

City of Columbus
Neighborhood Meeting
Zodiac Street (from 153rd to term or roadway)
Bender, 184th Avenue, Dimaggio (from 181st to 184th East & West)
177th Lane, Heidelberg, 178th Lane
176th Lane

The June 3, 2014 Zodiac Street (from 153rd to term or roadway), Bender, 184th Avenue, Dimaggio (from 181st to 184th East & West), , 177th Lane, Heidelberg, 178th Lane, 176th Lane, Road Improvement Neighborhood Meeting for the City of Columbus began at 6:35 p.m. at the City Hall. Present were City Administrator Elizabeth Mursko, Engineer Larry Bohrer and Deputy Clerk Emmy Robinson.

Also in attendance were: Denny Peterson, Dave Povolny, Davey Povolny, Steve Schroeder and the following by street:

Bender Street:

Doug Heldman, Jeanne McCloskey, Karen Loftus, Arlie Post (181st), Jeremy Oswald, Colleen Duraine, Lynne Laszowski, Paul Laszowski, Mary Jo Meadow,

184th Avenue:

Steve Ericson, Laurie Ericson, Jim Pleski, Charles Anderson, Dave Klebe, Mindy Klebe, Lynn Vaughn, Holly Kalal,

Dimaggio (from 181st to 184th East & West):

Dan Thill, Kristi Thill,

Zodiac Street (from 153rd to term or roadway):

Peggy Arola, Thomas Koch, John Keesling, Evan Whitby, Nancy Whittlely, Neil Dunaway,

177th Lane:

Dwain P. Schubich, Steve Johnson, Barb Olson, Angie Boesch, John Regnier, Doug Palmer, Norm Fedun, Gary Mayer, Mary Garrity, Gerry Dubay, Pat Boesch, Irene Fedun,

Heidelberg:

Tom Sibbald

178th Lane:

Dartagnam Straniti, Peter Weber, Patty Sandkemp, Dave Sandkemp, Mike Splett, Tom Miller, Doug Hushagen, Wade Russell, Jeff Pasiuk, Art Erickson, Kathryn Reinhold,

176th Lane, Notre Dame Street:

Maxine Merrigan, Linda St. Martin (Notre Dame), Ken Rutten, Brenda Rutten, Kevin Valley (Notre Dame), Elizabeth Jenks.

The City Administrator thanked everyone for attending tonight. There are 4 road improvement projects being discussed this evening. The calendar is short for a project to be completed this year. The informal meeting this evening will be hosted by the City Engineer and City Administrator. A “Want to Blacktop Your Road” handout was provided to all the audience members. The City Administrator reviewed the handout at this time. Step 1 & 2 is the informal resident survey and petition. These steps were completed when one of the neighbors went around their neighborhoods and asked people sign the petition to hold a neighborhood meeting so they could get more information about a road improvement project (blacktop). The forum tonight is for the people in attendance to ask questions and get information about their road improvement. The City Administrator invited the audience to ask questions. Tonight we are at step #3 on the “Want to Blacktop Your Road” handout – “Informal Neighborhood Meeting”. The format tonight will be to inform everyone of the process for a road improvement project, the process is the same no matter the road. After this portion, the discussion will be targeted toward a specific road. After that road is discussed the people who live on that road can leave the meeting if they wish. After each road presentation staff would like feedback from those residents, a show of hands will be requested tonight so staff can get a feel for the wishes of the audience members to proceed to the next step (step #4 on the handout) which is the formal petition. The petitions are 1 vote per household, if there is a difference in opinion between spouses for example; only 1 vote can be made regarding the project (yes, or no). The city doesn’t want to spend the money for continued meetings unless it knows there is serious interest in the project. The City Administrator again thanked everyone for coming to the meeting and encouraged questions.

The Engineer displayed an agenda at this time.

1. What is a neighborhood meeting?

The City Administrator covered that already, it is simply an informal way that the city can provide information to property owners on a particular subject. No decisions will be made tonight as far as whether roads will or will not be paved.

