

PUBLIC HEARING
CITY OF CROSSLAKE
THURSDAY, DECEMBER 3, 1998
8:40 P.M. - CITY HALL

The Council for the City of Crosslake met in the Council Chambers of City Hall on Thursday, December 3, 1998 for the purpose of receiving public input on the proposed improvement to Tamarack Road, Tamarack Trail, Tamarack Lane, Bonnie Lakes Trail and Bonnie Lakes Lane. Councilmembers present for the hearing were Mayor Robert Scott, Donna Keiffer, Charles (Chuck) Miller, Raymond (Ray) Smyth and Richard Upton. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, City Attorney Steve Qualley, 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 8:40 P.M. and turned the meeting over to City Engineer Dave Reese who reviewed the details of the road feasibility study which was completed by Widseth Smith Nolting. It was noted that Tamarack Road was formerly called McClintock Road and Bonnie Lakes Road was formerly known as Bonnie Lakes Farm Road. 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. Tamarack Road currently abuts an estimated 67 lots/parcels of land and provides driveway access for 32 existing residences. The road begins on the north side of O'Brien Lake. The road ends with a branch style turn around. Tamarack Trail extends south off of Tamarack Road for 430 feet providing access for five residences. Bonnie Lakes Trail runs northwest off of Tamarack Road to Bonnie Lakes Lane which provides access to 29 lots along the south side of Goodrich Lake. Currently Tamarack Road is an aggregate surfaced road varying in width from 18 to 22 feet. Tamarack Trail is a 19 foot wide aggregate road. Bonnie Lakes Trail and Bonnie Lakes Lane are aggregate surfaced roads which vary in width from 16 to 20 feet. Two dead-end segments of road have substandard right-of-way width of 20 feet and 12 foot wide lanes. None of these roadways have ditching adequate to handle storm-water runoff. A visual survey shows significant vegetation encroaching in the clear zone areas on both sides of the roadways. Thick trees and shrubs as well as high embankments run to the edge of the roadway in many areas. The current road contains some tight corners and some wetlands. Some of the hills may have to be adjusted for sight distance and safety. Drainage is a big consideration and drainage easements may be needed where runoff cannot be stored in the road right-of-way. A field survey should be completed during the design to confirm the actual road location with respect to platted right-of-way. The feasibility study was initiated by the City Council. The proposed improvement consists of three types of road structures. The north leg of Tamarack Road would be constructed as a major rural roadway with 24 foot wide pavement, 3 inch thick bituminous on a 5 inch thick aggregate base, and 2 foot wide aggregate shoulders serving 40 lots. The south leg of Tamarack Road and Bonnie Lakes Trail would be categorized

as minor rural roadways with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 2 foot wide aggregate shoulders serving 11 to 25 lots. Tamarack Trail and Tamarack Lane would be categorized as a lane or access with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 1 foot wide turf shoulders. A branch type turn around will be used on Tamarack Road and the north end of Bonnie Lakes Lane. The south end of Bonnie Lakes Lane will receive a cul-de-sac. The City has determined that assessments will be based on equivalent lot units based on zoning and whether the lot could be sub-divided rather than on front footage. The cost for the proposed improvements is \$320,000 plus 10% for contingencies (\$32,000) and (\$50,000) for engineering, legal and administration for a total estimated project cost of \$400,000 with 50% of the cost paid by the City. The estimated number of equivalent lot units is 100 for an estimated cost of \$2000 per equivalent lot. The Council would consider taking input on specific concerns by property owners where it is determined that the property cannot be subdivided due to the location of an existing dwelling.

The hearing was opened to the public for comments.

Arnie Berg asked if there was any thought regarding the straightening of Tamarack Road. City Engineer Dave Reese stated that since there was an already established road bed, movement of the road would significantly increase the cost of the project. He asked if the steep drop off would be filled in and Dave Reese replied that it would not.

One resident asked where the 'K' on Tamarack came from since it has previously been spelled Tamarac. Another resident asked why a 24' wide road was being considered. He stated that he would be in favor of a narrower road where people don't drive so fast.

