

EAGLE STREET PUBLIC HEARING  
CITY OF CROSSLAKE  
NOVEMBER 27, 2000  
7:30 P.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 report prepared by Widseth Smith Nolting for improvements to Eagle Street. The road begins on CSAH 66, extends westerly 600 feet, and then turns south and extends another 125 feet. 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, City Attorney Paul Sandelin, Public Works Director Ted Strand and Deputy Clerk Darlene Roach. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 7:35 P.M. and stated that the purpose of the hearing was to review the feasibility report for improvements to Eagle Street. After City Engineer Dave Reese reviews the feasibility study, the meeting will be open to the Council and public for questions and comments.

City Administrator Swenson read the Affidavit of Mailing and Publication. Included with the Affidavit is a copy of the hearing notice which was mailed to all affected property owners noting the time and date of the hearing, a copy of the prepaid addressed envelopes showing the benefiting property owners name and address which was obtained from the County Auditor's Office and a copy of Page 10 of the Feasibility Report which shows a summary of the cost estimate for this project. On November 2<sup>nd</sup> and November 9<sup>th</sup> a notice of hearing was published in the Lake Country Echo. One hearing notice was returned marked "attempted, not known". Several telephone calls were received, however, no correspondence was received.

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 showed the project location of Eagle Street off of CSAH # 66. This road currently abuts 11 lots/parcels and provides driveway access for a number of existing residences. Currently Eagle Street is an aggregate surfaced road and has a width of 15 to 18 feet. The right-of-way varies in width from approximately 50 to 66 feet. Although there is some minor ditching, there does not appear to be any significant erosion or drainage problems. From a visual survey, there does appear to be vegetation encroaching in the clear zone area on both sides of the roadway. The vegetation includes some planted trees that limit snow storage space and water management. Based on right-of-way width and total number of lots on this road, Eagle Street would be constructed as a drive with 16 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 1 foot wide turf shoulders. The estimated construction cost is \$12,885 plus \$1,289 (10% contingency) plus \$5,000 for engineering, legal and administrative expenses for a total estimated project cost of \$19,174. City Engineer Dave Reese reviewed the methodology of assessing the project using the equivalent lot basis. The City will pay

50% of the cost of the project and the benefiting property owners will pay 50% of the cost of the project. The City's portion of the cost is estimated at \$9,587. The estimated number of equivalent lots is 9 for an estimated cost of \$1,065.22 per equivalent lot for a total of \$9,587 being assessed. Financing terms will be decided at the final assessment hearing, however, the City has used a financing term of ten years on previous assessment projects. For purpose of examples of costs spread over five and ten years, an interest rate of 8% was used. The assessment can be paid in full within thirty days of the final assessment hearing without any interest being accrued. Existing paved driveways, which extend into the right-of-way, will be matched with bituminous. A one-to-two foot kick-out or apron will be extended from the roadway for gravel driveways. Homeowners who wish to blacktop driveways need to make separate agreements with the contractor for this work.

The meeting was opened to the Council and audience for questions and comments.

Councilmember Upton asked how the nine equivalent lot units were arrived at. City Engineer Dave Reese stated that some of the lots have been subdivided by metes and bounds versus platting and the number was determined by looking at the current Zoning Ordinance.

Ethelmae Ross stated that the nine lots are nine property owners, however, Truman Gregg owns a large tract with 600' and he is selling the property with access on Eagle Street. Based on this, she felt he should also be assessed. Rudy Kokesma stated that he has lived along the road for 22 years and is awaiting the blacktop.

A decision will be made whether to accept or reject the project at the Regular Council Meeting scheduled for December 11, 2000. There being no further comments, MOTION PH14-11-01-00 WAS MADE BY CHUCK MILLER AND SECONDED BY IRENE SCHULTZ TO ADJOURN THIS PUBLIC HEARING TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO EAGLE STREET AT 8:08 P.M. MOTION CARRIED WITH ALL EYES.

Recorded and transcribed by:



Darlene J. Roach, Deputy Clerk

