

PUBLIC HEARING
CITY OF CROSSLAKE
MONDAY, NOVEMBER 5, 1998
7:45 P.M. – CITY HALL

The Council for the City of Crosslake met in the Council Chambers of City Hall on Monday, November 5, 1998 at 7:00 P.M. for the purpose of receiving public input on the proposed improvement to Jason Lane and Staley Lane. Councilmembers present for the hearing were Mayor Robert Scott, Charles (Chuck) Miller, Raymond (Ray) Smyth and Richard Upton. Absent was Donna Keiffer. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, Deputy Clerk Darlene Roach, Zoning Administrator Teri Hastings, Public Works Supervisor Pat Hoag, Mayor Elect Darrell Swanson, and Councilmember Elect Dean Swanson. (Public Hearing sign in sheet included as part of these minutes.)

Mayor Scott called the Public Hearing to order at 7:45 P.M. He welcomed everyone to the meeting and stated that a public hearing is one of several steps involved in a road improvement process. The purpose of the hearing is to allow residents to voice their opinions for or against the road improvement project. The meeting was turned over to City Engineer Dave Reese who reviewed the details of the road feasibility study which was completed by Widseth Smith Nolting. The feasibility study examines the existing conditions, proposes improvements to the road, details approximate project costs and provides approximate costs to be assessed to benefiting property owners. It was noted that a change was made in the Feasibility Report which was read into the record as follows: *“Disturbance to existing driveways will be minimized and adjustments to driveways due to roadway construction will be made as needed. However, improvements to, and/or paving of driveways, is not anticipated to be a part of this project. Existing paved driveways (i.e. brick, paver stone, concrete, etc.) will be matched with new bituminous pavement when the distance to the existing paved driveway is within the public road right of way. All other existing driveway entrances will receive a bituminous apron, or kickout, of one to two feet that matches the existing driveway width.”* The City has determined that assessments for this project will be based on equivalent lot units. An explanation of an equivalent lot assessment was read into the record which changes and supercedes the explanation contained in the feasibility study as follows: *“The number of equivalent lots that have been estimated in the feasibility study are based on the total number of platted lots, metes and bounds subdivision lots, benefiting lots, and potential number of lots on property that can be divided in accordance with current city zoning and subdivision requirements.* Staley/Jason Lane abuts approximately 16 lots/parcels of land and provides driveway access for approximately 11 existing residences. The road begins near the east end of Silver Peak Road in Section 7. Currently Staley/Jason Lane is a gravel road with excellent roadside ditches that are wide enough and deep enough to handle runoff from storm events. From a visual survey, there does not appear to be any vegetation encroaching in the clear zone on either side of the roadways. There may be some concern with encroachment in the cul-de-sac areas. The road improvement was the result of a petitioned request by more than 35% of the front footage property owners.

Based on right-of-way width and total number of lots on this street, Staley/Janson Lane is categorized as a minor rural roadway with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 2 foot wide aggregate shoulders. As part of the improvements to bring the street up to City standards, cul-de-sacs will need to be installed at both the south and north ends of Staley/Janson Lane. The estimated cost for the proposed improvements is \$45,000 plus 10% for contingencies (\$5,000) and (\$10,000) for engineering, legal and administration for a total estimated project cost of \$60,000. The estimated number of equivalent lot units is 18 for an estimated cost of \$1,667 per equivalent lot.

The meeting was opened up to the public for comments.

Dave Matzek asked about drainage and whether the current gravel on the road would be stripped off. City Engineer Dave Reese stated that the runoff will require calculation to determine whether more culverts will be needed. He also stated that the current gravel would remain and since only 4 inches is needed, the road may not require much additional gravel.

Lynn Schmidt asked why larger lots were divided into more equivalent lot units and Zoning Administrator Teri Hastings explained that the number of equivalent lot units was derived by using the current zoning ordinance guidelines for sub-dividing based on property classifications. She stated that R-1 classification requires 20,000 square feet of property and 100 feet of shoreline for each lot. R-3 classification requires 40,000 square feet per lot.

One resident asked if assessments could be paid up front or if they needed to be paid on the taxes. City Administrator Swenson explained that the assessment could be paid in full up front to avoid paying interest.

