

HAPPY COVE ROAD AND HAPPY LANDING ROAD PUBLIC HEARING
CITY OF CROSSLAKE
THURSDAY, DECEMBER 20, 2001
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 on Thursday, December 20, 2001. The following Councilmembers were present: Mayor Darrell Swanson, Sandy Eliason, and Irene Schultz. Absent was Councilmembers Chuck Miller and Dean Swanson. Also present was City Administrator Thomas Swenson, City Attorney Steve Qualley, City Engineer Dave Reese, Public Works Director Ted Strand and Clerk/Treasurer Darlene Roach. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the Public Hearing to order at 7:00 P.M. and noted for the record that with the absence of two councilpersons, a quorum of the Council was in attendance. City Administrator Tom 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 Crow Wing County Auditor's Office and a copy of Page 10 of the Feasibility Study showing the assessment summary. On November 22nd and November 29th a notice of hearing was published in the Lake Country Echo. The City was unable to obtain an address for one parcel belonging to Michael Costello. The County listing shows "no known address". Several pieces of correspondence were received for this project which were read into the record: (1) Letter from Richard Kadre contained the names of seven other residents requesting that the improvement continue on Happy Cove Road to the currently un-maintained portion of the road at the property owners expense. (2) Letter dated December 17th from Sharon and Hans Engman expressed concern over the proposed width of the road. They are ambivalent toward the project but felt if it must proceed that it be 14' at the beginning of the road and decreased down to 10' at the end of the road. (3) Letter from Dave Durenberger stated that he met with City Administrator Swenson and Public Works Director Ted Strand on December 17th regarding the 175 feet of property owned by him at the end of the road. He felt the improvement would be a benefit to the City in maintenance but doesn't feel the improvement would benefit his property but rather would have an adverse effect on the property. He stated that the turnaround represents a taking of property by the City. While he appreciates the services the City provides he hopes an alternative can be agreed upon. (4) Letter from Teddy and Larry Borsdon expressed dissatisfaction with property owners on Happy Landing Road being assessed for Happy Cove Road. They felt they should be assessed separately.

The meeting was turned over to City Engineer Dave Reese who presented an overview of the feasibility report prepared by Widseth Smith Nolting. The full report is available at City Hall. The project area of Happy Cove Road and Happy Landing Road currently abuts 17 lots/parcels. The project begins at the end of the paved portion of Happy Landing Road, then extends east approximately 975 feet and a separate segment extending north approximately 650 feet. The road continues on from the ends of the

project areas into subdivided areas that have not been maintained by the City in the past. Currently Happy Cove Road and Happy Landing Road are aggregate/sand surfaced roads that have average widths of 15 feet and 13 feet respectively. Ditching is non-existent. There is minor evidence of erosion on slight grades; however, the roads did not appear to have evidence of standing water. Clear zone is fair to poor, with thickly wooded areas that approach the roadway edge of Happy Cove Road and mature trees in landscaped areas on Happy Landing Road. Based on right-of-way width, the total number of lots, and the unlikely extension of these streets, each would be categorized as a Lane or Access. A 14 foot wide pavement, 2 inch thick bituminous surface on a 4 inch thick aggregate base and 1 foot wide topsoil shoulders is proposed. It may be feasible to construct a 16 foot wide paved surface on the entrance segment to Happy Cove Road, approximately 450 feet, based on the existing width and clear zone. In the interest of minimizing grading and tree removal, the remainder of the roadways would be constructed to the 14 foot pavement width. Due to the elevation of adjacent buildings and existing land contours it is recommended that portions of the roadways be subcut or filled in order to control drainage in the best possible manner. Private yard drainage currently appears to flow across the roads in certain areas, which will have to be addressed during design in order to maintain positive drainage. A branch style turnaround is proposed although the contractor may have to deviate from City standards for the turnaround. City Engineer Dave Reese stated that from a grading perspective there is an advantage to combine the two roads. Fill from Happy Landing Road can be utilized on Happy Cove Road.

The estimated construction cost is \$29,693 plus \$2,969 (10% contingency) plus \$11,432 for engineering, legal and administrative expenses for a total estimated project cost of \$44,094. 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 \$22,047. The estimated number of equivalent lots is 17 for an estimated cost of \$1,297 per lot for a total of \$22,047 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 of their choice for this work.


The meeting was opened to the Council for questions. Councilmember Eliason asked if Happy Trail was paved and she was informed that it was a private non maintained road. City Administrator Swenson asked if at the beginning of Happy Cove Road, the road could be constructed to 14' rather than 16'. City Engineer Dave Reese stated that it is of benefit to the City and adjacent property owners to have the maximum width achieved. Mayor Swanson asked if there would be any taking of property and City Attorney Steve Qualley stated the land is either dedicated through platting or dedicated to the public by

use in excess of six years. Mayor Swanson asked what could be done for the residents who have petitioned that the road be completed to the end. He asked if a cost analysis could be completed by WSN whereas the property owners could pay 100% of the cost of the improvement.

The meeting was opened to the audience for questions and comments. Ron Horwath, resident on the unmaintained portion of Happy Landing Road stated that he would like to see the unmaintained portion improved and he stated that if all the property owners in that area agreed could a bid be received. City Administrator Swenson stated that they couldn't get a bid but they could get a cost estimate. Mayor Swanson asked City Engineer Dave Reese if he could come up with a cost estimate before the January 14th meeting. Mr. Horvath felt that if Happy Cove Road is 85% of the project cost, Happy Landing Road should be separate. Mark LaFon, son of Leland LaFon, property owner along the road for thirty-five years, stated that there are no drainage problems on the road. He also felt that every tree is precious since it takes decades to grow trees and would not want to see any trees cut. He stated that currently the road has a lot of traffic and feels once it is blacktopped, speed and traffic would increase. He stated that with the asphalt, the long curve along the road will cause runoff into the lake. Mr. LaFon recommended that a maximum width of 14' of road be constructed since only 4 to 5 cars travel on the road a day on average. He again stated, however, that he was not in favor of the paving project. He also inquired how he would be assessed since a strip of property runs between his property and Happy Cove Road. He stated that he does not know of anyone who wants Happy Cove Road paved. Mayor Swanson stated the other option was to make the road a minimum maintenance road. He stated that as cities develop roads get paved. Hans Engman stated that if the only other option was a minimum maintenance road he would change his neutrality. After some discussion, it was the consensus of the Council that the road width be changed to 14'. City Administrator Tom Swenson noted that a decision on whether to proceed with the road improvement will be made at the January 14th Regular Council Meeting. City Engineer Dave Reese stated that he would prepare a cost estimate for the remainder of the road and forward to the City by the end of next week. The City will then communicate with Mr. Kadre by fax and Mr. Kadre will be the spokesperson between the other residents for that portion of un-maintained road.

There being no further comments, MOTION PH12-08-01-01 WAS MADE BY SANDY ELIASON AND SECONDED BY IRENE SCHULTZ TO ADJOURN THIS PUBLIC HEARING FOR HAPPY COVE ROAD AND HAPPY LANDING ROAD AT 8:03 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by,


Darlene J. Roach
Clerk/Treasurer

**HAPPY COVE ROAD
PUBLIC HEARING
7:00 P.M.
DECEMBER 20, 2001
SIGN-IN SHEET**

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