2. What is common to all streets tonight?

The Engineer indicated that a petition was received requesting information regarding possibly paving Zodiac Street (from 153rd to term or roadway), Bender, 184th Avenue, Dimaggio (from 181st to 184th East & West), 177th Lane, Heidelberg, 178th Lane, 176th Lane. It was explained that there are 4 different project areas.

Common items to all roads are:

- The existing gravel base will be paved, no realignments, widening, etc., will be made. The road would be paved to the existing width. The streets do vary by width.
- The road will meet the city standard of 3” of bituminous; it will be put down in 2 layers which help to make a smooth surface.
- The driveway will be matched with the type of material that currently is in place. If the driveway apron is gravel the match will be gravel, if it is bituminous that will be used to connect to the driveway, if it’s concrete, that goes to the edge of the road now, some concrete may have to be removed and a new apron put in, if it’s concrete but it stops back at the right of way, it may be that an asphalt apron would be installed to tie into the new road surface. This will be determined on a case by case basis.
- Improve Mailboxes – the edge of a gravel road is not very straight; with blacktop the edge will be straight so now all the existing mailboxes will need to be re-aligned. The preferred

option is to replace each mailbox post with a swing away post, which is partly for safety for snow plowing.

3. What affects the estimated cost to me?

1. The width of the road.
2. How many lots to divide the costs over.

This involves the assessment and the city's assessment policy.

4. ASSESSMENTS:

The assessment is simply the charge to the property owner for a public improvement in this case a road improvement. With assessments, the city wants to make sure that the improvement (road) is going to benefit the property. If access is gained to your property from the improved road that is considered a benefit to you. The cost is spread uniformly for each lot, regardless of frontage (unless the property can be subdivided).

What is done about a corner lot?

A corner lot has frontage on more than one street. The benefit is determined by which street provides access to the property. A general rule is whatever street you are addressed on is considered the fronting street. There are some examples of this tonight.

What about large properties?

A large property is looked at as how many lots the property could be divided into under the current lot size and building code requirements. There are some examples of this tonight.

What is an Indirect Benefit?

If you live on a road that is connected to one of the roads that is going to be paved and this is the only way you have to get out of your property you receive some benefit from the paving of that street but it is diminished. An indirect benefit is about 25% of the full lot benefit cost.

6. If improvement goes forward, what is the estimated schedule?

There is a procedure prescribed in Minnesota Statute that the city must follow to make sure everyone has notice and input into the process. Tonight's meeting is not required it is an extra step Columbus chooses to go through.

After each street is discussed the City Administrator will ask for a show of hands in favor of or against proceeding to the next step, then step these results will be brought to the City Council to determine if the project should proceed to step 4 – Final Petition Letter. Once the petitions are received back, the results will be presented to the Council to decide if the project should continue to step 5 – Public Hearing and order a feasibility study. Then there will be a public improvement hearing. The information in the feasibility report will be presented and based on the testimony received at this hearing the city council will make a decision as to whether to go forward with the project or end it right there. If the project is ordered, plans and specifications will be prepared, it is publicly advertised and bid, a contract is awarded and the work is done. The paving would not be expected until September of October.

After the project has been completed the final costs are presented at the assessment hearing, this is the exact cost of the project. This is to levy the assessment. There is a period of 30 days after the assessment hearing to pay all or any part of the assessment with no interest added. After the 30 day period, the assessment is certified to the county and paid over a period of 10 years with property taxes. If all these projects are ordered it would cost about \$650,000, the city will borrow money to pay the contractor, etc. There is an interest charge with the assessment. The principal would be collected along with the regular property taxes with interest added each year. The principal can be paid off at any time; if it's paid by November 15th interest for the next year would not be assessed.

7. Procedure for Tonight:

The next part of the meeting involves discussing each individual road petition request. Costs, number of lots will be discussed and then a show of hands will be requested to determine interest in the project moving forward.

Questions were taken at this time.

