To: City Council  
Date: June 16, 2015  
Re: Consideration for paving Lakeview and other City Streets

Dear Council members,

I’ve done some checking into the history of the annexation of Lakeview Street, the request from Dave Prosser to have it paved, and current City standards. This memo is to summarize what I’ve learned so far and to request Council approval of a recommendation for how to move forward.

Lakeview Street was annexed into the City of Stevenson in approximately 1974. The Pappas Short Plat was approved in 1984. The roadway improvement requirements at that time were for a 22’ wide road with an 80’ wide cul-de-sac with 8” of base rock and 4” of top course fines (as well as some ditching improvements). The City accepted the improvements and dedication of the roadway in 1987. The dedication language for the roadway does not provide an explanation of the City’s obligations, but in general, when the City accepts a roadway it is expected to maintain that roadway in its existing condition.

The Planning Commission accepted an Annexation Policy for the City of Stevenson in 1991 (copy attached for your information). Although that document was accepted after Lakeview was annexed, it nonetheless provides a summary of some of the City’s expectations for annexations. Section III.G states that the City may require the owners of properties to be annexed to agree to participate in the cost of extending utilities and constructing any necessary capital improvements. Section IV.B states that the City shall require property owners to participate in the financing of certain needed improvements for Streets.

I reviewed a white paper on this subject prepared by John Carpita, PE, of MRSC (copy attached) and then called Jim Doherty, legal consultant at MRSC, about the City’s obligation to pave gravel streets that had been annexed into the City as gravel streets. Jim clarified several things for me:

1. The City is under no obligation to bring any particular street up to any particular standard.
2. We should continue to use our Six Year Transportation Improvement Program to help guide our order of funding. The level of activity on a street is generally taken into consideration.
3. The City is not a guarantor that the top standard will be met. Some cities include a statement in their engineering standards that these are the ultimate standards we strive for, but for various reasons they will not be met for every street in the City.
4. Jim suggested that it may be appropriate to add a different standard for local access roads. In Jim’s words “not all roads warrant paving, sidewalks, and gutters”.


Mr. Prosser has been asking City Council for many years to improve Lakeview Avenue (to oil, chip seal, or pave it). Mary Ann Duncan Cole and Eric Hansen reported in 2010 that it would cost $24,000 to $27,000 to pave Lakeview, or approximately $5,000 to chip seal it (driving portions only). The road was graveled by the City in 2010.

In 2013 City Council and Eric had further discussion about chip sealing or paving Lakeview Avenue by utilizing latecomer charges.

In May of this year City Council again discussed the concept of improving Lakeview Avenue through some sort of cost sharing arrangement, such as billing homeowners directly for their share of costs or exploring use of the LID process for Lakeview and other needed local access road improvements.

I recommend that City staff (Nick and Eric) research using the LID process for obtaining financing and prepare a plan for improving those City streets that currently remain unpaved for City Council consideration, as discussed in the May Council meeting. This plan would ideally include all unpaved City streets as separate components of a combined master financing plan to allow individual streets to be considered for this cost sharing arrangement or to remain as unpaved streets as determined by the homeowners and by City Council.

Sincerely,

Nick Hogan
City Administrator