

WOODLAND AVENUE/PINEDALE STREET PUBLIC HEARING
CITY OF CROSSLAKE
NOVEMBER 28, 2000
7:00 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 Woodland Avenue and Pinedale Street. 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 7:30 P.M. and stated that the purpose of the hearing was to review the feasibility report for improvements to Woodland Avenue and Pinedale 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 2nd and November 9th a notice of hearing was published in the Lake Country Echo. Several conversations were held with property owners, but no correspondence was received regarding this proposed improvement.

City Engineer Dave Reese presented the feasibility study completed by Widseth Smith Nolting as required under Minnesota Statute. 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 Woodland Drive beginning on Manhattan Point Boulevard and extending southerly 378 feet to the intersection of CSAH 140. Pinedale Street begins on Manhattan Point Boulevard and extends easterly 295 feet to the edge of a development. Woodland Drive and Pinedale Street abut 10 lots total. Currently Woodland Drive is an aggregate surfaced road and has a width of 11 feet. Pinedale Street is an aggregate surfaced road with a width of 14 feet. Right-of-way width appears to exceed 66 feet on Pinedale Street while Woodland Drive appears to have a constant right-of-way width of 66 feet. Although there is some minor ditching, there does not appear to be any significant erosion or drainage problems except at the intersection of Woodland Drive with County Road 140 and along the cut banks caused by grading. From a visual survey, there does appear to be significant vegetation encroaching in the clear zone area on both sides of the roadway. This vegetation limits snow storage space and water management. Based on right-of-way width, length, and use as a through road, Woodland Drive would be constructed as a minor rural roadway with 18 foot wide pavement, 2 inch

thick bituminous on a 4 inch thick aggregate base and 2 foot aggregate shoulders. Pinedale Street would be constructed as a rural roadway with 20 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 2 foot wide aggregate shoulders. The estimated construction cost is \$19,673 plus \$1,967 (10% contingency) plus \$7,600 for engineering, legal and administrative expenses for a total estimated project cost of \$29,240. 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 \$14,620. The estimated number of equivalent lots is 7.5 for an estimated cost of \$1,949 per equivalent lot for a total of \$14,620 being assessed to the property owners. 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 Miller asked why an 18' road was being proposed for Woodland Avenue and a 20' road for Pinedale Street. City Engineer Dave Reese stated that Pinedale Street serves more properties and this would be consistent with past projects.

John Derus, owner of Lots 10, 12 & 13, stated that he is not in favor of having Woodland Drive paved. He spoke on behalf of Mrs. Stanley, another property owner, who is also opposed to the project. Mr. Derus stated that he would like to file a petition with the District Court to have this road vacated. City Administrator Tom Swenson suggested that Mr. Derus retain a lawyer for this process. City Attorney Sandelin explained the process for a request to vacate a road. Gerry Boe, who owns property on Pinedale Street, asked what was going to happen to the rest of Pinedale Street that is not being improved. City Engineer Dave Reese stated that the City has never maintained that portion of Pinedale Street and the property owners would be required to bring the road up to City standards before the City would accept the road. This would mean the road would have to be blacktopped with 100% of the cost paid by the property owners. City Administrator Tom Swenson stated that the Public Works Commission did look at the width of Pinedale Street and made a determination that if the rest of the road is ever improved, the City would want the other road developed at a 20 foot width. Mayor Swanson asked City Attorney Sandelin if the roads could be split apart should the property owners request a vacation of Woodland Drive. City Attorney Sandelin stated that the scope of the project could be changed since the City has six months from the date of the hearing to schedule the improvement. City Administrator Tom Swenson suggested that the issue be placed on the agenda for the January Council Meeting. MOTION PH18-11-01-00 WAS MADE BY CHUCK MILLER AND SECONDED BY IRENE SCHULTZ TO TABLE ANY

DECISION ON WOODLAND AVENUE AND PINEDALE STREET TO THE
JANUARY , 2001 REGULAR COUNCIL MEETING. MOTION CARRIED WITH
ALL AYES.

MOTION PH18-11-02-00 WAS MADE BY CHUCK MILLER AND SECONDED BY
RICHARD UPTON TO ADJOURN THIS PUBLIC HEARING TO REVIEW THE
FEASIBILITY STUDY FOR IMPROVEMENT TO WOODLAND AVENUE AND
PINEDALE STREET AT 8:01 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:

A handwritten signature in cursive script, appearing to read "Darlene J. Roach".

Darlene J. Roach, Deputy Clerk

