

# ***BEMIDJI CITY COUNCIL***

## ***Special Work Session Agenda***

**Monday, December 16, 2013**

**City Hall  
Conference Room  
5:30 p.m.**



- 1. CALL TO ORDER**
  
- 2. CONSIDER LAKE AVENUE ASSESSMENTS**

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- 3. CONSIDER VACATION AND SALE OF LINK STREET**
  
- 4. ADJOURN**

# **COUNCIL AGENDA ITEM**



**Meeting Date: December 16, 2013 Work Session**

**Action Requested: 2014 Street Renewal Program – Discuss Lake Avenue Street Assessments**

**Prepared By: Craig Gray, City Engineer**

**Reviewed By: John Chattin, City Manager**

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## **Background:**

City staff is currently working on the feasibility report for the 2014 Street Renewal Program that the city council authorized. The project will include the reconstruction of Lake Avenue from Roosevelt Road to First Street SE. A number of the parcels on the south end of Lake Avenue were part of the 2005 SE 40 Utility project which installed city water and sanitary sewer to a number of residents. The assessments for that project were \$13,673/unit. Some of the assessments were active immediately and some were deferred until the time of connection. Because of these unique circumstances staff feels that we cannot assess some of the parcels on the proposed 2014 project directly according to the city's current assessment policy. City council input on the proposed assessments is requested.

## **Discussion**

The attached map shows the affected area. The parcels in red and yellow were part of the 2005 SE 40 project. The parcels in yellow have either activated their \$13,673 assessment or have paid it off. The parcels in red have not activated or paid any of their 2005 SE 40 utility assessment and they do not have to do so until they connect to city water or sewer. The parcels north of Fourth Street (blue and white) were not part of the SE 40 project and are proposed to be assessed for the new street project via the city's current assessment policy - \$38/front foot. This assessment is for street, curb and gutter, and storm sewer.

Prior to getting into a discussion of the various groups of parcels it is necessary to provide some historical cost information:

Typical bituminous road cost:	\$58/lf
Curb and gutter cost:	\$15/lf
Storm sewer:	\$80/lf
Driveway apron:	\$500-\$550 each

Typical complete road reconstruction cost: \$170-\$180 per foot.

Current assessment policy = \$38/foot.

For simplicity sake I will break our discussion down by the colored parcels shown on the map.

Blue Parcels: These parcels were part of the Phase I Annexation. Although there is water main in this portion of Lake Avenue there was no water services extended from the main to any of these parcels. None of the parcels are currently served by sanitary sewer. The proposed Lake Avenue project would extend water services from the existing main to each property line and the project will also install a new sanitary sewer main in Lake Avenue with services to each parcels. From a utility perspective, it is recommended that these parcels be treated the same as the SE 40 parcels and have a utility connection charge of \$13,673 established that would be payable at the time of connection/benefit.

The parcels would be assessed via the current assessment policy of \$38.00/front foot for the street improvements. Corner lots pay 50% of each frontage.

