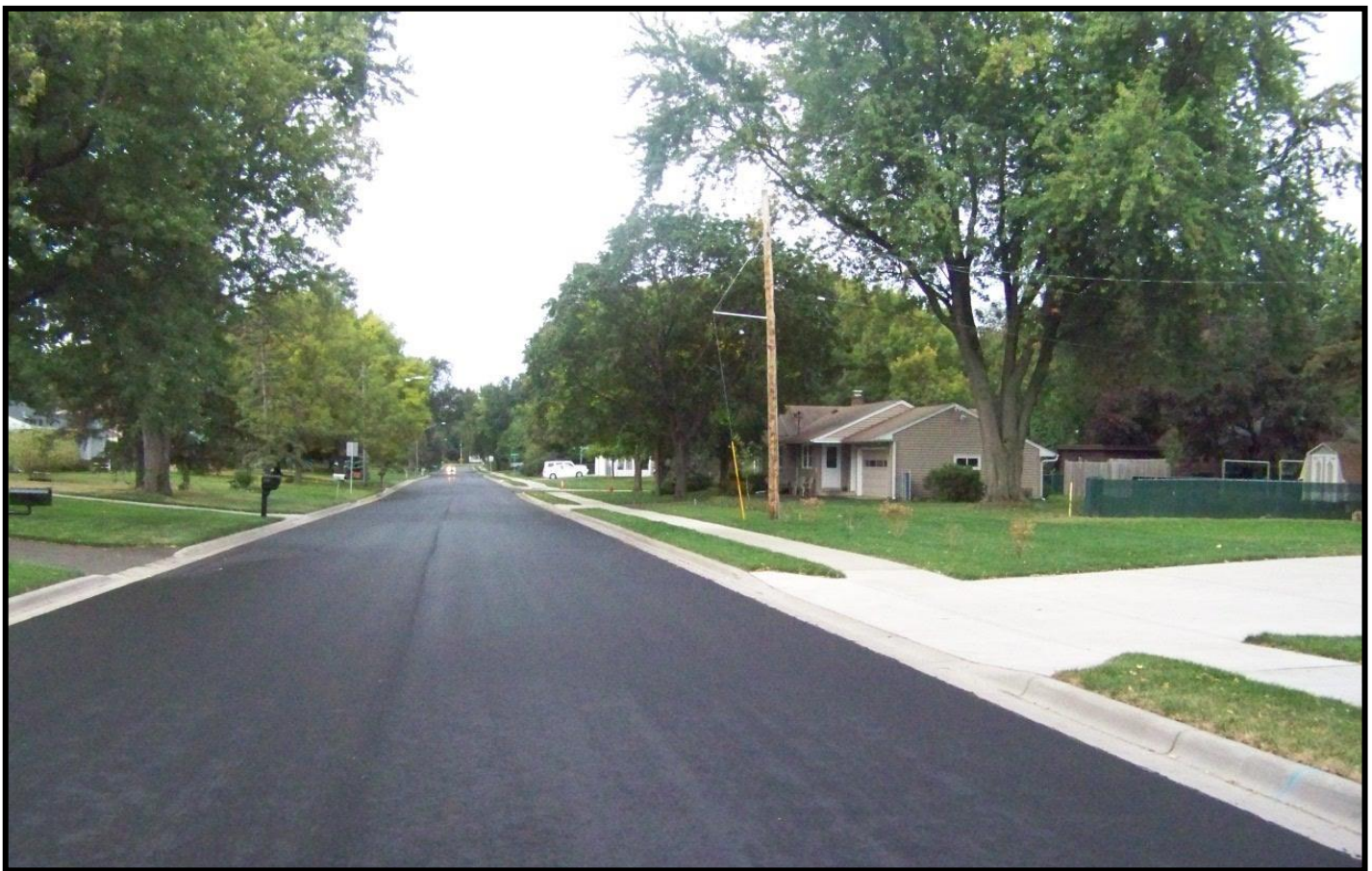


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

FEASIBILITY REPORT
for the
2018 STREET RECONSTRUCTION PROJECT

February 8, 2018



Streets included in the 2018 Street Reconstruction Project:

