

Minimum Damage Acquisition (MDA) Report

Note: per MN Statute 82B.03, Subdiv. 4, an MDA (“Minimum Damage Acquisition”) report is not considered to be an appraisal, rather it is considered to be a “Valuation Service”. As a result, an MDA report is not bound by USPAP (“Uniform Standards of professional appraisal practice”)-see “Certification” page for “Appraiser Disclosure”.

State Project:	6221-107 RW Parcel 706
Control Section:	6222 (61 = 1) 152
Owner of record:	Ramsey County (Parks and Recreation Dept.)
Address:	XXX Frost Avenue, Maplewood, MN 55109
Intended Use/Purpose:	Temp. acquisition to complete project improvements.
Intended Users:	MnDOT and Property Owner (No others identified)
Interest Appraised:	Fee ownership
Entire Tract:	41,867 square feet.
Improvements:	None. Vacant Park land with a paved trail.
Zoning:	F (“Farm”) district-see “Zoning”.
Highest and Best Use:	One detached single family residential building.
Intended Acquisition:	966 square foot permanent State Highway easement.
Estimate of Damages:	\$2,300 (r).
Valuation Date:	03/20/2024
Evaluator:	Richard Forsythe/Real Estate Representative Senior.



Minnesota Department of Transportation

1500 West County Road B2
Roseville, MN 55113

TRANSMITTAL LETTER

April 18th, 2024

To: John C. Mascari
Real Estate Specialist Supervisor
1500 County Road B2, Roseville, MN 55113

RE: Partial acquisition of parcel: 706 at:
XXX Frost Avenue, MN 55109
S.P.: 6221-107 RW
C.S.: 6222 (61 = 1) 152

Pursuant to your request, I have completed an estimate of compensation for a proposed acquisition area for right-of-way purposes. The following written MDA ("Minimum Damage Acquisition") report represents the analysis, findings, and conclusions for the opinion of compensation. I made an inspection of the area to be acquired from the subject property and have fully identified the real estate being acquired in this MDA ("Minimum Damage Acquisition") report.

After careful consideration of the many factors influencing value, it is my opinion, the interests to be acquired from the subject property, and the damages which may result have a total compensation estimate of \$2,300 as of the 20th day of March 2024.

The findings of this report conform to the Right-of-Way manual published by the State of Minnesota Department of Transportation.

I certify that I have personally inspected the area to be acquired and have investigated information believed to be pertinent to this assignment.

Respectfully Submitted



Richard J Forsythe
Evaluator- Real Estate Representative Senior



An Equal Opportunity Employer

Intended use/user:

Intended use:

This MDA (“Minimum Damage Acquisition”) report has been prepared to facilitate an acquisition to parcel 706 for the intended use attributed to S.P.: 6221-107 related to a State Trunk Highway 61 (a.k.a. Arcade Street) and State Trunk Highway 5 (a.k.a. 7th Street E) improvement project (project is detailed below).

Intended user:

This MDA (“Minimum Damage Acquisition”) report is attributed to S.P.: 6221-107 and has been prepared specific to parcel 706 at the request of John Mascari, real estate specialist for the intended user/MnDOT. The purpose of the inspection is to aid in the estimation of value and/or compensation for the portion of the subject property which will be acquired by the State of Minnesota/MnDOT.

Scope of Work Assignment, Project Overview/Improvements and Acquisition Descriptions:

The scope of work in this assignment is to determine compensation and/or damages, if any, resulting from proposed acquisitions. This includes but is not limited to inspecting and analyzing the subject, interpreting data, and ultimately creating an MDA (“Minimum Damage Acquisition”) report.

Construction of this project (S.P.: 6221-107) is scheduled to begin approximately 04/2025 and is scheduled to end approximately 10/2026. The project is located mostly in St. Paul. It begins near the I-35E freeway and runs NE along State Trunk Highway 5 (a.k.a. 7th Street E) to the intersection of State Trunk Highway 61 (a.k.a. Arcade St) where it turns due north for approximately 2 miles and then extends to Roselawn Ave E in Maplewood.

Project improvements include a mill and overlay, street lighting, curb/gutters, some tree removal in the existing right-of-way, some lane reductions, adding some center turn lanes with elevated islands, adding a pedestrian bike lane, some drainage/storm sewer improvements, adding some new sidewalks, expanding sidewalk/pedestrian areas at some corners, replacing existing sidewalks in compliance with A.D.A. (Americans with Disabilities Act).

The following measures specifically intended to increase pedestrian and traffic safety as well as calm traffic:

- *Some tree removal in the existing right-of-way,
- *Some sidewalks added,
- *Existing sidewalk areas expanded at some corner intersections (which will slightly reduce on street parking),
- *Some traffic lane reductions,
- *Adding some center turn lanes and some elevated center islands,
- *Adding a pedestrian bike lane to portions of the corridor.