Another resident along the road stated that he has spent quite a bit of money on building up a ditch adjacent to his property and asked about runoff. Drainage will be reviewed during design.

Rod Brickert, owner of Lot 4, asked if the equivalent lot units have been established. Only preliminary estimates are available at this time.

Another resident felt the \$40,000 charge for construction seemed extreme since most of the work on the road has been done such as the amount of gravel and ditching.

Richard Armstrong stated that he took strong exception to having to pay an equivalent lot unit for one side of the road and another for the other side since he is on a corner. He felt this was unreasonable.

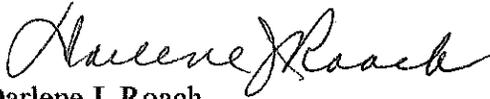
A question was asked as to when the road would require seal coating. Dave Reese stated seal coating is done approximately every five years, however, the City's position would be to overlay the road in 15 to 20 years. The road will be reviewed for crack sealing annually.

A question was raised as to when accurate costs would be known. Dave Reese stated that if the Council approves proceeding with the project, a design study will be done and more accurate costs will be known.

City Administrator Swenson read letters into the record received from: (1) Mrs. June Wallace dated October 29, 1998 opposed to the project; (2) Donald Rahor opposed to the estimated cost of \$60,000; and (3) Thomas Kokaisel dated November 5, 1998 opposed to the estimated cost of \$60,000 on a road that is less than ten years old.

There being no further input from the public, MOTION PH3-01-98 WAS MADE BY CHUCK MILLER AND SECONDED BY RAY SMYTH TO CLOSE THE PUBLIC HEARING FOR STALEY/JASON LANE AT 8:29 P.M. MOTION CARRIED UNANIMOUSLY.

Recorded and transcribed by:



Darlene J. Roach
Deputy Clerk/Treasurer

William & Stuart Jewelry Company
24 HAMM BUILDING
SKYWAY LEVEL
ST. PAUL, MINNESOTA 55102
PHONE: 222-4887

Tom Swenson

11/5/98

We bought a lot on staley lane right after the road was built. I can't understand where the \$60,000.00 bid comes from unless the Minnesota State laws have changed for road requirements. If laws haven't changed then why were these things overlooked by the engineer, contractor, and the city inspector. We don't feel this is right that we should have to pay for updates on a road that is less than 10 years old. Please keep me informed on this matter.

Sincerely

A handwritten signature in cursive script that reads "Thomas Kokaisel". The signature is written in dark ink and is positioned below the typed word "Sincerely".

ATTN: THOMAS SWENSON

TO CITY COUNCIL OF CROSS LAKE

This FAX is in regards to the proposed improvements on JASON LAKE and STACEY LAKE. When the proposed improvements were first brought to my attention the estimated cost for improvements was \$20,000. This seemed reasonable, however the most recent estimate of \$60,000 seems far too high for a system which I already believe meets Minnesota Statutes, sections 429.011 to 429.11 regarding to drainage improvements and road construction. Since the roads were brand new nine years ago, and still perform perfectly

Sincerely

Donald W. Fisher

City Council
Cross Lake, Mn.

Oct. 29, 1998

Re: Blacktopping - Staley Lane

Dear Sirs:

I spent over 10,000, constructing Staley Lane and Jason Lane. It is a good road, and I don't feel like spending any more money on it.

Why are you holding this meeting so late in the year after nearly everyone has left the area for the winter?

Also, why is it that when I attended a City Council meeting about a year ago with reference to requesting the first turn-around to be returned to me, the city of Cross Lake had no objections, and Dr. Upton and Mr. Coulter came to my home and explained I would need to get an attorney, and as far as the city was concerned, it was all right. I got an attorney and spent over 1,000, in this effort only to have the City of Cross Lake request the court to deny my petition. Yes cross Lake maintains the turnaround, but almost no one uses it except for someone sneaking in to dump a manure spreader and plastic flower pots on my land.

The buyer of Lot 2, Dan Peterson, has said we would work out some plan for the turnaround. Therefore I object to blacktopping of it.

Thank you,

Mrs. June Wallace
P.O. Box 774
Cross Lake, Mn. 56442