Leo Boog stated that he would like to see consistency in the width of the road. He also asked about the Fairfield Township portion of the road. (Lot 55 is the last lot within the City limits of Crosslake.) Public Works Supervisor Pat Hoag commented that in conversations he has had with Fairfield Township, their plans include blacktopping also. City Administrator Swenson stated that the City has no jurisdiction over what Fairfield Township does, however, the City would be willing to work with their Board of Supervisors. Mayor Elect Darrell Swanson suggested that if the project is approved, the City write a letter to Fairfield Township stating Crosslake's intentions in regards to the project. Pat Hoag stated that he has requested a letter from Jeff Kettleon. Council-member Elect Dean Swanson stated that Miles Johnson, a resident of Fairfield Township, has been talking to the Fairfield Board.

Councilmember Miller stated that the Public Works Commission would review the concern over a 24 foot road.

Mary Jo Neumann stated that she would like to have been asked about the road name Change from McClintock to Tamarack. She agreed that a 24' foot roadway was too

wide.

City Administrator Swenson read letters as follows: (1) Letter from Fritz and Virginia Clemmenson formally protesting the planned improvements and assessments; (2) Letter from Betsy Maranda opposed to the project; (3) Letter from John and Marian Corkery opposed to the project; (4) Letter from Dale and Jean Monroe in support of the project; (5) Myron W. Schuette in support of the project if both Crosslake and Fairfield Township make the improvement. He did feel the \$2000 assessment was excessive. (6) Letter from William Foley opposed to the project; (7) Fax from Joseph and Therese Galatowitsch requesting assessment for one lot since their home straddles Lots 21 and 22 and a request that the dead end portion of Tamarack Road that accesses their property not be paved. (8) Letter from Bob Stock in support of the project; (9) Letter from Sharren and Bob Nuffer in support of the project provided the blacktop starts from the existing blacktop; (10) Letter from Clarence and Esther Mark strongly opposed to the improvement; (11) Letter from Randy and Tracy Gustafson opposed to the project; (12) Letter from Dale and Jean Monroe very supportive of the improvement; and (13) Letter from Dwight Gillman which expressed concerns on several issues and questioned how a project cost of \$400,000 could be money well spent.

Councilmember Smyth stated that he would support Councilmember Miller's proposal to have the Public Works Commission review the 24 foot width proposed for Tamarack Road. Councilmember Smyth also felt that any decision on proceeding or halting the project be postponed until the new Council is in office since they are the ones who will have to live with the decisions. Councilmember Smyth also requested that corner lots be reviewed for consistency with lots which may straddle two properties. (Currently the proposed assessment would give corner lots two assessments and a property straddling two lots would be assessed one equivalent lot unit. Councilmember Elect Dean Swanson commented that he appreciated Councilmember Smyth's remarks.

Councilmember Elect Dean Swanson commented that eight road proposals were reviewed by the Council since November 30th. Four of the projects need more work and four have very little controversy. City Administrator Swenson agreed and felt, in order to not lose time with design, Miller Road, Shamrock Road, Red Pine Road and Sugar Loaf Road should be brought before the Council at the regular meeting on December 14, 1998. Councilmember Smyth and Upton concurred. Mayor Elect Swanson concurred and stated that his concern was with the City initiated projects versus the petition projects. He also stated he would like to see deferred assessments researched. City Administrator Swenson suggested that deferred assessments be directed to the Public Works Commission for review.

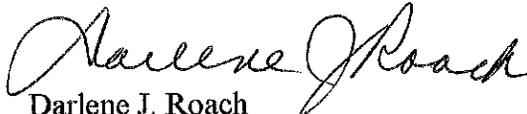
MOTION PH4-01-98 WAS MADE BY CHUCK MILLER AND SECONDED BY RICHARD UPTON TO REFER DEFERRED ASSESSMENTS TO THE PUBLIC WORKS COMMISSION FOR DISCUSSION. MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING
DECEMBER 3, 1998

PAGE 4 OF 4 PAGES

MOTION PH4-02-98 WAS MADE BY RAY SMYTH AND SECONDED BY CHUCK MILLER TO ADJOURN THIS PUBLIC HEARING AT 9:50 P.M. MOTION CARRIED UNANIMOUSLY.