In order to complete the project construction, it is necessary to acquire some areas in fee, temporary and/or Highway easements on numerous properties along this project corridor. A temporary easement essentially amounts to renting land for additional workspace during a construction project. Throughout this project, most items/improvements within the temporary easement areas such as fences, gates, retaining walls, business signs, paved areas, mature trees, and actual buildings will be avoided during construction, however; (on a case-by-case basis) “cost-to-cure” compensation will be provided for vegetation and/or certain improvements within the temporary easement areas as these identified items may be damaged during construction. Although the contractor will make attempt to work around said improvements and/or vegetation (and although vegetation is likely to survive), compensation will be provided due to potential damage. Furthermore, sod located within said temporary easement areas that is damaged as a result of construction will be repaired or replaced in kind by the contractor.

Neighborhood Overview:

The subject is located in Maplewood which is a first tier suburb adjoining St. Paul to the north and is approximately 3-4 miles north of downtown St. Paul. This established area has a mixture of residential (mostly single family), as well as some townhomes, apartments, commercial properties, industrial properties, parks, golf courses, etc.

Assumptions and Conditions:

This report includes the following extraordinary assumption: The evaluator has no knowledge of the existence of adverse materials on or in the property. The evaluator assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures which would render it more valuable or less valuable. The evaluator assumes no responsibility for such conditions or for engineering which might be required to discover such factors.

This report includes the following hypothetical condition:

*Although this MnDOT project has not been completed, this report reflects any effect the proposed project may have on the subjects' value (if any) as though the project is complete (a hypothetical condition) per the MnDOT engineers' current project design. If the current MnDOT project design changes from the current proposal, the estimated damages in this report which are directly related to the subjects' acquisition may change.

Determination of the "Larger Parcel":

As required by the Uniform Appraisal Standards for Federal Land Acquisitions, (which is adopted for State of Minnesota acquisitions) the evaluator is required to identify the "Larger Parcel". The three criteria which are considered in defining the "Larger Parcel" are: tracts of land which possess; unity of ownership, unity of (highest and best) use and contiguity (or proximity). The subject's identified parcel consists of 41,867 square feet and there are no contiguous lots which meet all the of said criteria. Therefore, 41,867 sf is also identified as the larger parcel.

Note, the yellow highlighted areas of the Parcel Sketch and the Caption Block (both attached) include a large area across Frost Avenue to the south, however; this is considered to be a separate parcel and the subjects' 41,867 sf site is considered to be a stand-alone parcel. It is best identified in the attached aerial view map.

Zoning:

According to the city of Maplewood, the subject is currently zoned F ("Farm" district)-see attached zoning map. The subjects' current use appears to conform to zoning criteria which allows civic and institutional uses including parks and golf courses.

Ownership, PID, Legal Description and Tax Information:

The owner of public record is: Ramsey County (Parks and Recreation Dept.)

The property identification number is: 16.29.22.32.0004

The legal description: part of the northwest ¼ of the southwest ¼ in section 16, township 29, range 22.

The 2024 property taxes are: \$0/tax exempt property.

Subject Sales History:

According to the Ramsey County records, the subject has had no transfers of ownership within the past five years.

Subject Description Before the Acquisition:

The subject property is a triangular shaped 41,867 sf corner site with frontage on Arcade Street (a.k.a. Highway 61) to the west and Frost Avenue to the south. This mostly level wooded park land has some low land. It is unimproved with the exception of a paved trail which connects to the "Gateway Trail" to the north-see parcel sketch and aerial view exhibits. Note, underlying fee ownership will be retained in the proposed 966 sf permanent Highway easement acquisition area, therefore the gross size of the subject parcel (41,867 sf) will not be reduced.

Highest and Best Use Definition:

"Highest and Best Use" is defined by the Real Estate Appraisal Terminology- Revised Edition as: "That reasonable and probable use that supports the highest present value, as defined, as of the effective date of the appraisal. Alternatively, that use, found to be physically possible, appropriately supported, financially feasible and which results in the highest land value."

The subject's highest & best use was determined by an analysis of four essential items:

- 1 - Possible Use: To what use is it physically possible?
- 2 - Permissible Use: What uses are permitted by zoning and deed restrictions?
- 3 - Feasible Use: Which permissible uses will produce any net return?
- 4 - Maximally Productive: Among the feasible Uses, which use will produce the highest net return or the highest present worth?

