

From: [Tim Gladhill](#)
To: [Jay Roos](#)
Cc: [Chloe McGuire Brig](#); [Bruce Westby](#); [Kurt Ulrich](#); [Diana Lund](#); [Kent Roessler](#); [David Allen](#)
Subject: RE: Puma Street Assessment
Date: Thursday, February 13, 2020 10:54:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image006.png](#)
[Assessment Amounts.pdf](#)
[image008.png](#)

Jay:

Thank you for your feedback as we work towards an ultimate solution that is equitable to all parties. Your feedback is helpful as we get into the more granular detail based on high-level policy direction.

Attached you will find a proposal that we think is fair to all involved. We have taken your feedback and revised the proposal in an attempt to find a reasonable solution. The assessment amounts are based on net developable acreage to be able to provide appropriate scale based on project size as opposed for per foot frontage. This has not been approved by the City. The intent of this email is to garner your feedback prior to policy and implementation discussions with the City Council.

Some High-Level Clarifying Points

- The Assessed Amount does NOT include Trunk Water and Trunk Sanitary Sewer – those will be paid by the City from Trunk Fees
- City Staff is proposing a contribution to the project as the municipality in the amount of \$225,000 to acknowledge the role of Puma Street as a Collector Road serving multiple neighborhoods and districts
- City Staff is proposing that the City would incur the assessment amount for Outlot C, Alpha Development as Property Owner to your concern raised in Paragraph 3 of your email response
- In this scenario, your assessed amount would be less than the other two parties (City and Capstone)

City Staff also would like to clarify a couple of policy points based on your response below. I want to clarify that my comments below are intended to be helpful and find a solution to move forward, as I acknowledge that responses via email can come across with a negative tone.

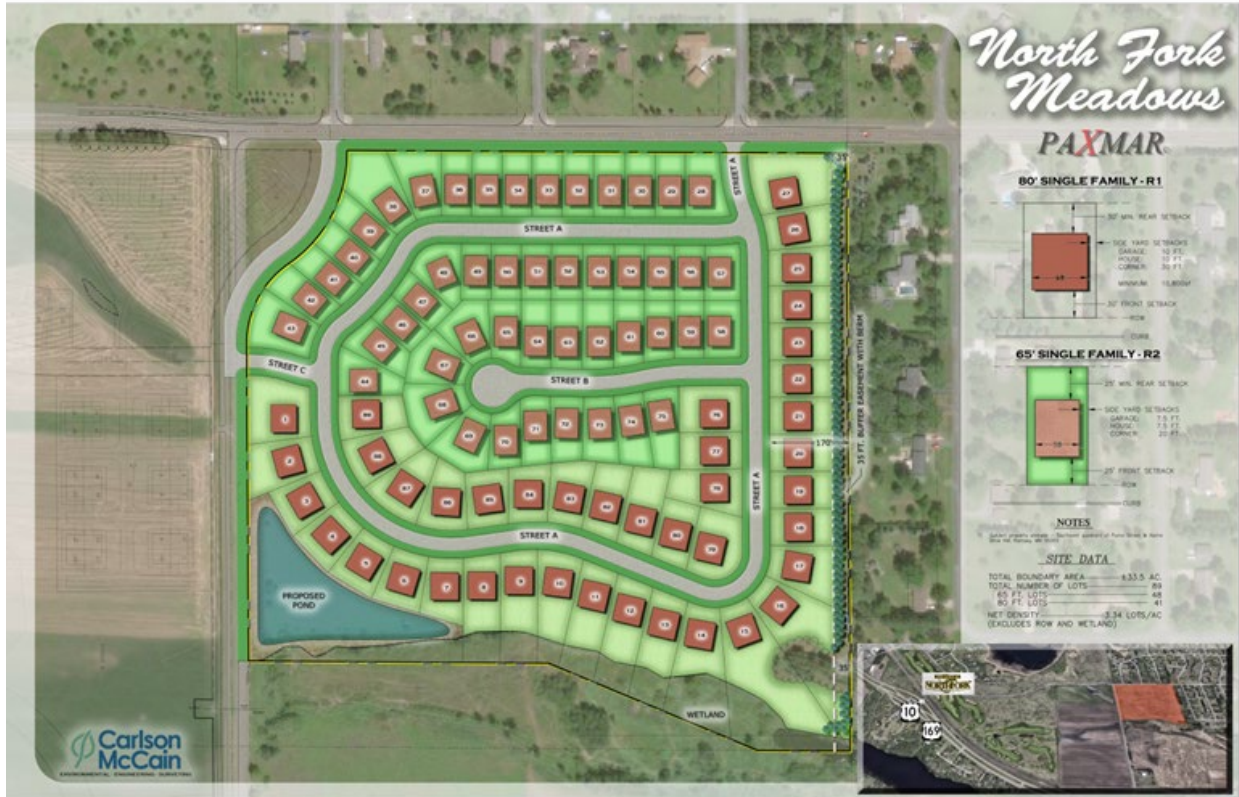
On Paragraph 2, you note that the parcel is not within the Metropolitan Urban Service Area (MUSA). This is not correct. The site is within the MUSA. The site is guided as Low Density Residential in the Comprehensive Plan and located in the R-1 Residential (MUSA) District. The Comprehensive Plan Amendment and Zoning Amendment on the table is to introduce Medium Density Residential in the Comprehensive Plan and R-2 Medium Density Residential (Detached) to the Zoning Map/Code. Any development scenario will create capacity needs on Alpine Drive and Puma Street.