Questions

Why is this being presented as asphalt over the existing road vs. widening/improving the road?

Improving/widening the road would add a substantial amount of money to the project. Residents can comment on this if they wish during their street discussion.

Why if people pay upfront would interest be charged? (This question was regarding a development agreement that occurred on Zodiac Street and applies to this subdivision only).

On Zodiac Street the developer agreement indicated it would not be an interest bearing account. When the Oak Prairie Plat subdivision occurred it affected only half the road so money was put into escrow for a future road improvement. This applies to the 6 lots of this subdivision only.

What if I sell my house what happens – will I have to pay this?

The assessment runs with the land – that would be determined at the time of the sale. The city does not require it to be paid in full; usually it's the mortgage company that requires this.

Will there be a reduction in taxes because there's less maintenance for blacktop?

No, there is a different type of maintenance required but it doesn't result in a cost savings to the city. Blacktop roads require seal coating, crack sealing, and eventually overlays, etc. These costs are not assessed to the property owners but part of the public works budget. There is no difference in taxes between a gravel and blacktop roads. There is a gravel fund and capital blacktop maintenance fund.

Will culverts be replaced in driveways?

No, culverts that run under the roads will be replaced if needed, driveway culverts are the property owners' responsibility.

Individual Streets were discussed at this time.

177th Lane, 178th Lane, Heidelberg Street

A map of the area was displayed at this time. 2 lots are not included, one because it is unbuildable (vacant) the other is addressed off Notre Dame Street (17810)

A project cost estimate was displayed at this time. The estimated cost is \$272,500.00 which is \$8,257.00 per lot, there are 33 lots. This is an estimate not actual cost.

NEIGHBORHOOD MEETING

June 3, 2014

177TH LANE, 178TH LANE, AND HEIDELBERG STREET
WEST OF NOTRE DAME STREET

BITUMINOUS STREET PAVING

1. DESCRIPTION OF PROJECT

- SUBGRADE PREPARATION
- BITUMINOUS SURFACING: 20' WIDE, 3" THICK

2. ESTIMATED COST	\$ 272,500.00
3. METHOD OF FINANCING	SPECIAL ASSESSMENT
4. METHOD OF ASSESSMENT	PER LOT*
5. NUMBER OF LOTS	33 LOTS
6. ESTIMATED ASSESSMENTS	\$8,257.00 PER LOT

* "LOT" IS DEFINED AS EXISTING LOT OF RECORD OR THE NUMBER OF LOTS A PARCEL COULD BE DIVIDED INTO UNDER CURRENT REGULATIONS



Zodiac Street (from 153rd to term or roadway)
 Bender, 184th Avenue, Dimaggio (from 181st to 184th East & West)
 177th Lane, Heidelberg, 178th Lane
 176th Lane Neighborhood Mtg.

Questions:

Does the county or federal government help with this improvement cost?

No, these are considered local streets.

Will the city make improvements if this is not done?

The city does not have a pavement schedule; the pavement is by resident petition. All new developments are required to have blacktop roads.

A question was asked about matching driveways and how this will be handled where the driveway is a foot lower than the road, will the driveway be upgraded or gravel removed from the road to lower the road? (178th)

The transition could be tapered, the Engineer said he would be concerned that strength would be lost if gravel is removed. The shape and pave process has been quite successful and is a lower cost alternative to removing material to sub grade. The driveway transition is included in the project cost.

A resident on 177th Lane said there is a significant soft spot at 8331 177th.

There is a culvert under the road in this location which will be replaced. The blacktop will eliminate the dust and will keep water off the surface of the road.

A comment was made that if this does go through that it will increase property taxes and people should remember that the school levy will probably go through which will also increase taxes.

Would any speed limits be posted?

The statutory speed limit is 25 or 30 mph depending on the statutory road requirement. Generally the city does not post speed limit signs on roads.

If the decision is made not to blacktop, is there any way to get dust control more often? It doesn't last.