Highest and Best Use Before and After the Acquisition:

Scenario 1- "as vacant": After market research, the subjects' highest and best use "as vacant" both before and after the acquisition has been determined to be developed with one detached single family dwelling on this wooded 41,867 square foot site. This assumes that: building setbacks can be met, public utilities are available for connection, and lastly, that the city of Maplewood would approve a zoning change/compliance, grant a building permit including a driveway access off Frost Avenue. Maplewood approval of said issues are considered to be reasonable assumptions.

Scenario 2- "as improved": Not applicable as the subject is a vacant/unimproved property.

Permanent State Highway Acquisition Description:

A permanent State Highway easement area is needed for additional construction workspace as related to State Project 6221-107 specific to drainage improvement purposes. The existing (clogged) storm sewer drain within the existing right-of-way will be replaced including a new drain apron-see attached photos and parcel sketch.

Construction of this project is scheduled to occur during the 2025 or 2026 construction season. This 966 sf permanent State Highway easement is a rectangular shaped area of low land on the west side of this parcel-see parcel sketch. Underlying fee ownership will be retained therefore the gross size of the subject will not be reduced. A field inspection of the subject property was made on 03/20/2024 and this is the effective date of the valuation.

The proposed design for replacement of this storm sewer drain has (new) measures in place including a center system manhole/sump, riprap beyond the drain apron area, etc. Said measures within the proposed permanent State Highway easement area and the existing MnDOT Right-of-Way area are designed to prevent the existing issues from re-developing (including sediment build-up and improved water energy dissipation designed to protect the trail from fast flowing water). The existing drainage sediment build-up will be removed. Access for construction equipment will be limited to within the existing MnDOT Right-of-Way area.

Subject Description After the Acquisition:

Other than any inconvenience within the acquisition area during the 2025 or 2026 construction season, the subject description "After" the acquisitions is the same as the "Before" description (which is detailed earlier in this report). Furthermore, the acquisition will not adversely affect the subject's current or future highest and best use. Underlying fee ownership will be retained therefore the gross size of the subject (41,867 square feet) will not be reduced.

Caption Block (Note: the "Entire Tract" area includes a separate property-see page 5 note:

C.S. 6222(61=1)152		SECTION 16-29-22			S.P. 6221-107				
PARCEL NUMBER	MN/DOT PLAT	OWNER	CONTIGUOUS PROPERTY	ENTIRE TRACT W/O ROADS	NEW T. H. R/W	BALANCE	TEMPORARY EASEMENT		R/W INTEREST
				SQ. FEET	SQ. FEET	SQ. FEET	SQ. FEET	EXPIRES	
706		County of Ramsey	PT NW 1/4 SW 1/4	382021(FT)	966	382021			EASE

AERIAL VIEW (Subject highlighted in green)



PARCEL SKETCH (Includes highlighted adjacent unaffected parcel)

