

COUNCIL PROCEEDINGS  
Crosslake, Minnesota  
SPECIAL SESSION - December 16, 1985

The City Council of Crosslake, Minnesota met a special session on December 16, 1985 in the Council Chambers of the Municipal Building. The following Council members were present; Mayor August Mezzenga, Councilmen Robert Allen, Oliver Courts, Orval Nelson and Oliver Yates. Also present were the following members of the Ad-hoc Committee: Judy Cotton, Don Engen, and Tony Mayer and Bruce Buxton from Widseth, Smith, Nolting and Associates. There were 3 members of the community present.

Mayor Mezzenga called the meeting to order at 5:00 p.m.

MOTION NO. 12S-01-85 WAS MADE BY COUNCILMAN NELSON AND SECONDED BY COUNCILMAN COURTS TO ACCEPT RESOLUTION PLACING ALL REVENUE SHARING MONIES INTO A FUND FOR CITY HALL REMODELING WITH ROADS AS THE SECONDARY PROJECT. MOTION PASSED UNANIMOUSLY.

Bruce Buxton reiterated the proposed assessment policy for roads as it was presented at the Council meeting of December 9, 1985 for the benefit of the two Councilmen who were absent from that meeting. The proposal calls for the City to pay 60 percent of the costs of the road improvements with the property owners paying the remaining 40 percent (20 percent for each side of the roadway). The gravel roads pay according to gravel replacement costs and if bituminous based on bituminous costs. If a road is gravel and at least 35 percent of assessed or abutting landowners petition for bituminous surfacing, the City will pay 60 percent for the cost of gravel and the property owners must pay the rest.

Total cost of the project is projected at approximately \$2,000,000. MOTION NO. 12S-02-85 WAS MADE BY COUNCILMAN ALLEN AND SECONDED BY COUNCILMAN COURTS TO ACCEPT THE PROPOSED ASSESSMENT POLICY AS RECOMMENDED BY THE AD-HOC COMMITTEE. MOTION PASSED UNANIMOUSLY.

Bruce Buxton will figure some price guidelines and recommendations for the first years project and bring them back to the special Council meeting called for Friday, December 20, 1985.

MOTION NO. 12S-03-85 WAS MADE BY COUNCILMAN NELSON AND SECONDED BY COUNCILMAN ALLEN TO ADJOURN THE SPECIAL COUNCIL SESSION AT 6:20 P.M. MOTION PASSED UNANIMOUSLY.

Recorded and transcribed by:



Arlene A. Buchite, City Clerk/Treasurer

Dec 16, 85

R E S O L U T I O N

WHEREAS, it is the intention of this resolution to recommit to the obligation which has been undertaken to remodel the City Hall and/or to commit to the road improvement project of 1986 of past years Revenue Sharing Funds received, as well as to dedicate the Entitlement period 17 receipts. The City Council has interpreted that the obligation and appropriation of these funds within a 24 month period has been committed to, but because of the committee process which is studying the feasibility and financing alternatives available, the actual funds have not been expended or disbursed as of the resolution date.

THEREFORE, BE IT HEREBY RESOLVED, that the Revenue Sharing Fund obligation of \$31,636.27 from December 31, 1984 herein still remains obligated to the remodeling of the City Hall project.

FURTHER, BE IT HEREBY RESOLVED that the Entitlement Receipts during the calendar year 1985 be dedicated to the remodeling of City Hall, primarily, and secondarily to the road improvement project of 1986.

FURTHER, BE IT HEREBY RESOLVED that the Entitlement Period Number 17 receipts for 1986 be hereby dedicated to the remodeling of City Hall as a primary commitment and, secondarily, to the road improvement project of 1986.

BE IT RESOLVED, that the City Council of the City of Crosslake, Minnesota go on record to approve this Revenue Sharing Resolution this 16<sup>th</sup> day of DECEMBER 1985. All Council Members present voted in favor of this resolution.

