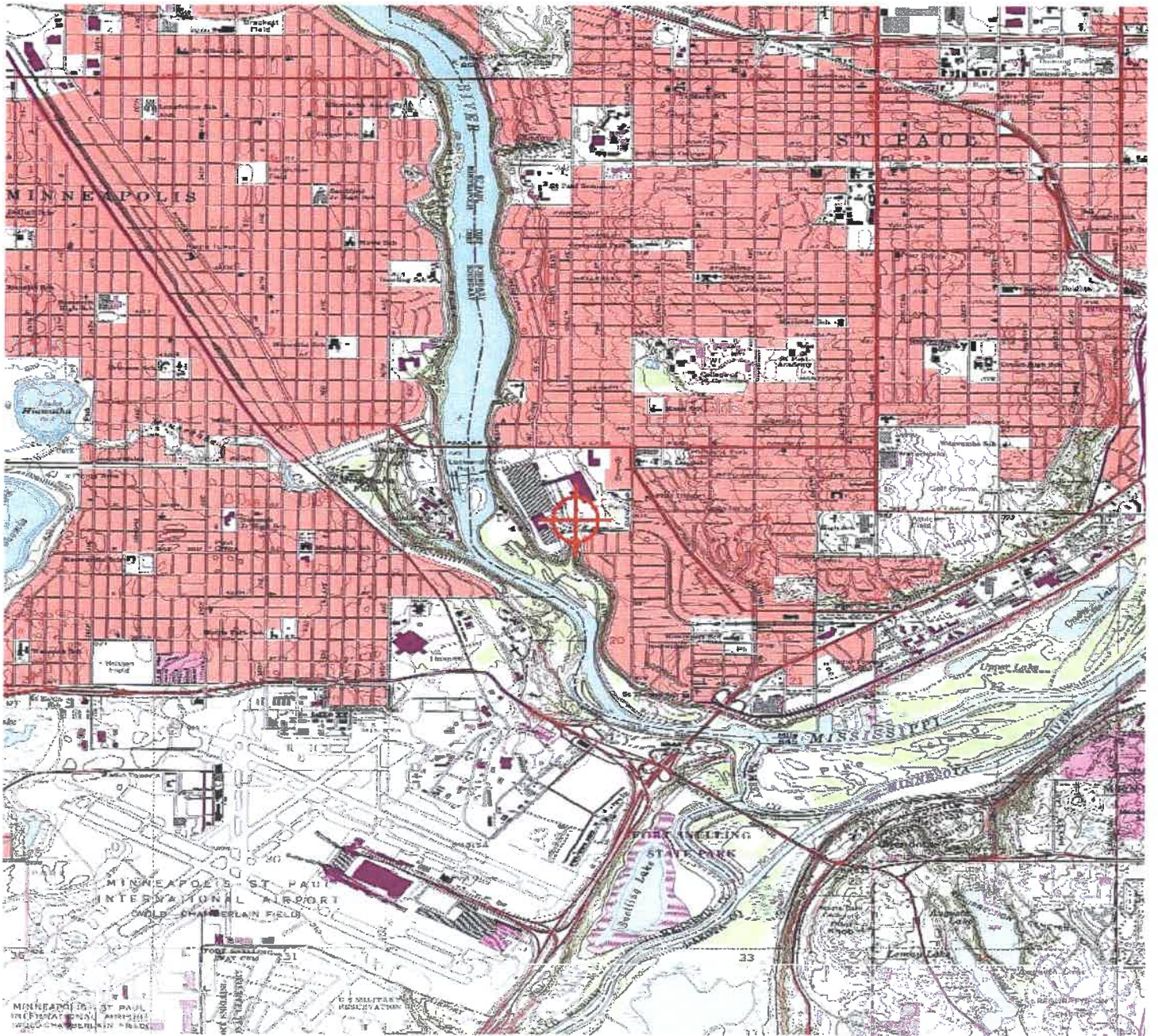
Signature Control No: 568602573-572814672

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AGL-1101-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-1102-OE

Issued Date: 02/14/2023

Anthony Adams
Ryan Companies
50 South Tenth St., Suite 300
Minneapolis, MN 55403-2012

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Stadium Fields 11
Location: St. Paul, MN
Latitude: 44-54-43.20N NAD 83
Longitude: 93-11-29.76W
Heights: 815 feet site elevation (SE)
48 feet above ground level (AGL)
863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/14/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-1102-OE.