On Paragraph 4, you note that your property will not gain direct benefit and that your future project will not gain direct access to Puma Street. Staff desires to go on record to note that it is our direction and interpretation that we will only allow one access onto Alpine Drive and a secondary access must be constructed on Puma Street. Setting that argument aside, there is still capacity needs on Puma Street and benefit to your property from this project. Additionally, as noted above, we agree with your argument that this road serves more than just the two adjacent residential development properties and serves a much broader area, including a Business Park. It is with that in mind that City Staff is recommending an additional contribution of \$225,000 in addition to taking on the assessment amount for Outlot C, Alpha Development.

At the end of the day, our goal is for a fair and equitable distribution of costs. We agree that the City has an elevated role, but we also feel that development should contribute to the additional capacity needs. Additional capacity needs as a result of new development should not be borne by the general taxpayer alone. Our baseline traffic analysis demonstrates a clear need for safety and capacity improvements, largely driven by new development. These baseline traffic studies do not even include your requested land use changes, which is only going to exacerbate the issue. We look forward to being partners in the solution to Puma Street so we can keep your future land use goals and Land Use Applications moving forward.

Sincerely,

Tim



Tim Gladhill



Tim Gladhill, AICP | tgladhill@cityoframsey.com
Deputy City Administrator | City of Ramsey
P: 763-433-9826 | F: 763-433-9848
7550 Sunwood Drive NW | Ramsey, MN 55303
www.cityoframsey.com

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.



www.ramseygateway.com

From: Jay Roos
Sent: Thursday, February 6, 2020 8:23 AM
To: Tim Gladhill <tgladhill@ci.ramsey.mn.us>
Cc: Chloe McGuire Brig; Bruce Westby; Kurt Ulrich; Diana Lund; Kent Roessler; David Allen
Subject: RE: Puma Street Assessment

Tim –

Thanks for the updates and the opportunity to comment.

AKM Farm, LLC (AKM), is the owner of the 30.5+/- acre parcel of land located at the southeast corner of Alpine

Drive and Puma Street. The parcel, which is outside of the Metro Urban Service Area, is identified as County Parcel #20-32-25-31-0002. At the present time AKM is not intending to pursue any development plans nor incur any additional engineering design expenses on this parcel until after such time that the MUSA and zoning is approved.

AKM is not in agreement with the cost share proposal as presently proposed for the street improvements, as well as the cost share proposal for the development of plans and specifications. Under the present plan AKM is being assigned costs for a portion of land at the proposed realignment of Puma Street (north end) that is not directly adjacent to our land and we are not agreeable to this. The land encompassing the proposed realignment route is owned by the City of Ramsey and is not under contract by AKM Farm, LLC. AKM may have a future interest in the property but it is not essential to the future development of our 30.5 +/- acres.

Regarding the portion of Puma Street that is directly adjacent to our property, we do not agree with the ability to assess these street improvements as a 429 project since our parcel doesn't gain direct benefits as a result. Any lots on our parcel would back up to Puma Street (i.e. not have direct access) and our property subdivision could be designed with all public street access from Alpine Drive via two access points. Also, the collector street improvements of Puma Street serve a much wider area other than just the two adjacent residential/future residential properties. Puma serves as the secondary access to the entire business park; without a Puma Street connection to Alpine Drive the entire business park is on a single ¾ mile long dead end street.

We are not in opposition to the proposed improvements, but we are opposed to the cost distribution as proposed. Thank you for your time and consideration.

Jay Roos

(763)753-6176 x450
2850 Cutters Grove Ave.; Suite 207
Anoka, MN 55303
www.paxmar.com |



From: Tim Gladhill <tgladhill@ci.ramsey.mn.us>
Sent: Wednesday, February 5, 2020 3:30 PM
Cc: Chloe McGuire Brigl; [Bruce Westby](#); [Kurt Ulrich](#); [Diana Lund](#)

Subject: Puma Street Assessment

This message has been copied to Paxmar and Capstone Homes.

All:

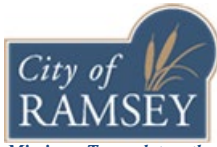
Our design engineer on the project provided clarification today on the project costs. The Trunk Water and Sanitary Sewer estimated costs are \$230,000 to be paid by the City's Trunk Water and Sanitary Sewer Accounts (paid for by Developer Trunk Fees).

The remaining costs (road, storm, trail and lighting) result in \$760,000. This is the amount that we would proposed to split three ways (\$253,333 each).

Please let me know if you have any additional questions. We will be presenting this information next week at the 2/11 Joint Work Session in concept, with a more detailed review at the 2/18 Public Works Committee.

Sincerely,

A handwritten signature in blue ink that reads "Tim Gladhill".



Tim Gladhill, AICP | tgladhill@cityoframsey.com
Deputy City Administrator | City of Ramsey
P: 763-433-9826 | F: 763-433-9848
7550 Sunwood Drive NW | Ramsey, MN 55303
www.cityoframsey.com

Our Mission: To work together to responsibly grow our community, and to provide quality, cost-effective, and efficient government services.



www.ramseygateway.com