RIGHT OF WAY PARCEL LAYOUT SHEET 1 OF 2



C.S. 6222(61-1)152

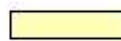





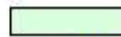




S.P. 6221-107

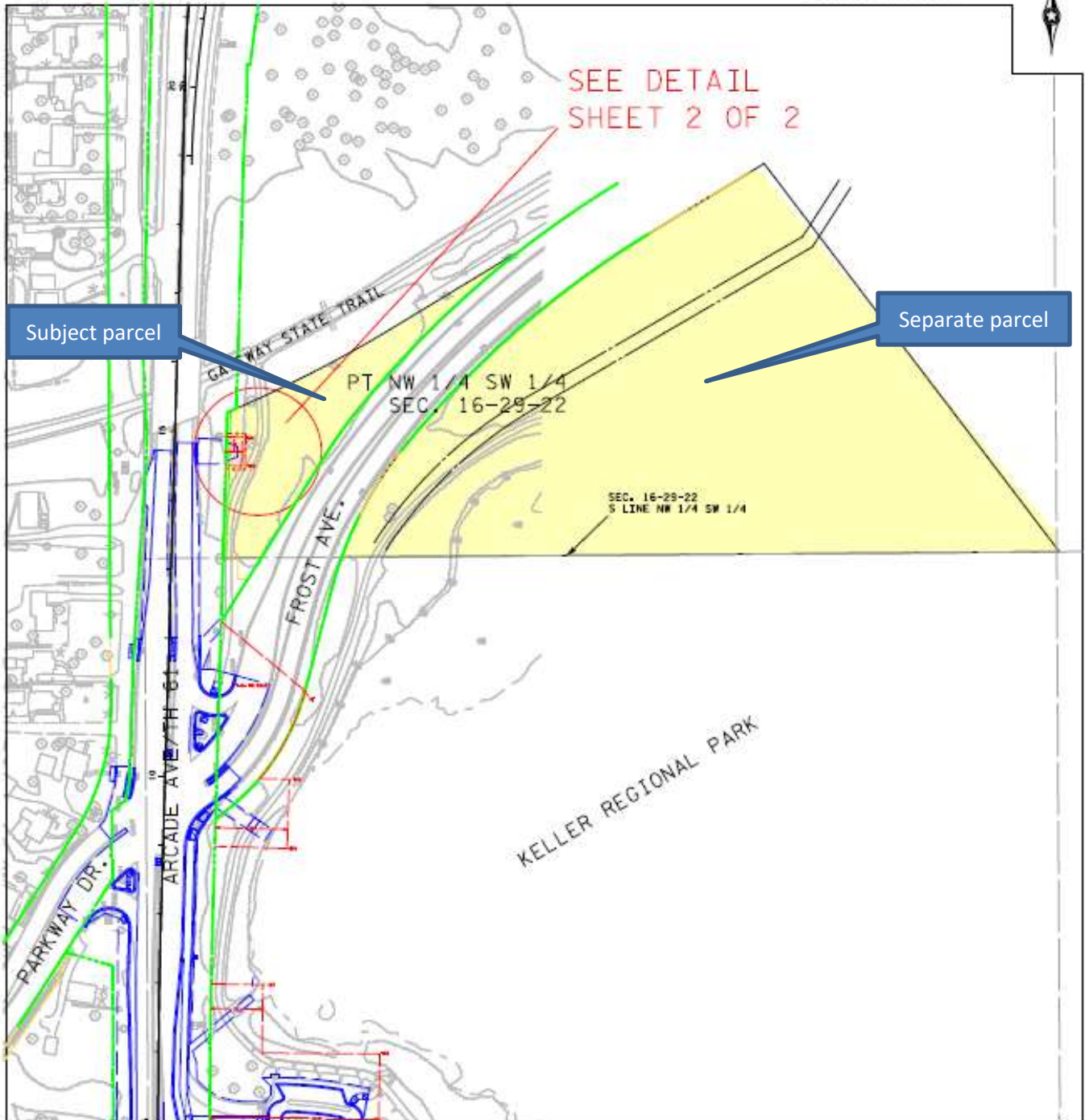
COUNTY: Ramsey

PARCEL NUMBER: 706

OWNER: County of Ramsey

SCALE 1" = 200 ft.

- | | | |
|---|--|--|
|  Parent Tract |  Existing Highway Easement to be purchased in FEE |  Existing Access Control |
|  New Right of Way - Highway Easement |  Permanent Easement |  Inplace R/W Line |
|  Temporary Easement | |  New Access Control |
| | |  New R/W Line |
| | |  Temporary Easement |
| | |  Proposed Construction |