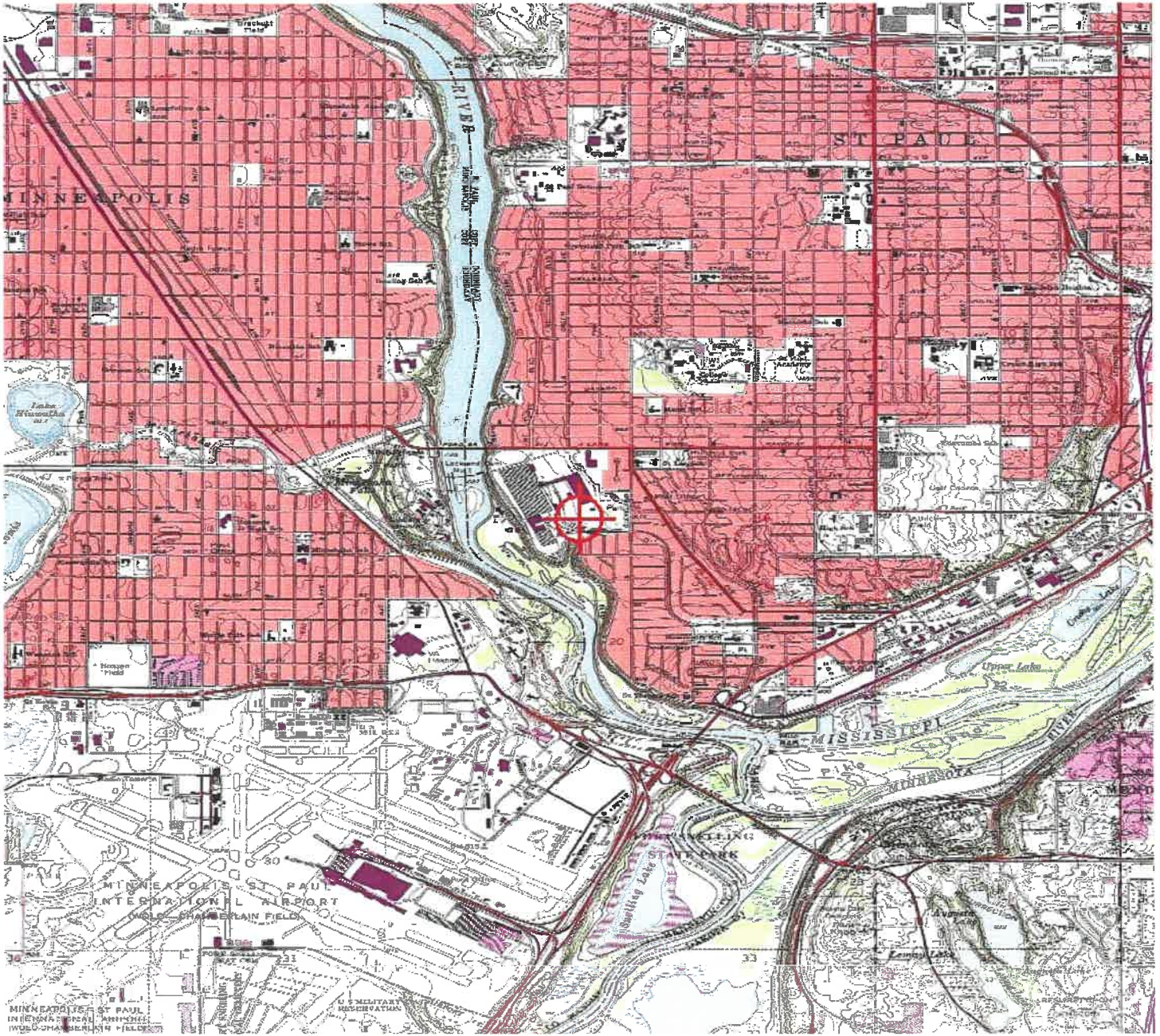
Signature Control No: 568602575-572814675

(DNE)

Fred Souchet
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AGL-1102-OE



HB UST_PROPERTY OWNER LIST

PID	Address	City/State/Zip	Lot/Block	Owner	Mailing Address	City/State/Zip
172823410076	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 33	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415
172823140011	966 Mississippi River Blvd S	St. Paul, MN 55116		MN Ford Site Apartment Land LLC	9757 NE Juanita Dr, Suite 300	Kirkland, WA 98034-4291
172823410001			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102
172823410078	966 Mississippi River Blvd S	St. Paul, MN 55116	Park D	St. Paul Parks & Recreation Department	25 4th St W #1000	St. Paul, MN 55102
172823420011	2230 Montreal Ave	St. Paul, MN 55116		City of Saint Paul	25 4th St W #1000	St. Paul, MN 55102