During the last budgeting session additional dust control funds were recommended by the Public Works Advisory Board but it was not approved, there was also a recommendation to apply it more often.

If the cost for additional dust control applications was shared by all residents on gravel roads, would that be considered?

The staff can investigate this.

177th Avenue - Something was put on the road, what was it? It was very mucky and slimy.

It was unknown what this was. Calcium Chloride and Magnesium Chloride have been used in the past. Gravel is tested to meet specs.

Is the mailbox post voted on as a group or does the council vote on this?

The Engineer said the cost is included in the project cost; residents can let the council know their feelings on this. Residents can purchase swing away posts from the city also.

Can limestone be used instead of class 5?

Limestone is significantly more expensive.

177th Lane, 178th Lane, Heidelberg Street - Show of hands vote:
In Favor – 15
Against – 5

1 call was received.

Bender, 184th Avenue

A map of the area was displayed. This is a limestone road currently, there are turnarounds on 184th Avenue, there is a platted dedicated road easement (Dimaggio St.) going to 2 lots to the north, which is not part of the petition. There is 1 large lot and 2 lots that would have an indirect benefit because there is no other way out of the properties. There is another 20 acre parcel that could be divided into 4 – 5 acre lots on Bender Street, 2 units are being assigned to this property.

Costs:

The project cost is \$189,100.00, \$8795.00 per lot, \$2198.00 per indirect lot (2 lots). There are 21 direct lots and 2 indirect lots.

NEIGHBORHOOD MEETING

June 3, 2014

BENDER STREET AND 184TH AVENUE
NORTH OF 181ST AVENUE

BITUMINOUS STREET PAVING

1. DESCRIPTION OF PROJECT	
• SUBGRADE PREPARATION	
• BITUMINOUS SURFACING: 17' - 22' WIDE, 3" THICK	
2. ESTIMATED COST	\$ 189,100.00
3. METHOD OF FINANCING	SPECIAL ASSESSMENT
4. METHOD OF ASSESSMENT	PER LOT*
5. NUMBER OF LOTS	21 DIRECT LOTS 2 INDIRECT LOTS
6. ESTIMATED ASSESSMENTS	\$8,795.00 PER DIRECT LOT \$2,198.00 PER INDIRECT LOT

* "LOT" IS DEFINED AS EXISTING LOT OF RECORD OR THE NUMBER OF LOTS A PARCEL COULD BE DIVIDED INTO UNDER CURRENT REGULATIONS

Does this mean the taxes will go up?

Yes, the value added (benefit) adds value to your property.

Why aren't these roads traveled by highway patrol? No one stops for the stop sign.

The owner of the 20 acres was present and said she has no intention of splitting the property, if she gets assessed, she will not be benefitting from this.

Under the new policy there is an opportunity to defer future development assessments. Once the property is subdivided the costs would then have to be paid in full.

Will this be brought to us again?

There have been roads that have come back more than 1 time. If there are no changes in the mindset of the residents however revisiting this could be futile.

The Engineer said in terms of costs, road improvements are increasing, in 2010 the cost of asphalt was \$50 per ton, now it is at \$70.

Would the prices go up if all 4 projects do not go through?

The Engineer factored that in, but if the other roads don't go through the price could go up. If bids come in lower that would be factored into the final costs.

Does it take 100% to go through?

No.

Why isn't the large lot (east on 184th) assessed 2 lots?

Its access would not be from Dimaggio or 184th. If they do split they would have to pay for the road improvement to Dimaggio.

Bender, 184th Avenue - Show of hands vote:

In Favor – 6 – 1 phone in = 7

Against – 8

Zodiac Street

A map of the area was displayed at this time.

There are 13 lots. The project cost is \$78,622.00; cost per lot would be \$6,048.00 per lot. The 6 Oak Prairie Lots escrow get \$4468.00 escrow, those properties would therefore be at \$1580.00 each.