LAYOUT SKETCH BY: KH

DATE: 2/17/2024

PARCEL SKETCH CLOSE-UP VIEW OF HIGHWAY EASEMENT ACQUISITION

RIGHT OF WAY PARCEL LAYOUT SHEET 2 OF 2



C.S. 6222(61)=1152







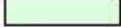




S.P. 6221-107

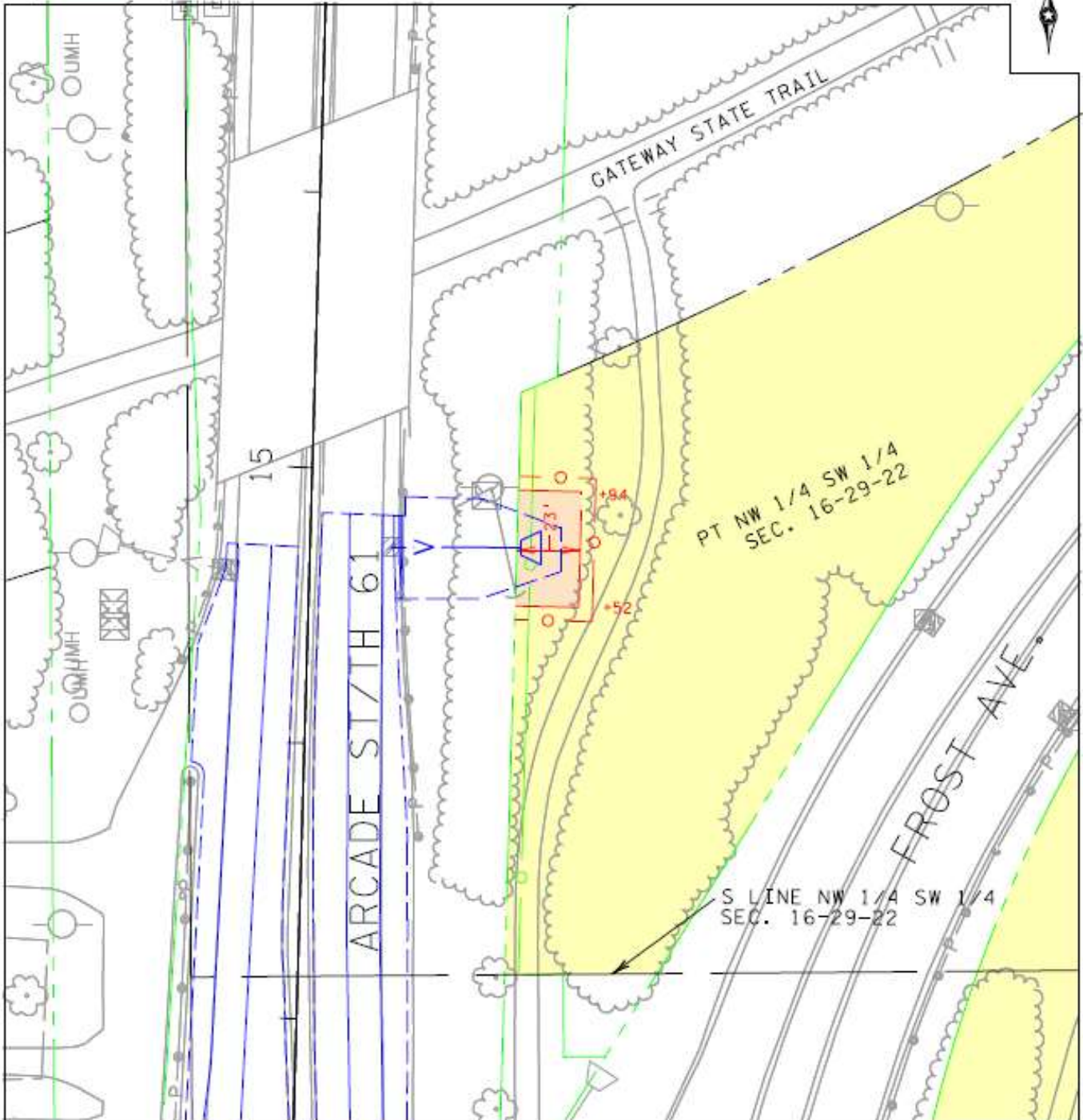
COUNTY: Ramsey

PARCEL NUMBER: 706

OWNER: County of Ramsey

SCALE 1" = 50 ft.

- | | | | | | |
|---|-------------------------------------|---|--|--|-------------------------|
|  | Parent Tract |  | Existing Highway Easement to be purchased in FEE |  | Existing Access Control |
|  | New Right of Way - Highway Easement |  | Permanent Easement |  | Inplace R/W Line |
|  | Temporary Easement | | |  | New Access Control |
| | | | |  | New R/W Line |
| | | | |  | Temporary Easement |
| | | | |  | |



LAYOUT SKETCH BY: KH

DATE: 2/17/2024

SUBJECT PHOTOS



Front view of subject parcel



Street view facing northeast

SUBJECT PHOTOS



View toward acquisition facing east



View toward southeast of existing right-of-way

SUBJECT PHOTOS



Acquisition facing east



Acquisition facing west

SUBJECT PHOTOS



View of (clogged) existing drain apron



View from acquisition facing east toward trail

Market Land Sales Information:

Based on the subjects' highest and best use, a search was made for vacant land sales in the subjects' area of Maplewood which also have potential to be developed with a detached single family dwelling. Unfortunately, there have been no recent said vacant land sales in this established (mostly fully developed) area. As a result, the tax assessed land values of numerous nearby residential properties were researched. Ultimately, the tax land value of five nearby Maplewood properties were utilized as a base to establish a unit price for the subject property.

Note, in terms of tax assessed values verses actual market values, market data research indicates that land in this area is generally assessed at approximately 90% of actual market value and this has been reflected in the net (adjusted) unit price. The comparable data detailed below is also maintained in appraisers work file.

Factors/differences between the subject parcel and the comparable data that were considered include but were not limited to; location, view, low/wetland verses high/dry (useable) land, elevation, shape, wooded privacy, etc.

All of these factors have been reflected in the estimated unit price for the subject (detailed below).

The comparables listed below are considered to be the most meaningful available for the subject parcel (as one single family residential property-see "Highest and Best Use") and this data was utilized to establish a reasonable unit price. In addition to the comparables detailed above, a full set of the researched data is maintained in the evaluators' work file.