Recorded and transcribed by:



Darlene J. Roach
Deputy Clerk/Treasurer

Crosslake City Council
Crosslake, Mn. 56442

We are the owners of Lots
27 & 28 - 2nd Addition to Goodrich
& D' Brun Lake Shores and do
herewith formally protest the
planned improvements to Bonnie
Lakes Trail etc and the proposed
assessments. First of all we
do not feel the work is essential
Too. As the proposed
assessment for both sides of road
if not why should blank platted
lots be assessed which will receive
no more benefit than blank land
on the other side of road

Respectfully:
Fritz J. Kalamen
Virginia B. Kalamen

Dear Sirs

Due to night blindness I will not be able to attend the meeting on Dec 3rd about Bonnie Lake road. I'm against the idea. Why of course its the money but whats wrong why change it. I

know the road between the lakes is low but its still passable. When I bought my place the road was the way it is now, if I wanted paved roads I wouldnt of bought it. I like the dirt roads I dont mind the wash-board I bring back warm memories of summer times with my parents. If it was the property owners ideal why did they buy the property. They saw what they were buying & if the plan is paving the road let them flip the bill why should I have to pay for something I dont want. would you pay for something you dont want ???

I like the people who buy a home around an airport & then complain about the noise. This is the way I feel Im against

The plans I know I dont count when it co to city plans, you just want to feel you gave us a chance to view our feelings wd the contract has been signed. Thank you for taking time to read this letter.

Betty Mervanda

Lot 53 -

Goodrich + O'Brien
Lake shores -

Jamarack Rd

Nov 26 - 98

Thomas M. Swenson, City Administrator
City of Crosslake
Box 203
Crosslake MN 56442

Dear Mr. Swenson:

This letter is in response to a letter we received the 24th of November concerning the hearing for the proposed improvements on the former McIntock Rd. We are definitely opposed to 15% Notification process. We noticed the the notification was published in the Lake County Echo on November 12 and 19, 1998. Yet we did not get the letter until the 24th of November, 1998, less than one week before the hearing telling us about it.

2nd We are opposed to paying anything until we know what we are paying for. We had good roads all the way down until someone got the idea to haul "lars" 5" gravel on it making a mess to drive and walk on.

We would note to put the road back to the original condition and be opposed to any assessable cost of any kind.

This letter is the only means we have of expressing our concerns at this time since the shortness of the notification process.

Thanking you in advance

Sincerely,
John Carbery, Miriam Carbery Trustee
of Miriam Carbery Estate

December 1, 1998

Thomas N. Swenson, City Administrator
City of Crosslake
HC 83 Box 203
Crow Wing County
Crosslake, Minnesota 56442

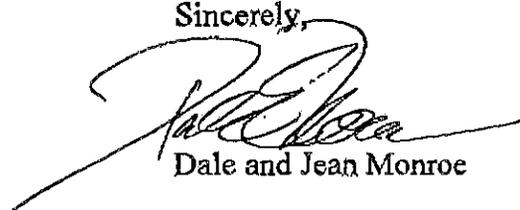
Dear Mr. Swenson,

I want to thank you for taking the time to discuss the improvements on Bonnie Lakes Trail, Tamarac Road, Tamarac Lane and Tamarac Trail. I have a clearer understanding of what the proposed project will do for my neighbors and me. As we discussed, my major concern was that the road improvements and services include my property through the Southwest corner of the property. If the final plan does provide both the city service and improvements completely through my lot to the State property line, both my wife and I are VERY SUPPORTIVE of this improvement!

Since it is impossible to be at the December 3rd hearing, I am faxing this to you so that it might be used at the hearing to support the project. The original will follow in the U.S. mail.

Thank you for the information and the forward thinking that goes with such a planning process.

Sincerely,



Dale and Jean Monroe

Bonnie Lakes
Lane

November 27, 1998

Lot 92,

Goodrich + O'Brien
Lake Shores

To: Thomas N. Swenson
City Administrator
Crosslake, MN

From: Myron W. Schuette
924 Island Lake Ave
Shoreview, MN

Lake Myron W. Schuette
Property Lot 92, Goodrich and
O'Brien Lake Shores

Re: December 3, 1998 Road Improvement Consideration

I am sorry I can't refer to names of roads in my opinion because I am not aware of the location of Bonnie Lakes Trail, Tamarac Road, Trail and Lane.