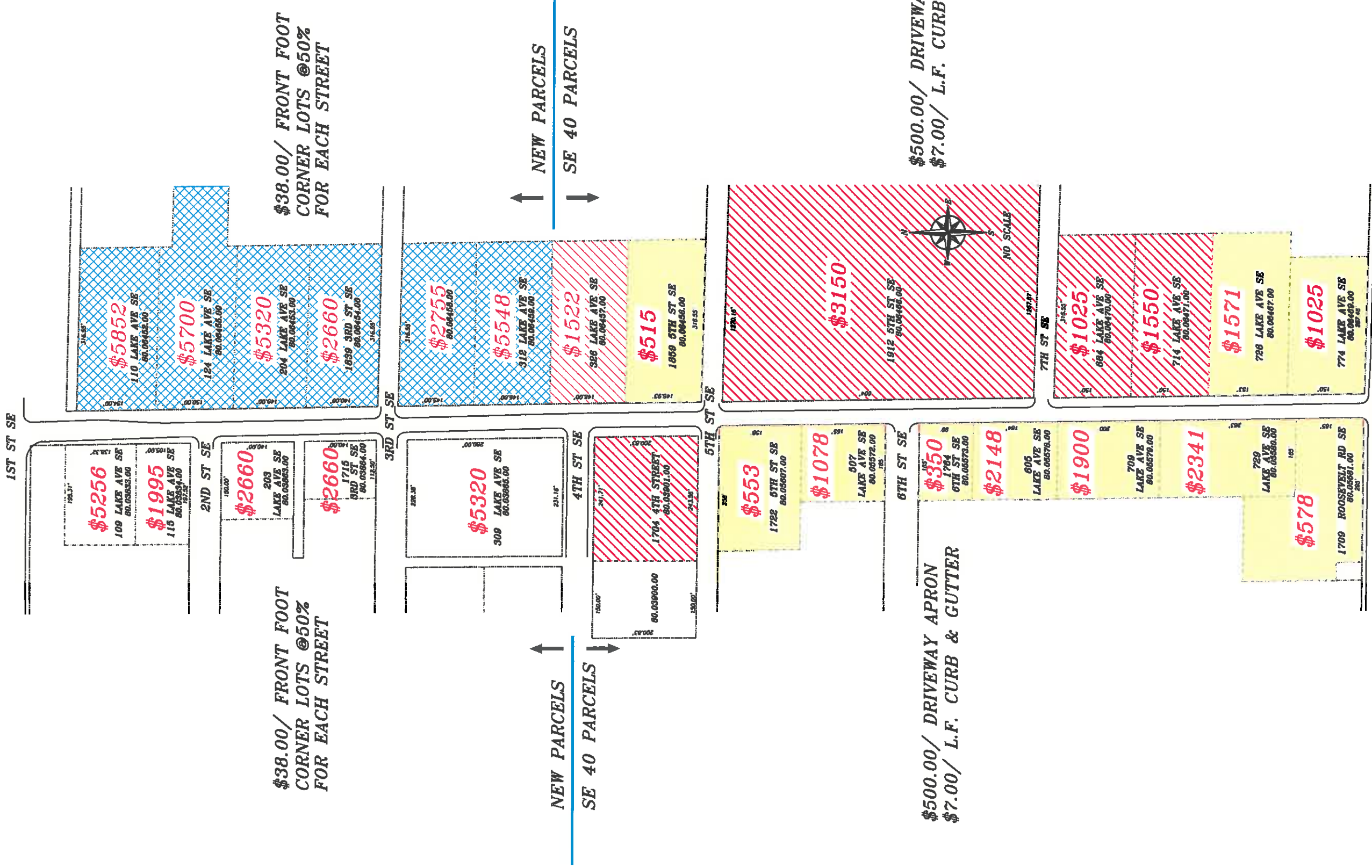
White Parcels: These parcels have existing sanitary sewer and water so no utility improvements are needed. It is proposed that these parcels also be assessed for the street improvements per the current policy - \$38/front foot.

SE 40 Parcels – Red and Yellow: These are the parcels that require the most discussion, as there are a number of assessment possibilities that each have pros and cons. The 2005 project included tearing up the road, the installation of sewer and water, and repaving the road. It did not include curb and gutter, concrete driveway aprons or a storm sewer system. The \$13,673 assessment did include a large portion of the bituminous cost for repaving the road after the utilities went in. Looking at the file I would say that the cost back then was about \$3000 per lot for the repaving of the road. Because of this these parcels should not be assessed for the new street improvements via the current policy.

Staff is suggesting that each of the SE 40 lots be assessed the actual cost of the new driveway apron(s) that would be installed - \$500 each and a portion of the cost of the new concrete curb and gutter - \$7.00 per lineal foot. The corner lot provisions would apply for the curb and gutter calculations. This would allow some equity with other parcels in the city and account for the improvements provided by the Lake Avenue project.

The dollar amounts for the above recommendations are shown on each parcel on the attached map.