The following data is offered as support for the established gross unit price per square foot:

<u>Address</u>	<u>Size/Sq. Ft.</u>	<u>Tax land value</u>	<u>Unit price/sf</u>
1) 1805 Arcade St, Maplewood, MN	39,900 sf	\$68,900	\$1.73/sf
2) 1721 Arcade St, Maplewood, MN	49,645 sf	\$100,100	\$2.02/sf
3) 1050 Frost Ave, Maplewood, MN	74,488 sf	\$154,700	\$2.08/sf
4) 206 Kenwood Dr E, Maplewood, MN	39,204 sf	\$90,600	\$2.31/sf
5) 1990 Kenwood Dr E, Maplewood, MN	47,916 sf	\$121,600	\$2.54/sf

The comparables range from a low of \$1.73 per square foot to a high of \$2.54 per square foot. The average is \$2.14 per square foot. Land in this area is generally taxed at approximately 90% of actual market value. Therefore, after adjusting to 110% the unit price is adjusted to \$2.35 per square foot.

An unadjusted (full fee) unit price of \$2.35 per square foot was deemed reasonable for the subjects' 966 square foot permanent Highway easement acquisition area despite retaining underlying fee ownership.

NOTE - the subjects 2024 tax assessed land value of the entire 8.77 acre tract (which includes a separate property on the south side of Frost Avenue-see parcel sketch) is \$1,628,200 which equates to \$4.26 per square foot. However, this is a "blended rate" for the entire subject tract which includes high and dry land, wooded land, (higher value) as well as, steep land, low land, wetland, etc. (much lower value). Considering the low topography of subjects affected acquisition area, it is considered to have relatively nominal value in relation to the average value per square foot of the entire parcel.

Permanent State Highway Acquisition Valuation:

As detailed earlier in this report, actual construction of the entire project is only expected to occur during the 2025 and 2026 construction seasons. Furthermore, the subject property is only expected to be specifically impacted by construction for a much shorter period during the 2025 or 2026 season.

The total area of this permanent State Highway easement is 966 square feet. Although underlying fee ownership will be retained (41,867 square feet gross size of the subject will not be reduced), compensation is based on full fee value due to the intrusive nature of permanent State Highway easements. In other words, underlying fee ownership is considered to contribute very nominal value in areas encumbered by permanent State Highway easements.

Based on the estimated unit price of \$2.35/square foot, if purchased in fee, the value of the temporary easement acquisition area would be: 966 square feet x \$2.35 per square foot = \$2,271

Items Damaged Within the Permanent State Highway Easement Acquisition Area (“Cost-to-cure”):

As discussed earlier, most items within the easement acquisition areas will be avoided. In this case, items are limited to natural growth vegetation, but no mature trees. The value of which has been reflected in the unit price and/or overall land value of wooded land. As a result, there are no cost-to-cure damages.

Final Reconciliation:

The reconciliation of value for the acquisition is limited to the market approach. As detailed earlier in this report, the Income and Cost approaches were not developed as they are not considered to be applicable and/or meaningful for this assignment.

Allocation of Damages:

Highway easement area	966 sf x \$2.35/sf (see above).	\$2,271
Cost-to-cure damages	Not applicable	\$0
Total Damages	Rounded up to nearest \$50.	\$2,300 (r)

ADDENDA

Attachments:

Certification

Zoning Map

Project Overview

Project Corridor Map, etc.

CERTIFICATE OF EVALUATOR

S.P.: 6221-107 RW

Parcel:706

I certify that on 03/20/2024, I personally inspected the subject property herein. On 04/10/2024, I re-inspected the property with Scott Yonke who is the contact for the fee owner of record (Ramsey County). We discussed the project, acquisition, and his questions and/or concerns about the project and the acquisition were addressed following this meeting.

- That to the best of my knowledge and belief the statements contained in this valuation are true and the information upon which the opinions expressed herein is correct.
- I have personally made a field inspection of the subject property and the comparable sales relied upon in making this valuation.
- That I understand that such valuation is to be used in connection with the acquisition of right of way for a transportation improvement to be constructed by the acquiring agency and that such valuation has been made in conformity with the appropriate state laws, regulations, policies, and procedures applicable to the valuation of right of way for such purposes.
- In making this valuation, I have disregarded any increase or decrease in the before value caused by the project for which the property is being acquired.
- That neither my employment nor my compensation for making this valuation and report are in any way contingent on developing/reporting predetermined results.
- That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property valued.
- That I have performed no services as an evaluator or any other capacity regarding the property that is the subject of this report within the three year period immediately preceding this assignment.
- That I have no direct benefit or indirect present or contemplated future personal interest in the subject property or in any way benefit from the acquisition of the subject property rights.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- No one provided significant real property appraisal assistance to the persons signing this certification.
- That I will not reveal the findings and results of such valuations to anyone other than the proper officials of the acquiring agency until authorized to do so, or until I am required to do so, by due process of law, or released from this obligation.
- That my independent opinion of fair market value for the acquired property rights as of 03/20/2024, is \$2,300, and that this conclusion, as set forth in this MDA ("Minimum Damage Acquisition") report was reached without collaboration or direction.