ATTEST:

Arlene A. Buchite  
Arlene A. Buchite  
City Clerk/Treasurer

August Mezzenga  
August Mezzenga, Mayor

RESOLUTION  
CITY OF CROSSLAKE

WHEREAS, the City Council has commissioned a Road Inventory Report outlining the necessary improvements and costs of same to the public road system in the City and had this Report updated, and

WHEREAS, the City Council and City staff have reviewed the road system themselves and find the recommendations in the Report to be in substantial conformity to their own findings, and

WHEREAS, paying the cost of the required improvements is not within the means of the City Budget, and

WHEREAS, the City Council has reviewed several alternative ways to pay for the required improvements, and

WHEREAS, the City Council feels it is appropriate that everyone be assessed for a part of the costs and that a policy for the method of assessment be established.

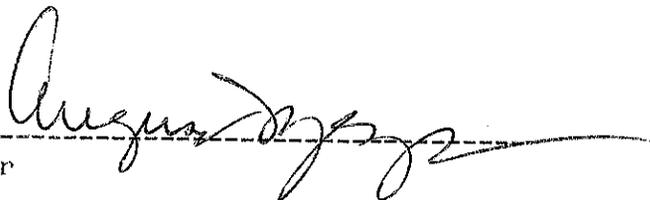
BE IT RESOLVED BY THE CITY COUNCIL OF CROSSLAKE, MINNESOTA:

1. The assessment policy attached hereto and made a part hereof is hereby adopted as the policy to be followed by the City for all roadway system improvements.
2. The City Council will periodically review the policy and make changes as necessary to relieve inequities.

Adopted by the Council this 16th day of December, 1985.

All Council Members present voted Aye.

  
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Clerk

  
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Mayor

CITY OF CROSSLAKE

ASSESSMENT POLICY - ROADS

COSTS -

Since the entire population benefits from all of the streets, most of the costs will be placed on the tax levy of the entire City --60% City Tax/40% Individual Assessment.

Since not all roads will be constructed to the same standard and therefore the costs will vary, assessments will be spread based on the improvement cost of the particular road being assessed and therefore value received -- Gravel assessed based on Gravel costs, Bituminous based on Bituminous costs.

Since the City has evaluated the roads relative construction, traffic needs, and local use needs, roads will be constructed according to the Road Evaluation Report --Any improvements desired in addition to those recommended by the Report will be assessed at full cost of the additional improvement requested.

METHOD OF ASSESSMENT -

1. Front footage as measured 30 feet back from the platted R/W line on the road being improved.
2. Corner lots will receive a credit based on the lot width (length along the narrow side) as long as it does not exceed 100 feet.
3. No difference between residential and commercial or improved and unimproved properties except based on the differences in types of construction.
4. Since there may be some property owners who by virtue of a project may be forced into undue hardship, it is proposed that the City Council retain the right to review and determine such hardship cases as provided by statute.
5. In order to minimize the amount of capitalized interest required by each project, the City Council will assess the costs of the improvements ahead of actual construction based on estimates provided by the City's consultants.

**ASSESSMENT PERIOD -**

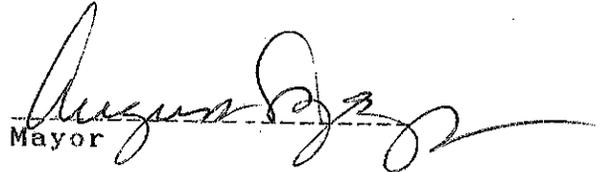
Since the assessed cost of these improvements is only a portion of the cost, the bond rate is lower for shorter term bonds, and the cost (principal and interest) for each assessed property owner will be lower on shorter term bonds, the Council will decide the term of each bond based on advice of the City's Bond Counsel --  
Generally the term should not exceed 10 years.

**GENERAL RESTORATION STANDARDS -**

1. Driveways - match existing
2. Sod - generally no replacement
3. Topsoil - Strip and salvage with minimum 3 inches
4. Seed & mulch - MnDOT Type 5 @ 50 lbs/ac.
5. No other replacement within R/W
6. Typical roadway sections are as shown in the Report

Adopted this 16th day of December, 1985 by unanimous vote of the full Council.

  
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City Clerk

  
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Mayor