

WHITE OAK DRIVE PUBLIC HEARING
CITY OF CROSSLAKE
NOVEMBER 27, 2000
6:00 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 White Oak Drive. White Oak Drive begins on CSAH 103 and extends northwesterly 2,040 feet to the intersection of Urban Point Road. 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 (who joined the meeting at 6:04 P.M.), 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 6:00 P.M. and stated that the purpose of the hearing was to review the feasibility report for improvements to White Oak Drive. After City Engineer Dave Reese reviews the 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 2nd and November 9th a notice of hearing was published in the Lake Country Echo. No correspondence was received regarding this project.

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 White Oak Drive between CSAH # 103 and Urban Point Road. This road currently abuts 19 lots/parcels. Currently White Oak Drive is an aggregate surfaced road and has a varying width of 18 feet on the North end to 22 feet on the South end. The right-of-way varies from 33 feet on the North to 66 feet on the South. Some gravel surfacing has been done previously by the City and no drainage problems were sighted during the visual survey. Based on right-of-way width and total number of lots on this road, White Oak Drive would be constructed as a rural roadway section with 20 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base, 2 foot wide aggregate shoulders and a 10 foot clear zone. The estimated construction cost is \$37,987 plus \$3,799 (10% contingency) plus \$14,625 for engineering, legal and administrative expenses for a total estimated project cost of \$56,411. 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 \$28,206. The estimated number of equivalent lots is 18.5 for an estimated cost of \$1,525 per lot for a total of \$28,206 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 for questions. City Administrator Swenson asked how a 10 foot clear zone could be maintained in the area where the right-of-way is only 33 feet. City Engineer Dave Reese stated that some brushing may need to be done to enhance the visual area. It was noted that the roadbed will not be relocated from its present location.

The hearing was opened to the public for comments. Jim Frederick, owner of Lots 13 and 14, inquired about the varying width of the road. Karen Wurdeman commented on the cost. She owns three undeveloped parcels of property along the road and asked how the blacktopping would benefit her property. City Attorney Paul Sandelin stated what the City has to determine is whether the cost being assessed benefits the property value by the amount being assessed. Councilmember Miller stated that the costs shown in the feasibility report are only estimates and could be high. City Administrator Tom Swenson stated that the City's policy is one of the most liberal policies in Minnesota since 50% of the cost of the project is being paid by the City. Karen Wurdeman stated that she moved to a rural area and doesn't mind the gravel road. She asked if it was the City's policy to promote green space or to promote development. Councilmember Swanson stated that the City isn't promoting development but it is happening and the position of the Council is that it is a benefit to the overall City that the roads be blacktopped. He stated that building permits are up 25% over last year which is a reflection of the City's growth. Lawrence Smaby, owner of Lot 2, Block 3 stated that he also owns 1/33rd interest in Outlot G and did not receive a notice for this Outlot. He stated that he circulated the petition for White Oak Drive and Red Oak Circle and is in support of the improvement. City Administrator Swenson stated that he will receive 1/33rd of the cost of Outlot G if the project proceeds. Clyde Fish, who lives at 12979 Red Oak Circle inquired as to the Indian parcel which is undevelopable. City Engineer Dave Reese stated that, in the past, parcels of land that have bylaws or covenants which prevent development, the City has looked at making an adjustment in the number of equivalent lot units. City Administrator Tom Swenson stated that it would be helpful if the City could be provided with any legal documents pertaining to this area. Mayor Swanson thanked the audience for attending the hearing. He stated that the City is a maturing, emerging City and along with the growth comes blacktopping. He stated that maintenance costs are lower when the roads are blacktopped and during design, safety issues can be addressed. Councilmember Upton stated that the Comprehensive Plan addresses concern for green space and this document is available at City Hall for the public to review. Don Wurdeman, owner of

Lot 3, asked what the City's plan was for sewer and water in this area. Mayor Swanson stated that this area is not under consideration for sewer and water. City Administrator Swenson stated that, while the City has not established a policy in these areas for sewer, he does not expect sewer in this area for ten to fifteen years. City Engineer Dave Reese stated that the useable life of a road is between fifteen and twenty years and it is very unlikely that sewer would be a reality for quite some time. Karen Wurdeman inquired about assessments on corner lots and City Engineer Dave Reese explained the policy in regards to corner lots.

A decision will be made whether to accept or reject the project at the Regular Council Meeting scheduled for December 11, 2000. MOTION PH11-11-01-00 WAS MADE BY CHUCK MILLER AND SECONDED BY RICHARD UPTON TO ADJOURN THIS PUBLIC HEARING TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO WHITE OAK DRIVE AT 6:47 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:



Darlene J. Roach, Deputy Clerk