Appraiser disclosure:

I acknowledge that as the preparer of this MDA ("Minimum Damage Acquisition") report, I (Richard J. Forsythe) am a licensed "Certified Residential" appraiser (MN State license #4000686), however; this report was prepared as a "Valuation Service" rather than as an "Appraisal" as per MN Statute 82B.03, Subdivision 4, Section 117.036 quoted below:

"A real estate appraiser may provide a minimum damage acquisition report for purposes of section 117.036. When providing a minimum damage acquisition report, a real estate appraiser is not engaged in real estate appraisal activity and is not subject to this chapter".

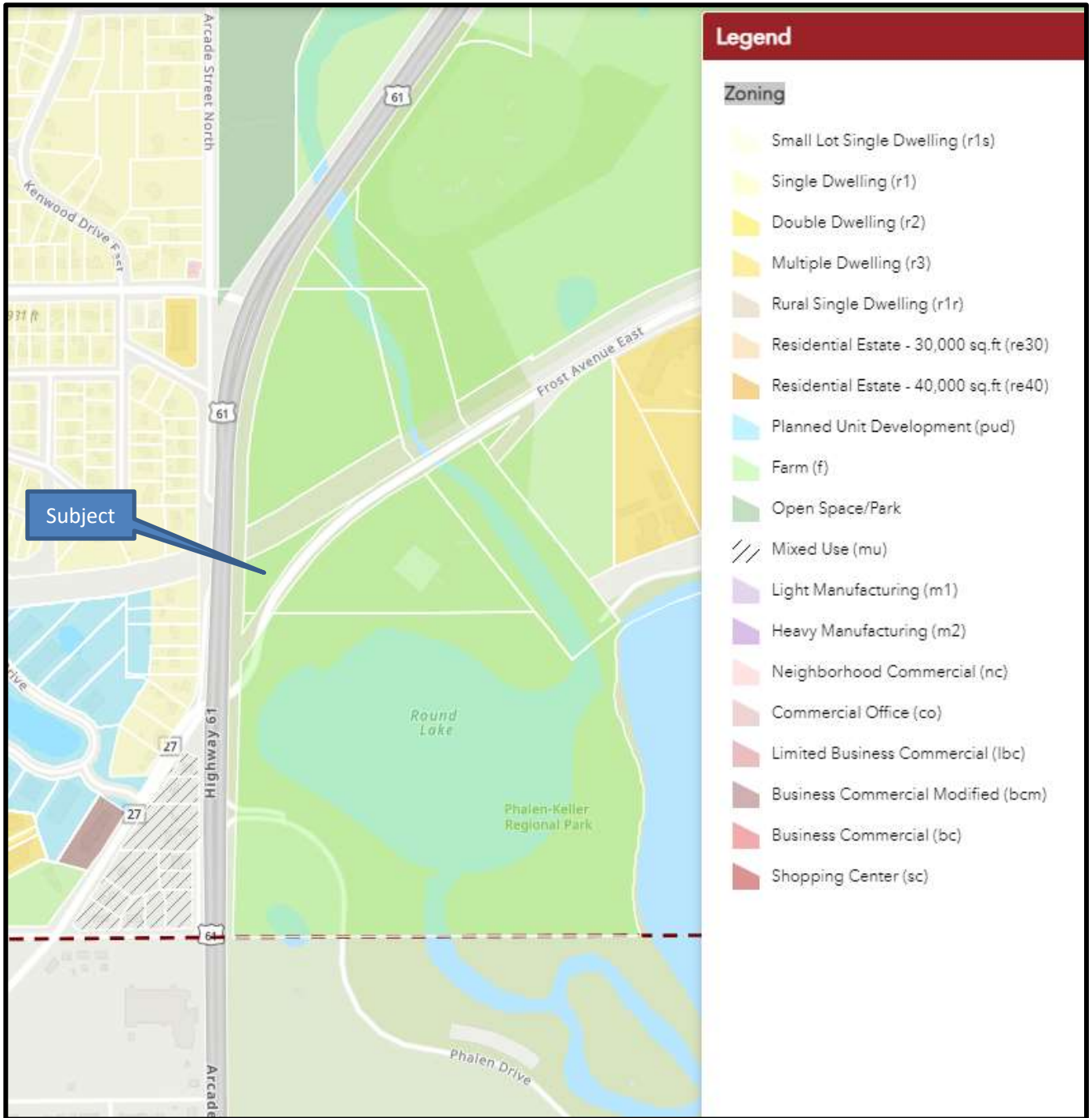
As a result, an MDA report is not bound by USPAP ("Uniform Standards of Professional Appraisal Practice").