PID	Address	City/State/Zip	Lot/Block	Owner	Mailing Address	City/State/Zip
172823410077	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 34	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415
162823320260	968 Cleveland Ave	St. Paul, MN 55116		Mollie Thao	968 Cleveland Ave	St. Paul, MN 55116
162823320261	970 Cleveland Ave	St. Paul, MN 55116		Robert E Lipscomb	970 Cleveland Ave	St. Paul, MN 55116
162823320262	972 Cleveland Ave	St. Paul, MN 55116		Ethan Edward Hamilton	972 Cleveland Ave	St. Paul, MN 55116
162823320263	974 Cleveland Ave	St. Paul, MN 55116		Laura Scott	974 Cleveland Ave	St. Paul, MN 55116
162823320264	976 Cleveland Ave	St. Paul, MN 55116		Kevin Hinkel	976 Cleveland Ave	St. Paul, MN 55116
162823320265	978 Cleveland Ave	St. Paul, MN 55116		Patrick J & Paula M St John	1140 St Paul Ave	St. Paul, MN 55116
162823320266	988 Cleveland Ave	St. Paul, MN 55116		Chelsie Clemens	988 Cleveland Ave	St. Paul, MN 55116
162823320267	990 Cleveland Ave	St. Paul, MN 55116		Eric Magnuson	723 Sylvandale Ct N	Mendota Heights, MN 55118
162823320268	994 Cleveland Ave	St. Paul, MN 55116		Peter Wanning	1796 Hampshire Ave	St Paul, MN 55116
162823320269	996 Cleveland Ave	St. Paul, MN 55116		Kathryn Wyatt	996 Cleveland Ave	St. Paul, MN 55116
162823320270	1000 Cleveland Ave	St. Paul, MN 55116		Cleveland 1000 LLC	2022 Ramlow Pl	St. Paul, MN 55116
162823320271	1002 Cleveland Ave	St. Paul, MN 55116		Andrew C Jensen	1002 Cleveland Ave S	St. Paul, MN 55116
162823330068		St. Paul, MN 55116		Soo Line Railroad Co	120 S. 6th St, Fl 7	Minneapolis, MN 55402
172823140012	966 Mississippi River Blvd S	St. Paul, MN 55116		Friends of Highland Ball	674 Prior Ave S	St. Paul, MN 55116
172823410001			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102
172823410002			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102
172823410076	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 33	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415
172823410078	966 Mississippi River Blvd S	St. Paul, MN 55116		City of Saint Paul	25 4th St W #1000	St. Paul, MN 55102
172823410078	966 Mississippi River Blvd S	St. Paul, MN 55116	Park D	St. Paul Parks & Recreation Department	25 4th St W #1000	St. Paul, MN 55102

technically 102'

PID	Address	City/State/Zip	Lot/Block	Owner	Mailing Address	City/State/Zip
172823410078	966 Mississippi River Blvd S	St. Paul, MN 55116	Park D	St. Paul Parks & Recreation Department	25 4th St W #1000	St. Paul, MN 55102
172823140011	966 Mississippi River Blvd S	St. Paul, MN 55116		MN Ford Site Apartment Land LLC	9757 NE Juanita Dr, Suite 300	Kirkland, WA 98034-4291
172823140012	966 Mississippi River Blvd S	St. Paul, MN 55116		Friends of Highland Ball	674 Prior Ave S	St. Paul, MN 55116
172823410001			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102
172823410077	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 34	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415

PID	Address	City/State/Zip	Lot/Block	Owner	Mailing Address	City/State/Zip
172823410001			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102
162823320266	988 Cleveland Ave	St. Paul, MN 55116		Chelsie Clemens	988 Cleveland Ave	St. Paul, MN 55116
162823320267	990 Cleveland Ave	St. Paul, MN 55116		Eric Magnuson	723 Sylvandale Ct N	Mendota Heights, MN 55118
162823320268	994 Cleveland Ave	St. Paul, MN 55116		Peter Wanning	1796 Hampshire Ave	St Paul, MN 55116
162823320269	996 Cleveland Ave	St. Paul, MN 55116		Kathryn Wyatt	996 Cleveland Ave	St. Paul, MN 55116
162823320270	1000 Cleveland Ave	St. Paul, MN 55116		Cleveland 1000 LLC	2022 Ramlow Pl	St. Paul, MN 55116
162823320271	1002 Cleveland Ave	St. Paul, MN 55116		Andrew C Jensen	1002 Cleveland Ave S	St. Paul, MN 55116
162823330068		St. Paul, MN 55116		Soo Line Railroad Co	120 S. 6th St, Fl 7	Minneapolis, MN 55402
172823410002			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102
172823410076	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 33	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415
172823410077	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 34	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415
172823410078	966 Mississippi River Blvd S	St. Paul, MN 55116	Park D	St. Paul Parks & Recreation Department	25 4th St W #1000	St. Paul, MN 55102
172823420011	2230 Montreal Ave	St. Paul, MN 55116		City of Saint Paul	25 4th St W #1000	St. Paul, MN 55102

