

PINE BAY TRAIL/SHORES DRIVE PUBLIC HEARING
CITY OF CROSSLAKE
DECEMBER 2, 1999
9:30 A.M. – CITY HALL

Pursuant to proper notice duly given as required by law, the City Council met in the Council Chambers of City Hall to review the feasibility study prepared by Widseth Smith Nolting for improvements to Pine Bay Trail/Shores Drive. Shores Drive extends north and south of Pine Bay Trail. 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 9:32 A.M. and stated that the purpose of the hearing was to review the feasibility report for Pine Bay Trail and Shores Drive. City Administrator Swenson read the Affidavit of Mailing which verified that the notice was 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 all benefiting property owners on the road along with estimated costs included on page 10 of the Feasibility Report.

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 Pine Bay Trail/Shores Drive currently abuts 20 lots/parcels and provides driveway access for 13 existing residents. The project abuts Pine Bay Road which is currently a paved road. Currently Shores Drive and Pine Bay Trail are 20 foot wide aggregate surfaced road. Based on right-of-way and total number of lots on Shores Drive it would be constructed as a minor rural roadway section with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch aggregate base and 2 foot wide aggregate shoulders. This section includes a minimum one-foot deep ditch in cut areas and ten-foot wide clear zones outside the shoulders. Pine Bay Trail 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. This section includes a minimum two-foot deep ditch in cut areas and ten-foot wide clear zones outside the shoulder. End treatments will be cul-de-sac's. The report was reviewed by the Public Works Commission and forwarded to the City Council for a hearing. Soil borings have not been done on the road to determine base thickness. The estimated construction cost is \$65,500 plus \$6,550, (10% additional for contingencies), plus \$18,000 for engineering, legal and administrative expenses for a total estimated project cost of \$90,050. The City will use the equivalent lot basis for assessing the project with the City paying 50% of the cost. The estimated twenty equivalent lots would pay an estimated \$2,251 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 to 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.

No letters were received regarding the project.

The hearing was opened for comments. Councilmember Upton suggested that driveway treatment methods be included in any future feasibility studies. Helen Silva, who resides at 36246 County Road 66, asked if undeveloped property would have driveway kick-outs added at the time the road was paved. City Engineer Dave Reese stated that it is not the City's policy to construct new driveways, so the pavement along undeveloped property would run in a straight line. City Administrator Swenson stated that the City would be willing to work with the property owner if the owner knows where they would want a driveway placed. Jeff Dauber who resides at 13648 Elkwood Drive in Apply Valley was concerned about the number of lots along the development. It was noted that the equivalent lots were determined by zoning requirements. Mayor Swanson stated the City must look at what the highest and best use of the property is and not how the owner currently uses the property. Mr. Dauber asked about plans for sewer and water and Councilmember Swanson stated that, at this point, sewer and water is not being considered for this area. Mr. Dauber also asked about driveway paving and City Engineer Dave Reese stated this would be an arrangement between the contractor and the property owner. Residents can call City Hall to find out who the bid was awarded to. Dick Schalow, resident of 35317 West Shore Drive, asked about the portion of the road that was blocked off from traffic and whether that could be opened and attached to the two roads. City Engineer Reese stated that the City did look at that, however, this is a private drive. The City, in the past, has unsuccessfully pursued opening this area.

The next step in the process is to prepare 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 December 13, 1999. MOTION PH1-12-01-99 WAS MADE BY CHUCK MILLER AND SECONDED BY RICHARD UPTON TO CLOSE THE PUBLIC HEARING AT 9:27 A.M. TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO PINE BAY TRAIL/SHORES DRIVE AT 10:02 A.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:



Darlene J. Roach
Deputy Clerk

RESOLUTION 99-83

RESOLUTION RECEIVING REPORT AND CALLING HEARING ON IMPROVEMENT

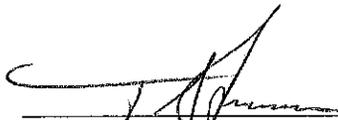
WHEREAS, pursuant to Resolution of the Council adopted August 23, 1999 a report has been prepared by Widseth, Smith and Nolting with reference to the improvement of the West approximately 890 feet of Pine Bay Trail and the entire length of Shores Drive approximately 1790 feet from cul-de-sac to cul-de-sac by constructing road and drainage improvements, and this report was received by the Council on November 8, 1999, and

WHEREAS, the report provides information regarding whether the proposed project is necessary, cost-effective, and feasible,

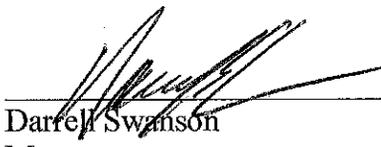
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CROSSLAKE, MINNESOTA:

1. The Council will consider the improvement of such street in accordance with the report and the assessment of abutting and/or benefiting property for all or a portion of the cost of the improvement pursuant to Minnesota Statutes, Chapter 429 at an estimated total cost of the improvement of \$111,375.
2. A Public Hearing shall be held on such proposed improvement on the 2nd day of December, 1999 in the Council Chambers in City Hall at 9:30 a.m. and the Administrator shall give mailed and published notice of such hearing and improvement as required by law.

Adopted by the Council this 8th day of November, 1999.



Thomas N. Swenson
City Administrator



Darrell Swanson
Mayor