# LAKE AVE STREET ASSESSMENTS



**\$38.00/ FRONT FOOT  
CORNER LOTS @50%  
FOR EACH STREET**

**\$38.00/ FRONT FOOT  
CORNER LOTS @50%  
FOR EACH STREET**

**NEW PARCELS  
SE 40 PARCELS**

**NEW PARCELS  
SE 40 PARCELS**

**\$500.00/ DRIVEWAY APRON  
\$7.00/ L.F. CURB & GUTTER**

**\$500.00/ DRIVEWAY APRON  
\$7.00/ L.F. CURB & GUTTER**

**CURRENTLY PAYING/PAID  
S.E. 40 ASSESSMENT-2005  
TOTAL = \$118,923**

**DEFERRED S.E. 40  
ASSESSMENT-2005  
OF \$13,673**

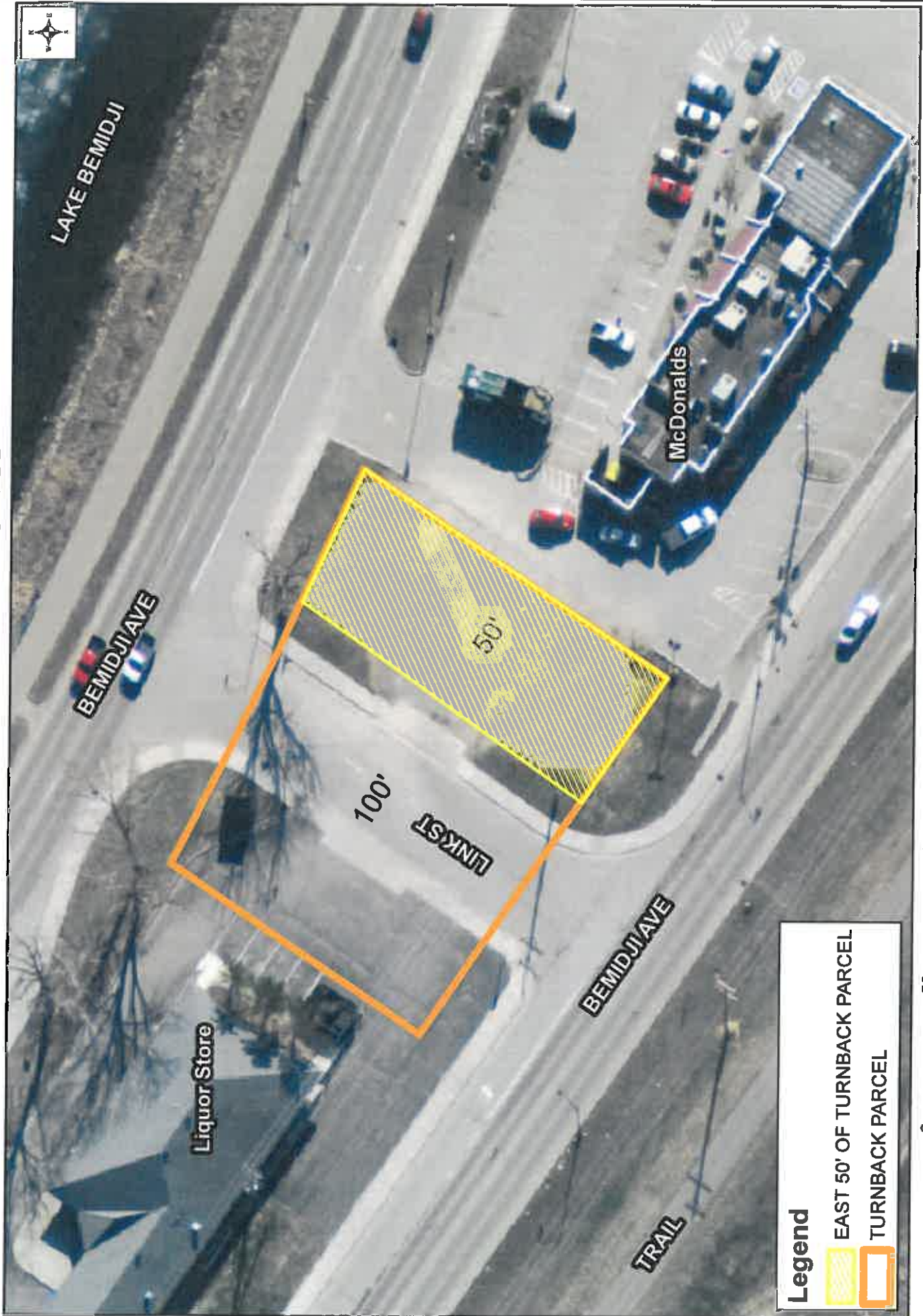
**WILL HAVE NEW DEFERRED  
SANITARY SERVICE CONNECTION  
& WATER SERVICE CONNECTION  
OF \$13,673**




## LINK STREET DISCUSSION

- Link Street right-of-way situated between south liquor store and McDonalds south restaurant.
- The 150 foot wide right-of-way parcel was purchased and designated as Link Street by MnDOT as part of Hwy 197 one-way pair construction project in approx. 2000.
- Link Street is one of four (4) such "interconnecting" streets turned back (fee title) to the City by MnDOT effective November 1, 2013 pursuant to Commissioner Orders.
- Link Street right-of-way is now the City's to maintain, sell, etc.
- McDonalds franchisee, CLK Management Company (Cory Kleinfelter), is interested in acquiring any excess Link Street right-of-way and has been so since 2000.
- Available excess right-of-way has been determined by Craig to be 50 feet in width and, as such, the vacated parcel is a substandard remnant. Policy would dictate that the vacated substandard parcel only be sold, if it were to be sold, to the adjoining parcel owner (owner of McDonalds site).
- Important policy consideration regarding entire Link Street ROW is whether the City wants to continue to maintain Link Street as a municipal street right-of-way or vacate the entire roadway to allow for the sale of an independent, conforming, buildable lot.
- Considerations include whether MnDOT continues to have a say or position on elimination of the right-of-way?
- What are the benefits/negatives of vacating entire Link Street right-of-way, including the transportation ramifications from discontinuing Link Street.