PID	Address	City/State/Zip	Lot/Block	Owner	Mailing Address	City/State/Zip
172823410002			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102
162823320119	1034 Cleveland Ave S, #103	St. Paul, MN 55116		Sheryl E Kuhn	1034 Cleveland Ave S, Unit 103	St. Paul, MN 55116
162823320124	1034 Cleveland Ave S, #108	St. Paul, MN 55116		Stephen M Komarec	1034 Cleveland Ave S, #108	St. Paul, MN 55116
162823320127	1034 Cleveland Ave S, #203	St. Paul, MN 55116		Christopher J Muller	1034 Cleveland Ave S, #203	St. Paul, MN 55116
162823320129	1034 Cleveland Ave S, #205	St. Paul, MN 55116		Mark H Omalley	1034 Cleveland Ave S, #205	St. Paul, MN 55116
162823320132	1034 Cleveland Ave S, #208	St. Paul, MN 55116		Jennifer Minh Thuy Tien Nguyen, Tuan Minh Nguyen	1034 Cleveland Ave S, #208	St. Paul, MN 55116
162823320136	1034 Cleveland Ave S, #304	St. Paul, MN 55116		Rebecca Mae Neamy	545 Skillman Ave E	Maplewood, MN 55117
162823320140	1034 Cleveland Ave S, #308	St. Paul, MN 55116		Rebecca Irene Schuette	1034 Cleveland Ave S, #308	St. Paul, MN 55116