However, any improvement to our roads must include the stretch from where the black top now ends to the Y at the bulletin board. This section is wash board regardless of how much it is graded. I have always heard that that entry road lies partially in Fairfield Township. I would be against improvement that does not cover for both Crosslake and Fairfield Township.

I also think a \$2000 assessment is excessive. Recently our street here in Shoreview was improved with gutters, new surface and utilities for \$1800 per unit.

Thank you

Saint-Paul, November 26, 1998

City Council of
Crosslake, Minnesota 56442
(HC 83 Box 203)

To whom it may concern:

Regarding the assessments for our properties we
are voting NO.

We bought the cabin 43 years ago and the road has
always been very good.

The assessable improvement for Outlot B is
RIDICULOUS . (market value \$3,500 - assessable improvement
\$6,000)!!!

Yours truly,

William J. Foley

William J. Foley
1049 Island Lake Avenue
Saint Paul, MN 55126
Property: 141390000770009 (cabin)
1413900090B0009 (lot)

Lot 77, Goodrich + O'Brien
Lake Shores

Outlot B - Goodrich + O'Brien
Lake Shores

Marquette Rd

Bonnie Lakes Lane

City of Crosslake
HC 83 Box 203
Crow Wing County
Crosslake, MN 56442

December 2, 1998

Dear City Council,

We are the owners of lots 21 & 22 of the Second Addition to Goodrick and O'Brien lakes.

We recently received your Notice of Hearing on Improvement regarding the paving of McClintock Road.

Since we will not be able to attend the hearing on December 3, 1998, we have several points we would like to make in writing for the council's consideration:

1. If the council approves the improvement we acknowledge our responsibility to pay for our fair share of the costs. However, there are several factors that we would like the council to consider in designating our property as ONE lot for the purposes of allocating the cost of this improvement.

a. When we purchased these lots they were sold to us as one, inseparable unit.

b. Neither of these lots met the Crosslake's requirements for being buildable on their own. Even after combining the lots together, due to their small size, a variance was required to build a home.

c. We are completing construction of a home on the property that straddles both lots 21 & 22. They are used and managed as one complete lot and from a practical standpoint have no future opportunity for separate functions or use.

d. According to our understanding of Crosslake's Zoning Requirement, there is no way in the future these lots can be sold or owned separately and we anticipate they will be taxed as one unit.

For the above reasons we request that we be treated and billed as a single lot for this improvement project.

2. It is our preference that the dead-end portion of McClintock road that accesses our property not be paved for the following reasons;

- a. Paving of this portion of McClintock Road will cause significant destruction of the natural setting that surrounds the roadway.
- b. We question the value of paving this portion since it will cause increased water run-off and require additional expense to manage the increased run-off that will clearly threaten our home and foundation.
- c. Due to the number of lots closely packed into this section, there may be many occasions to dig up the road to accommodate future utility work on the gas, phone, and power systems that criss-cross the road bed to get to the various lots.
- d. Our property will unfairly be required to take the brunt of the run-off and run-off management systems.
- e. At this time we have a permit to build a garage on our property. We anticipate that the systems to manage the increased run-off will drastically hinder or prevent the construction of the planned garage.

Thank you for considering our concerns relative to this improvement project.

Sincerely,

Joseph & Therese Galatowitsch

Robert J. Stork
PO Box 991
Crosslake, MN 56442-0991

2011-11-10
Tot 81 Goodrich
218-692-5055

Thomas M. Swanson
City Administrator (attn: City Council)
HC 83 Box 203
Crosslake, MN 56442

Dear Crosslake City Council:

In reference to the consideration
of making improvements in the Bonnie Lakes Trail,
etc, I agree that the ^{Road} improvements are
needed. I regret I cannot attend the
Dec 3rd meeting. I look forward to an
affirmative decision.

Sincerely
Bob Stork

TO: Thomas Swenson, City Administrator
Crosslake, MN

FROM: Sharren/Robert Nuffer
Lot 26, the 2nd Addition to Goodrich & O'Brien Lake
Shores

DATE: November 30, 1998

RE: Notice of Hearing on Improvement
8:15 p.m. on December 3, 1998

+++++

In talking to our neighbors, it is our understanding that the road improvements will include a blacktop surface.