# LINK STREET OPTION A



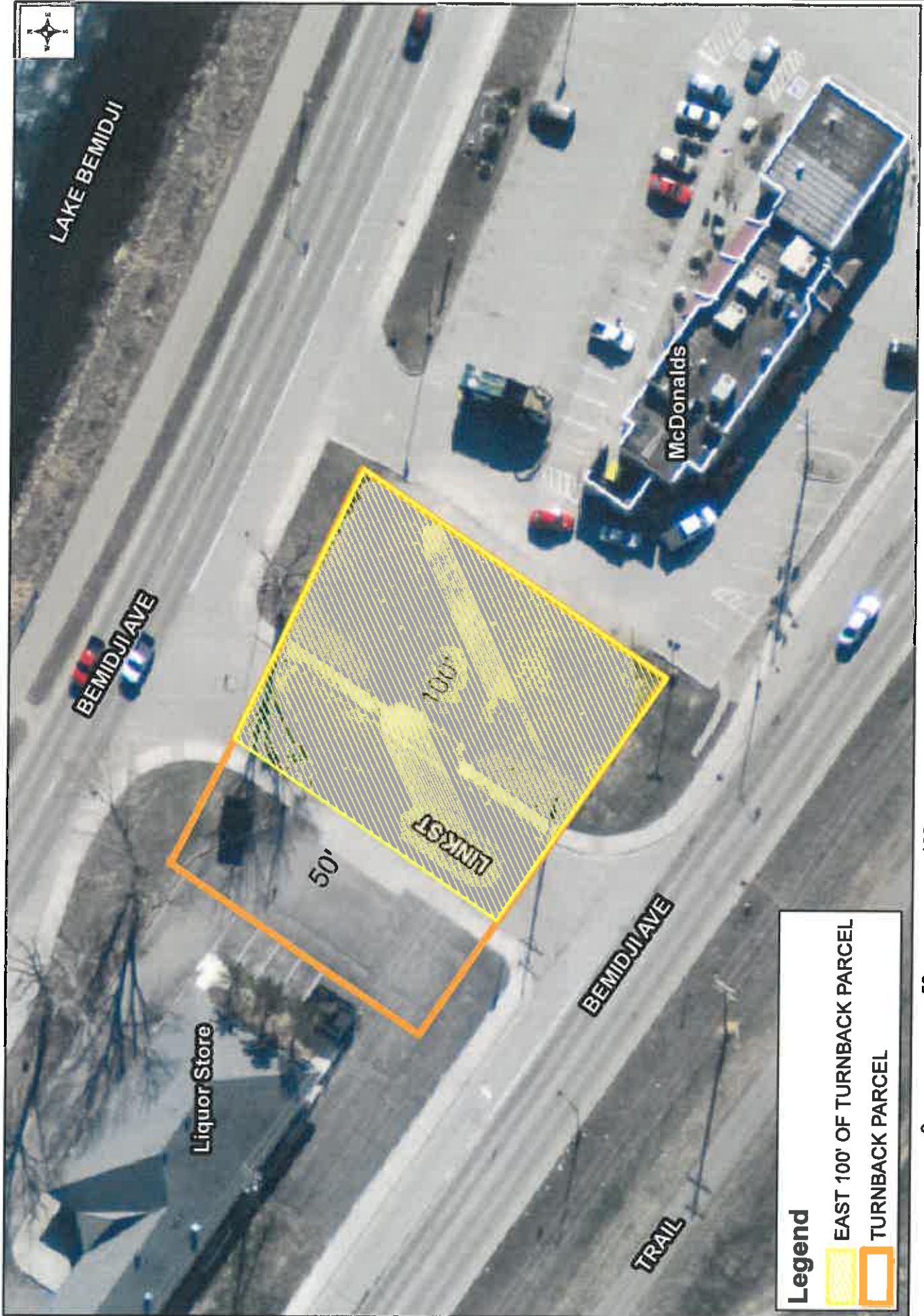
## Legend

 EAST 50' OF TURNBACK PARCEL


 TURNBACK PARCEL



# LINK STREET OPTION B



## Legend

 EAST 100' OF TURNBACK PARCEL

 TURNBACK PARCEL