

CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

CITY COUNCIL WORK SESSION NOTES
JULY 23, 2018

Mayor Steve Feldman called the Work Session to order at 6:02 pm

Members present were; Mayor Steve Feldman, Council members Jerry Tveit, Rich Skordahl, Joe Muehlbauer, and Robert Bauer. Also present were City Administrator Joe Kohlmann, and City Engineer Craig Jochum (Hakanson Anderson)

1) Riverbank Lane/Kings Hwy Street Improvement Discussion

Mayor Feldman explained that they have been working on this project since March 19, 2017 and this will be the final offer that the city will be giving. They have been working on this for the past 6 months and hope that the residents understand where they are coming from. They changed the percentages, so what they have today is that the residents will pay 100% of the pavement costs, the city will pay 74% of the storm water costs, and residents will pay 26% of the storm water. As of June 25th, the total was \$482,600. That comes down to an assessment over 15 years of 3.68%, for 29 residents, breaks it down to \$61.00/month. That's the lowest they can get this down to. That includes the storm water and pavement. The total assessment per 29 residents is \$8,320. This is the best offer that the city can give today considering all of the time that staff has put into this, the \$8,500 study that the city paid for, and the multiple phone calls and work sessions. This allows us to work within our policy. Our policy states that the city council may consider increasing the city contribution by utilizing funds from the storm water and utility fund subject to the city council discretion and availability of the funds.

Feldman wanted everyone to know that if all of the 29 residents of this area have paid the full \$180 over the last 3 years with the MS4 that went into effect in 2015, they have paid a total of \$5,220. They will receive \$236,000 more from the city's storm water fund as the first recipients of that fund. The city was not able to receive a grant from the State of Minnesota because the state had not funded that account for a couple of years and 270 cities applied for it. Feldman also wanted everyone to know that of the \$482,600, the city will be fronting their half of the money, and it will be assessed to them over the next 15 years. This has been 26 years in the making. This started back in 1992 when the assessment was \$1500 for a small lot and \$2000 for a large lot. He wishes the decision could have been made back then, although the people didn't want to be assessed, the city should have made the decision for them.

Skordahl explained where the percentages of 74% and 26% came from. They basically started out at the total price tag of \$482,600, split it down the middle, residents pay 50%, city pays 50%, then subtract off of the resident's portion, the 100% of paving, and that's where the 74%, 26% storm water comes from. There are two parts of the policy discussion. One part was that we have a policy stating that the burden of paving is

going to go to the person that will be getting the benefit of the paving. If they were to not assess the Riverbank Lane residents 100% of the pavement, the residents of 241st would be in there wanting the same deal. To do something different would require a policy change and they wanted to stay within policy. They had a little bit of latitude when it came to the storm water improvements, so that's where they deviated from the policy of 60/40 and they could bump that up to the 74/26.

Tveit said that as a Council Member, he feels strongly about not changing our policy for every situation. He believes policy should be set, and the things that they implement should fall within that policy, just as Council Member Skordahl just mentioned. How could we justify to our citizens that we are going to go outside our policy for one case, but not for another? Everyone feels that their own issue is a special case. That's why he's been adamant that if the policy says something that we should stick by that. The second part of that policy that states if other funds are available, they can be used and that is exactly what they tried to do here.

Engineer Jochum explained the design of the Riverbank Lane/Kings Highway Street Improvement project and stated that the assessment process hasn't even begun, and if it moves forward, there will be a public hearing. Once the feasibility study is complete, there will also be a public hearing presenting the feasibility and preliminary design where residents can voice their opinions and concerns.

Questions came up about the current city ordinances and if paving this road will change any of those ordinances. Will their zoning change from their current rural zoning, which would open up a whole new discussion for those that have gravel driveways, horseshoe or second accesses for driveways, and will they be allowed to bring in gravel to fill their driveways if they choose. Will they have to get their driveways paved once the road is paved?

Tveit said that if they are doing something that was approved before, it will still be approved now. A couple options can happen. The residents can decide to do nothing, and as a Council Member, he is not going to vote to force them to pave their road. He will also not vote for anything that's not going to pave the road and won't spend city money to re-gravel the roads or re-grade everything, put in storm water culverts or anything that is throwing good money after bad. That's what has been done in the past and the problem hasn't been solved.

Feldman stated that the only reason for blacktopping this road is to solve the drainage issue. They are not doing it to force residents to hook up to sewer and water down the road, to force them to blacktop their driveways or to have them give more money to the city. The residents brought the problem to Council, Council addressed it the best that they could to solve the issue. Some will agree with it, some won't.

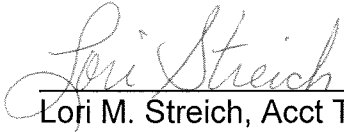
Bauer said that he would like to commend the Council and City Engineers on what he has seen them do on this project. It's been amazing to watch this project unfold and find the money and how much the city is trying, within the policy, to help the residents on this project. He's a tax payer that only wants to pay his taxes and the city should spend his money. But there are policies put in place by the city that we don't gouge other

residents for repairs for other people's roads. That's where the 100% in paving comes into play. We have done everything with the storm water to reduce that to be 50% by the city and 50% by the residents. He understands that these residents are getting the front end and being assessed. He got an assessment and tried to fight it tooth and nail because he opposes assessments, but that's not something they can do for a gravel to pavement. That's why policies in cities have been put into place so that other residents don't pay for pavement on your road. You don't pay for city sewer and water. That's what we are trying to do is keep the city within its policies and provide you with the best service.

Since only half of the residents attended the workshop, Feldman asked residents in attendance to please reach out to the other half of the Riverbank Lane/Kings Hwy Street residents to get involved.

With no further discussion, Feldman adjourned the work session at 7:40 pm.

Respectfully submitted by,

A handwritten signature in cursive script, reading "Lori M. Streich", written in dark ink. The signature is positioned above a horizontal line.

Lori M. Streich, Acct Tech/Deputy Clerk