

RABBIT LANE PUBLIC HEARING
CITY OF CROSSLAKE
JANUARY 6, 2000
9:00 A.M. – CITY HALL

Pursuant to proper notice duly given as required by law, the City Council met in the Chambers of City Hall to review the feasibility study prepared by Widseth Smith Nolting for improvements to Rabbit Lane. Present at the hearing was Mayor Darrell Swanson, Councilmembers Charles Miller, Irene Schultz, Dean Swanson and Richard Upton. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, Deputy Clerk Darlene Roach and Public Works Foreman Pat Hoag. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 9:02 A.M. and stated that the purpose of the hearing was to review the feasibility report for Rabbit Lane.

City Engineer Dave Reese presented the feasibility study completed by Widseth Smith Nolting as required under Minnesota Statute 429. A copy of the report is available at City Hall. He stated that the City has developed road standards that will be used to construct the road. He stated that Rabbit Lane currently abuts 6 lots/parcels and provides driveway access for 6 existing residents. The road begins on Pine Bay Drive and extends southeasterly 260 feet. Currently, Rabbit Lane is an aggregate surfaced road and has a width of 12 feet. Based on right-of-way and total number of lots on this street, Rabbit Lane would be categorized as a lane or access. The feasibility study proposed an 18 foot wide roadway, however, since the report was prepared the Public Works Commission has reviewed road standards and recommended to the City Council that the Ordinance be amended to allow for 14' and 16' roadways for dead end roads where the lots served are between 0 and 5 and 6 and 10 lots. If the project goes to design, the engineer will look at reducing the width, which will decrease the cost from what is projected in the feasibility study. The cost of the project is estimated at \$10,760 plus \$1,076 or 10% additional for contingencies, plus \$4,143 for engineering, legal and administrative expenses for a total estimated project cost of \$15,980. The City will use the equivalent lot basis for assessing the project with the City paying 50% of the cost. The estimated six lots would pay an estimated \$1,330 per lot. Financing terms will be decided at the final assessment hearing, however, the City has used a financing period of ten years on previous assessment projects. Existing paved driveways, which extend into the right-of-way, will be matched with bituminous. A one-to-two foot kickout or apron will be extended from the roadway for gravel driveways.

City Administrator Swenson read the Affidavit of Mailing and Publication which verified that the notice was published and mailed indicating the time and date of the hearing. Also included with the affidavit was a copy of the postage paid, dated envelope mailed to benefiting property owners on the road along with estimated costs including page 10 of the Feasibility Report.

City Administrator Swenson read a letter dated January 4, 2000 from William Patton who indicated he was not in favor of proceeding with the road improvements. He stated that he was pleased with the Council action to reduce road widths from 18' to 14' or 16' based on lots served. He requested that if the project did proceed, that the Council consider the narrower roadway width. A copy of the December 16, 1999 Lake Country Echo article which discussed the road widths was included with the letter.

Mayor Swanson read a fax received January 5, 2000 from Terry Meland and Carol Bungert who are opposed to the improvement.

City Administrator Swenson read a letter received via fax on January 5, 2000 from Lyle Hilde opposed to the improvement.

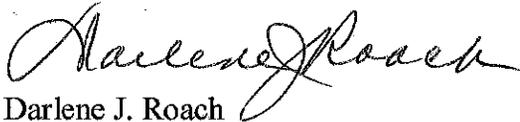
Mayor Swanson read a letter received via fax on January 5, 2000 from Daniel and Virginia Radant opposed to the improvement.

The hearing was opened for comments. Councilmember Upton inquired as to how many trees would require removal if the roadway width was decreased and City Engineer Dave Reese and Public Works Foreman Pat Hoag stated that one pine tree in the triangle, which is already diseased, would require removal.

Dave Lundberg, owner of Lot 4 asked what prompted the improvement project and Public Works Foreman Pat Hoag stated that he is preparing to make a recommendation to the City Council that Pine Bay Road be approved for an overlay project in 2000. Since the majority of the other gravel roads in the area are being blacktopped, the cost savings to the City would be significant in not having to transport the grader fifteen miles to grade a small piece of gravel road. City Administrator Swenson stated that in 1999, the City blacktopped eight miles of roads and in 2000, six more miles will be blacktopped. This will have an effect on the replacement of squad cars also representing a savings for the City. Councilmember Swanson stated that the Council was receptive to property owners concerns regarding the wider roadways and that is why the Council reconsidered the Ordinance and is in favor of smaller widths. Carol Bungert, owner of Lot 3 stated that currently the roadway is not centered and wondered if it would be kept that way. City Engineer Reese stated that the roadway appears to be in the right-of-way although no survey has been done. The City could keep the roadway in the same location due to its having a prescriptive easement through use. Rossella Jenson, owner of Lot 5 stated that if a survey is done, it will be found that her lot line runs through the neighbor's driveway. City Engineer Reese stated that WSN will only survey in the right-of-way. Ms. Jenson also inquired if the road was not improved whether it would affect maintenance on the road. Mayor Swanson stated that in the past, property owners have been given the option of a minimum maintenance road versus blacktopping. Terry Meland, owner of Lot 2 stated that his main concern was the cutting of the 100' pine trees and the reason people bought the property was because they wanted the northwoods. Councilmember Upton stated that it's not that the City wants to grow, but that we are growing. He stated that the Council is very sensitive to saving the trees. Councilmember Miller concurred.

The next step in the process is to adopt a Resolution to proceed with the design of the road if the Council approves the project for improvement. This will be heard at the Regular Council Meeting scheduled for January 10, 2000. MOTION PH1-01-01-99 WAS MADE BY RICHARD UPTON AND SECONDED BY DEAN SWANSON TO CLOSE THE PUBLIC HEARING TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO RABBIT LANE AT 9:45 A.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:



Darlene J. Roach
Deputy Clerk