Evaluator: 

Date: 04/18/2024

Richard J Forsythe/Evaluator
Real Estate Representative Senior

Maplewood Zoning Map

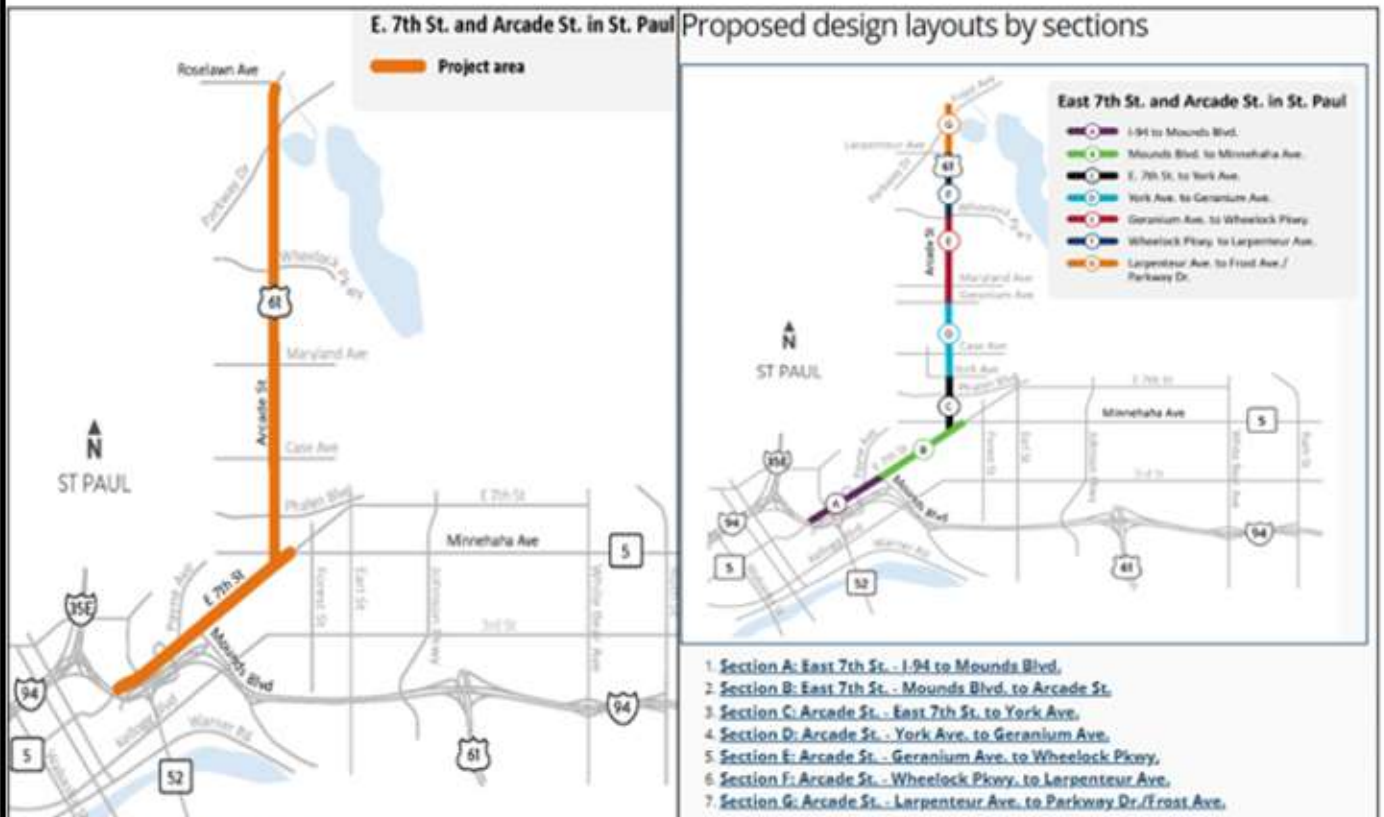


Project Overview

MnDOT is improving safety for all users along East 7th St./Hwy 5 and Arcade St./Hwy 61 from I-94 in St. Paul to Roselawn Ave. in Maplewood. The project includes:

- Resurfacing the road
- Repairing sidewalks
- Updating sidewalk curb ramps and driveways
- Improving safety features for all users
- Updating and improving pedestrian lighting
- Updating and improving traffic signals
- Updating and improving bus stops

NOTE: CONSTRUCTION OF THESE SECTIONS IS SCHEDULED TO BEGIN 04/2025 AND CONCLUDE 10/2026



Business

We recognize that construction projects impact your business. We want the Hwy 5 and Hwy 61 St. Paul project area business community to stay informed before, during, and after this project. This page is your one-stop resource page throughout construction. We will continue to add information, so please check back as we draw closer to construction.