We will not be able to attend the hearing due to work schedules, however, **if the blacktop starts from the existing blacktop**, please count us as in favor of the improvement.

If it is possible, we would like you to send us the portion of the meeting minutes which concerns the improvement hearing.

Thanks and have a good day!

Sharren / Bob Nuffer

Box 125
Marine on St. Croix
Minnesota
November 30, 1998

Thomas N. Swenson
City Administrator
City of Crosslake
Crosslake, Minnesota

Dear Mr. Swenson:

We have your NOTICE OF HEARING ON IMPROVEMENT
in connection with our property on Lake O'Brien.

We strongly oppose this "improvement."

We built the first cabin on the west side of
O'Brien about 40 years ago, and we use it about
one-third of the summer; we like it very much.
We have watched taxes increase much above what
we ever expected.

Roads have improved over the years, and we
think they are satisfactory, never having wanted
state of the art roadways.

Please give our feelings about this matter
to the hearing meeting.

Sincerely,

Clarence W. Mook

Clarence B. Mook

December 3, 1998

Dear Council Members:

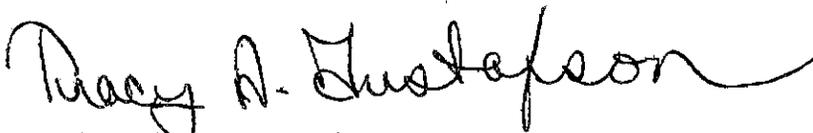
We are unable to attend the hearing, so I am writing this letter to you.

My husband and I are opposed to blacktopping the road in front of our home. One of the things that attracted us to purchase here four years ago, was the long winding dirt road. It added to the woodsy feel of the area.

We're also concerned that vehicles are speeding now on these roads and adding black top will only increase this problem, making it unsafe for our children and pets.

I hope our input will be taken into consideration when this issue is discussed.

Thank You!



Randy and Tracy Gustafson
36HM234 Lot 85 of Goodrich & O'brien Lake shores
19565 Rosedale Ave
Deephaven, Mn 55331
(612) 474-0829

December 1, 1998

Thomas N. Swenson, City Administrator
City of Crosslake
HC 83 Box 203
Crow Wing County
Crosslake, Minnesota 56442

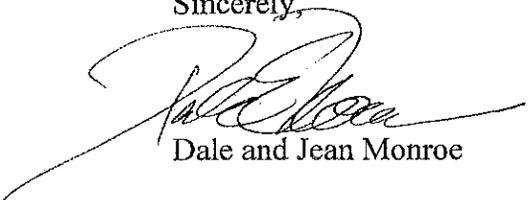
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Since it is impossible to be at the December 3rd hearing, I am faxing this to you so that it might be used at the hearing to support the project. The original will follow in the U.S. mail.

Thank you for the information and the forward thinking that goes with such a planning process.

Sincerely,



Dale and Jean Monroe

Sunday Evening
28 November 1998

To: City Council Crosslake:

Received your letter 3'o'clock Saturday 27 November 1998 regarding your meeting to consider the making of an improvement on Bonnie Lakes Trail, Tamarac Road (formerly McClintock Road). We do not know if this road goes by the Lot 29 the 2nd Addition to Goodrich & O'Brien Lake Shores.

We don't even know what or why you would want to call a meeting like this when all the summer people will not be able to attend the meeting. Just maybe this is your reason for doing this, because you have no one to object!!!!

We also object to the #5 rock you put on the road this summer!!!!

The road which goes past our place is a dead end road!!!

Are you going to assess all the property on both sides of the road????

How could this be worth the money spent for this Project cost of \$400,000.00 to the City of Crosslake!!!

Large amount of these people are retirees and on a fixed income, so why put this large assessment against their last years.

Why did you Publish in Lake Country Echo on November 12, and November 19, 1998, and wait until November 23, 1998 to send me the notice????? I live in Florida!!!!

I would like for my letter to be read at the Council Meeting, also I would appreciate an answer to my questions and the outcome of this meeting.

Sincerely,



Dwight H. Gillman