

IVY LANE/IVY TRAIL PUBLIC HEARING
CITY OF CROSSLAKE
NOVEMBER 29, 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 Ivy Lane and Ivy 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, City Attorney Steve Qualley, 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 7:17 P.M. and stated that the purpose of the hearing was to review the feasibility report for improvements to Ivy Lane and Ivy Trail. Following City Engineer Dave Reese's review of the feasibility study, the meeting will be open to the Council and public for questions and comments.

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 County Auditor's Office and a copy of Pages 10 and 11 of the Feasibility Report which shows a summary of the cost estimates for this project. On November 2nd and November 9th a notice of hearing was published in the Lake Country Echo. It was noted that Ivy Lane would be assessed at 50% of the cost, while Ivy Trail property owners would pay 100% of the cost. One letter was received on November 14, 2000 from Marlys Arneson who is not in favor of upgrading Ivy Trail.

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 for Ivy Lane which runs parallel to CSAH 103 and the lakeshore for 1,245 feet. Ivy Trail begins at Ivy Lane just northwest of the east intersection of Ivy Lane and CSAH 103. Ivy Trail is approximately 200 feet long. Ivy Lane abuts 29 lots/parcels while Ivy Trail only abuts 3.5 lots/parcels. Currently Ivy Lane is an aggregate surfaced road and has a width of 14 feet. Ivy Trail has a 10 foot wide aggregate surface. Although there is no ditching, there did not appear to be any significant erosion problems. Water may accumulate on the roadway for a period of time after a rainfall event or spring thaw. The roads are the low point in this vicinity. From a visual standpoint, there is significant vegetation and private property encroaching in the clear zone area on both sides of the roadways. Based on right-of-way width, total number of lots and site limitations on this street, Ivy Lane would be categorized as a Drive with 14 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 1 foot wide turf shoulders. Ivy Trail will be under a special category due to the minimal right-of-way and site limitations. The road will contain a 10 foot wide pavement

and based on testimony received from everyone present at the meeting, this testimony will become part of the record. Mr. Sanoeki commented regarding the width and stated that in 1952 when the property was platted both roads were the same width of 21 feet. City Engineer Dave Reese stated that based on what was measured, what was presented were the measurements. Lyle Arends, resident of Ivy Lane, stated that the road has been maintained by the City. In 1987, when he was on the City Council, he stated that equipment was purchased so people could have City services. A tractor was purchased to take care of these roads. Mr. Arends stated that he built the road across the Corps property in 1973 or 1974 with verbal approval of Walt Hermeding, who worked for the Corps of Engineers. David Osterhaus stated that he was opposed to the improvement and didn't see any benefit from it. He stated that the road has worked fine for the 40 years they've been there. Jim Trautman, property owner on Ivy Lane, stated that it would be appropriate to include Ivy Trail as part of the project since it would reduce the cost of what these property owners would have to pay which could result in their being more agreeable to the project. Lyle Arends asked how he would be assessed for Lots 31 and 35. He was told that Lot 31 would receive one equivalent lot unit and that Lot 35 would have to be looked at to determine if it could be subdivided. Public Works Director Ted Strand asked the Council if he was being directed to maintain Ivy Trail. MOTION PH23-11-01-00 WAS MADE BY CHUCK MILLER AND SECONDED BY DEAN SWANSON TO COMBINE IVY TRAIL AND IVY LANE AS ONE PROJECT. MOTION CARRIED WITH COUNCILMEMBER UPTON ABSTAINING FROM THE VOTE AS A RESIDENT OF IVY LANE. City Administrator Tom Swenson stated that the Council has gone on record as wishing to maintain the road and Public Works should now maintain the road.

The Council will make a decision on the project at the December 11th Regular Council meeting. The feasibility study will be revised to include the two roads under one project. There being no further comments, MOTION PH23-11-03-00 WAS MADE BY CHUCK MILLER AND SECONDED BY IRENE SCHULTZ TO ADJOURN THIS PUBLIC HEARING TO REVIEW THE FEASIBILITY STUDY FOR IMPROVEMENT TO IVY LAND AND IVY TRAIL AT 8:00 P.M. MOTION CARRIED WITH ALL AYES.

Recorded and transcribed by:



Darlene J. Roach, Deputy Clerk

Sign-In Sheet

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