162823320141	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Patricia M Gannon	1034 Cleveland Ave S, #307	St. Paul, MN 55116	Garage Unit
162823320152	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Mark H O'Malley	1034 Cleveland Ave S, #205	St. Paul, MN 55116	Garage Unit
162823320154	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Jennifer Minh Thuy Tien Nguyen, Tuan Minh Nguyen	1034 Cleveland Ave S, #208	St. Paul, MN 55116	Garage Unit
162823320156	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Stephen M Komarec	1034 Cleveland Ave S, #108	St. Paul, MN 55116	Garage Unit
162823320158	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Sheryl E Kuhn	1034 Cleveland Ave S, Unit 103	St. Paul, MN 55116	Garage Unit
162823320161	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Christopher J Muller	1034 Cleveland Ave S, #203	St. Paul, MN 55116	Garage Unit
162823320163	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Rebecca Mae Neamy	545 Skillman Ave E	St. Paul, MN 55116	Garage Unit
162823320165	1034 Cleveland Ave S, #223	St. Paul, MN 55116		Rebecca Irene Schuette	1034 Cleveland Ave S, #308	St. Paul, MN 55116	Garage Unit
162823320188	1034 Cleveland Ave S, #101	St. Paul, MN 55116		Anatoly Introlegator, owner Vladimir Introlegator & Esfir Lavinokaya, Lifest	Anatoly: 9319 Tyne Ln	Inver Grove Heights, MN 55077	
162823320189	1034 Cleveland Ave S, #204	St. Paul, MN 55116		Monica M Hayes	1034 Cleveland Ave S, #204	St. Paul, MN 55116	
162823320191	1034 Cleveland Ave S, #105	St. Paul, MN 55116		Laura Ellen Hadler	1034 Cleveland Ave S, #105	St. Paul, MN 55116	
162823320192	1034 Cleveland Ave S, #202	St. Paul, MN 55116		Theresa N Ames	1034 Cleveland Ave S, #202	St. Paul, MN 55116	
162823320195	1034 Cleveland Ave S, #104	St. Paul, MN 55116		Syressa L Lewis	1034 Cleveland Ave S, #104	St. Paul, MN 55116	
162823320196	1034 Cleveland Ave S, #206	St. Paul, MN 55116		Kevin Vargas & Tyler Blackmon	1034 Cleveland Ave S, #206	St. Paul, MN 55116	
162823320197	1034 Cleveland Ave S, #106	St. Paul, MN 55116		Julian Nye	1034 Cleveland Ave S, #106	St. Paul, MN 55116	
162823320198	1034 Cleveland Ave S, #302	St. Paul, MN 55116		Yordanos Woldu	1034 Cleveland Ave S, #302	St. Paul, MN 55116	
162823320199	1034 Cleveland Ave S, #306	St. Paul, MN 55116		Benjamin Stoebner	1034 Cleveland Ave S, #306	St. Paul, MN 55116	
162823320201	1034 Cleveland Ave S, #102	St. Paul, MN 55116		Amy J Loughrey	1034 Cleveland Ave S, #102	St. Paul, MN 55116	
162823320202	1034 Cleveland Ave S, #201	St. Paul, MN 55116		Linda E Rossman	1034 Cleveland Ave S, #201	St. Paul, MN 55116	
162823320203	1034 Cleveland Ave S, #305	St. Paul, MN 55116		Benay Carlstrom	1034 Cleveland Ave S, #305	St. Paul, MN 55116	
162823320204	1034 Cleveland Ave S, #307	St. Paul, MN 55116		Patricia M Gannon	1034 Cleveland Ave S, #307	St. Paul, MN 55116	
162823320205	1034 Cleveland Ave S, #207	St. Paul, MN 55116		Marguerite Myszka	1034 Cleveland Ave S, #207	St. Paul, MN 55116	
162823320210	1034 Cleveland Ave S, #301	St. Paul, MN 55116		Alexander Tj Hsieh & Ly Kit Hsieh	1034 Cleveland Ave S, #301	St. Paul, MN 55116	
162823320212	1034 Cleveland Ave S, #107	St. Paul, MN 55116		Janet L Beckler	1034 Cleveland Ave S, #107	St. Paul, MN 55116	
162823320214	1034 Cleveland Ave S, #303	St. Paul, MN 55116		William Diederich	1034 Cleveland Ave S, Unit 303	St. Paul, MN 55116	
162823330068		St. Paul, MN 55116		Soo Line Railroad Co	120 S. 6th St, Fl 7	Minneapolis, MN 55402	
172823410001			Former CP Rail Parcel	Capital City Properties	400 Wabasha St, Ste 240	St. Paul, MN 55102	
172823410003	1019 Colby St	St. Paul, MN 55116		James M Ginther	1019 Colby St	St. Paul, MN 55116	
172823410004	1025 Colby St	St. Paul, MN 55116		Boris Simkhovich	1025 Colby St	St. Paul, MN 55116	
172823410011	1020 Colby St	St. Paul, MN 55116		Fred D Dasset Tr.	1020 Colby St	St. Paul, MN 55116	
172823410012	1026 Colby St	St. Paul, MN 55116		Jean M Birbilis	1026 Colby St	St. Paul, MN 55116	
172823410021	1019 Finn St S	St. Paul, MN 55116		Philip Olivarez	1019 Finn St S	St. Paul, MN 55116	
172823410022	1025 Finn St S	St. Paul, MN 55116		Virginia S. Pease	1025 Finn St S	St. Paul, MN 55116	
172823410031	1020 Finn St S	St. Paul, MN 55116		Jennifer Erin Rife	1020 Finn St S	St. Paul, MN 55116	
172823410032	1026 Finn St S	St. Paul, MN 55116		Anne L Hill	1026 Finn St S	St. Paul, MN 55116	
172823410041	1019 Bowdoin St	St. Paul, MN 55116		Robert G Grosse	1019 Bowdoin St	St. Paul, MN 55116	
172823410042	1025 Bowdoin St	St. Paul, MN 55116		Brian D Tollin Tr.	1025 Bowdoin St	St. Paul, MN 55116	
172823410051	1020 Bowdoin St	St. Paul, MN 55116		Matthew J Andrews	1020 Bowdoin St	St. Paul, MN 55116	
172823410052	1026 Bowdoin St	St. Paul, MN 55116		Marie Arch	1026 Bowdoin St	St. Paul, MN 55116	
172823410061	1025 Cleveland Ave S	St. Paul, MN 55116		Highland Terrace LLC	PO Box 16070	Saint Paul, MN 55116	
172823410076	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 33	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415	
172823410077	966 Mississippi River Blvd S	St. Paul, MN 55116	Lot 1, Block 34	Project Paul, LLC	533 S 3rd St, Suite 100	Minneapolis, MN 55415	
172823420011	2230 Montreal Ave	St. Paul, MN 55116		City of Saint Paul	25 4th St W #1000	St. Paul, MN 55102	