NEIGHBORHOOD MEETING

June 3, 2014

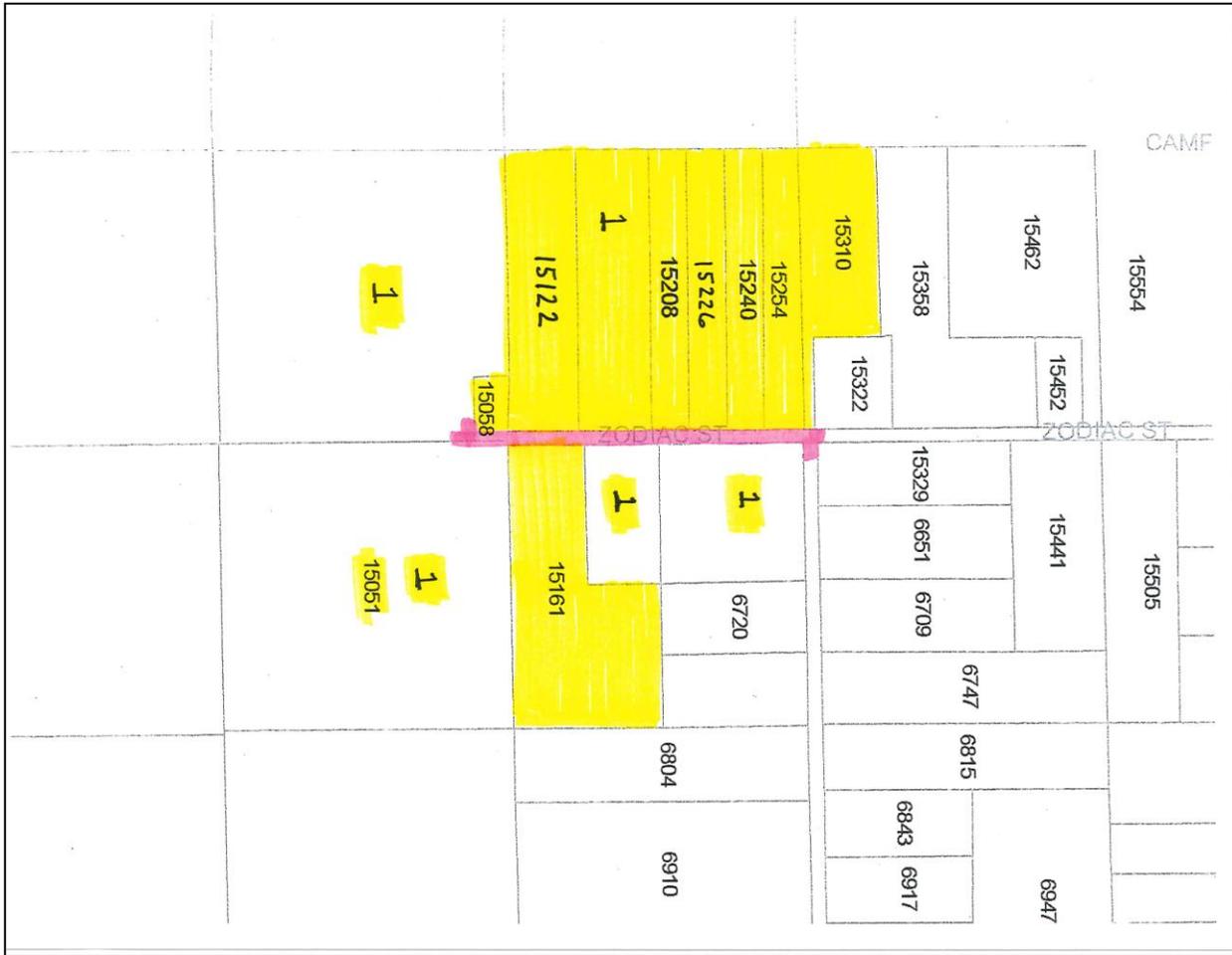
ZODIAC STREET
FROM 153RD AVENUE TO SOUTH END

BITUMINOUS STREET PAVING

1. DESCRIPTION OF PROJECT	
• SUBGRADE PREPARATION	
• BITUMINOUS SURFACING: 16' WIDE, 3" THICK	
2. ESTIMATED COST	\$ 78,622.00
3. METHOD OF FINANCING	SPECIAL ASSESSMENT
4. METHOD OF ASSESSMENT	PER LOT*
5. NUMBER OF LOTS	13 LOTS
6. ESTIMATED ASSESSMENTS	\$6,048.00 PER LOT
CREDIT FOR OAK PRAIRIE LOTS	\$ -4,468.00
ASSESSMENT FOR OAK PRAIRIE LOTS	\$ 1,580.00

* "LOT" IS DEFINED AS EXISTING LOT OF RECORD OR THE NUMBER OF LOTS A PARCEL COULD BE DIVIDED INTO UNDER CURRENT REGULATIONS

15533.000



What is the benefit if they (Zodiac Street property owners) still have to travel 153rd Avenue (gravel road)?

The escrow money would be refunded to the property owners if it is not used for the road improvement.

Several property owners in attendance said they would like to see the escrow money go towards paving 153rd. Zodiac is a good road as is, it doesn't get dusty, and it's in the shade.

The Staff would have to check with the Attorney as to whether this escrow money could go towards 153rd Avenue.

A question was asked about the vote in this area before. The Engineer gave the following as results:
153rd was 10 yes, 13 no.

Zodiac was 7 yes, and 3 no.

The money has to be returned in October 2014. The comments from 6 people in the audience were they would prefer to put money towards the 153rd project and pay an indirect cost for Zodiac Street.

Zodiac Street – Show of hands vote:

6 attended from Zodiac St.

In Favor – 0

A request was made to ask about whether interest should be given back on the money that was escrowed by the developer.

176th Lane

This is a short cul-de-sac west of Notre Dame Street. There are 6 lots and 2 corner lots addressed on Notre Dame. 17640 has a driveway on 176th Avenue for a three car garage.

