



MEMORANDUM

To: Mayor and Members of the Board of Aldermen

From: Brittany Gillett, City Administrator

Date: November 9, 2021

Re: Tapawingo Questions

At the previously scheduled Board of Aldermen meeting held on October 12, 2021, the applicant on behalf of the Manors at Tapawingo made several statements that drew questions from the Board. Below, staff has addressed the comments made with responses, most of which are also found in the packet of information provided at the October 12th meeting. Please contact Bryson Baker with any questions.

1. "Maintenance will not cost the City \$34,000 per year; the actual cost is around \$8,000 per mile. Electric bills, sewer, telephone, canteen, etc. were included in the \$34,000 number."

The "Annual Maintenance Cost" referred to is a number composed by staff to determine how much it costs the City on an annual basis to maintain streets. There is no industry standard in regards to this formula. Many cities throughout the area use different methods to determine this number with many cities not using the number at all. Sunset Hills staff has concluded to use all costs that are required to maintain our Public Works Street Department staff to calculate this number. If the City did not maintain City streets, such as Tapawingo is requesting, there would be no need for Public Works Street Department staff. Because we have a Public Works Street Department, then all costs associated with maintaining staff needs to be included. Building maintenance, utilities, uniforms, all of these items are required to support street staff, which is required to support the maintenance of streets. Additionally, all costs to maintain all streets must be included and divided throughout the street system over a number of years to get the average cost of yearly maintenance. A section of West Watson was recently reconstructed with sidewalks added at an estimated cost of \$1,000,000. This cost was spent in one year on one mile of road. Does it cost \$1,000,000 per year to maintain West Watson? Of course not, so we add this number in with all of the other streets, including ones which we may spend minimal dollars and add the total and divide by the number of miles of streets to get that year's cost. Then we take a number of years, such as ten years, and add each year's cost and divide by ten to get an applicable yearly average.

Actual 25 year design life would be closer to:

Total SY/Design life * \$75/SY yields $(8702 \times 26/9)/25 * \$75/SY = \$75,417.33/\text{year}$

Area includes only Marchem, Pagada, & Caddy Shack Circle

Per mile, that becomes \$45,759.99/mile

2. "The City fails to take into account when repairs need to occur."
The City maintains and applies a standard process on public street repairs.
3. "Applicant has offered to pay to put the street to close-to-new condition."
New condition would include new concrete. The Tapawingo concrete is approximately twenty years old.
4. "Manor have agreed to pay for and replace all deficiencies."
This comment does not include the street with excessive grade and the over 261 slabs on the deficiency report that are showing signs of deterioration.
5. "Streets are used by the public so the public would benefit."
The users of the street are property owners, friends of property owners, golfers and users of the clubhouse. The original planned development for Tapawingo included a golf course and conference center, which both were always meant to be public.
6. "The City approved the Al Moore Leadership Center without consent of the Tapawingo Community."
The City has a legislative requirement to approve/deny applications. If the applicant meets all requirements of the application, then they are approved. The applicant has a legal right to use their property. Consent is not a requirement of approval.
7. "The City is considering using a portion of the Al Moore property for a public park."
The City was considering this issue because it was asked to consider it by the property owner. It would be wrong for the City to not perform its due diligence on the issue. The City denied acceptance and the property is currently in the process for residential redevelopment.
8. "The City approved the expansion of the golf course facilities, specifically for a restaurant with increased traffic."
The City has a legislative requirement to approve/deny applications. If the applicant meets all requirements of the application, then they are approved. The applicant has a legal right to use their property. As noted above, the original planned development for Tapawingo included public facilities.
9. "The City is already exercising control of the streets as if they have already accepted them."
The City is not exercising control. Anything the City is currently doing on the streets was requested by the street owners. This currently includes snow removal.

10. "The City permitted the gating of the entrance of the Moore property."
Private property may be gated.
11. "The City erected a sign on Maple Dr. directing traffic to use private community streets rather than allowing traffic to proceed to Maple Dr."
The sign was erected for the benefit of the delivery drivers that would use the private community streets whether they drove up Maple Drive and turned around or went directly to the Tapawingo residents' properties on Maple Drive. Either way they will be using the private community streets.
12. "Police patrol the streets."
The City provides police protection to all citizens of Sunset Hills, private streets and public streets.
13. "The City provides snow removal."
Snow removal is provided at the request of Tapawingo. This is a costly undertaking and will be discontinued at Tapawingo's request.
14. "The City owns half of the street in the middle of the Manor subdivision."
The City has no record of accepting the street. Any record Tapawingo may have showing the City of Sunset Hills accepted the property would be appreciated.
15. "117 Property owners in the Manors would benefit by being relieved of the requirement to maintain their streets for the public to use."
The City agrees that 117 property owners would benefit from the acceptance of the streets.
16. "There would likely be no repairs needed for years."
Costly repairs could be needed next year, no one knows. Staff's concern regarding the streets is that they are 20 years old. Concrete streets usually have a design life of 25 years. Some slabs could last another 20 years and some slabs could need replacement next year. The only information we have in order to make an educated decision is that the slabs are already 20 years old.
17. "The City approved release of the escrow signifying that the standards were met."
Escrow was released based on the completion of construction, not based on public street standards being met as the streets were approved and designed to be private.