The cost is \$59,282.00; the cost per lot is \$9,880. The question is whether there would be an indirect charge for the corner lot with the 2 driveways.

For 6.5 lots the cost would be about \$9100. This question will be presented to the council.

NEIGHBORHOOD MEETING

June 3, 2014

176TH LANE
FROM NOTRE DAME STREET TO WEST END

BITUMINOUS STREET PAVING

1. DESCRIPTION OF PROJECT	
• SUBGRADE PREPARATION	
• BITUMINOUS SURFACING: 18' WIDE, 3" THICK	
2. ESTIMATED COST	\$ 59,282.00
3. METHOD OF FINANCING	SPECIAL ASSESSMENT
4. METHOD OF ASSESSMENT	PER LOT*
5. NUMBER OF LOTS	6 LOTS
6. ESTIMATED ASSESSMENTS	\$9,880.00 PER LOT

* "LOT" IS DEFINED AS EXISTING LOT OF RECORD OR THE NUMBER OF LOTS A PARCEL COULD BE DIVIDED INTO UNDER CURRENT REGULATIONS

15533.000



What would the payment for this assessment be per year?

The payment would be about \$1400 per year for a 10 year term.

Dave Povolny was in the audience and suggested looking at extending the term of the assessment to reduce the cost per year the residents would pay (maybe 20 years).

Were the calculations done based on all the projects going through?

No, if they all go through the cost may go down – possibly 10%, certainly not by 50%.

What would the cost be if the assessment is considered indirect (for 176??? Corner lot)

The other properties would drop to about \$9,484; the indirect would be about \$2371.

176th Lane - Show of Hands vote:

4 lots were represented tonight.

In Favor – 3

Against - 1

It was explained that the interest rate is determined when the money is borrowed.

This information will be taken to the City Council and a decision will be made as to whether the formal petition forms will go out (Step 4).

If there are any other questions contact the city.

Meeting ended at 8:35 p.m.

Respectfully Submitted:

Emmy Robinson
Deputy Clerk