Old White Bear Avenue / Eighth Street / Ninth Street / Tenth Street /
Eleventh Street / Morehead Avenue / Johnson Avenue / Various Alleys /
Birch Lake Boulevard South

CITY PROJECT NOS. 17-06/18-01/18-06



FEASIBILITY REPORT
for the
2018 STREET RECONSTRUCTION PROJECT

CITY PROJECT NO. 17-06

Old White Bear Avenue & Trail

CITY PROJECT NO. 18-01

Eighth Street / Ninth Street / Tenth Street / Eleventh Street /
Morehead Avenue / Johnson Avenue / Various Alleys

CITY PROJECT NO. 18-06

Birch Lake Boulevard South & Trail

I hereby certify that this feasibility report was prepared by me or under my direct supervision and I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Mark L. Burch, P.E.
License No. 16186

February 8, 2018

Date

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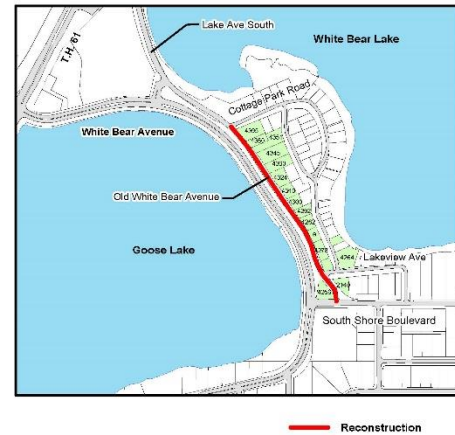
I. INTRODUCTION

The City’s Engineering Department has proposed streets in the north eastern portion of the City, generally between Stewart Avenue and Lake Avenue North, from 7th Street to State Highway 96 (City Project 18-01), at Old White Bear Avenue from South Shore Boulevard to Cottage Park Road (City Project 17-06) and Birch Lake Boulevard South from Otter Lake Road to County 96 (City Project 18-06) for inclusion in the 2018 Street Reconstruction Project. On December 12, 2017 the City Council adopted Resolution No. 12142 ordering preparation of this Feasibility Report. The City Council has also considered special assessment rates for the 2018 improvement projects including new rates for alley reconstruction and water service replacement. These are new components to the City’s assessment policy and will be incorporated into the assessment rolls where applicable in 2018. On November 14, 2017 the City Council adopted Resolution No. 12115 ordering the new Special Assessment Rates for 2018. A copy of the memos and resolutions ordering the feasibility report and adopting the new assessment rates are included in **Appendices A & B**.

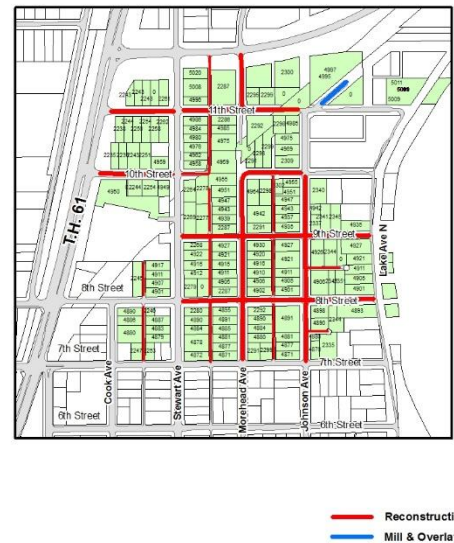
Since 1990, the City of White Bear Lake has undertaken an initiative to upgrade all of its streets with new concrete curb and gutter, new bituminous pavements, improved drainage and surface water treatment systems, and utility infrastructure. To date, over 75 miles of City-owned streets (about 90%) have been reconstructed with new bituminous pavements, concrete curb and gutter, and improvements to the underground utilities. The map in **Exhibit 1** shows the current pavement status of all City streets. As indicated on this map, the focus over the next 2 years is intended to remain in the north eastern portion of the City on the streets in poor condition (colored in red). Due to past reconstruction efforts nearly all of the streets south of South Shore Boulevard have been constructed to current engineering standards. Starting in 2018, the Street Reconstruction Program will move north to streets which although sometimes significantly older have provided good service and remained in reasonable condition due to superior, mostly sandy subgrade soils.

The streets proposed for reconstruction in 2018 have deteriorating bituminous pavements, poor drainage

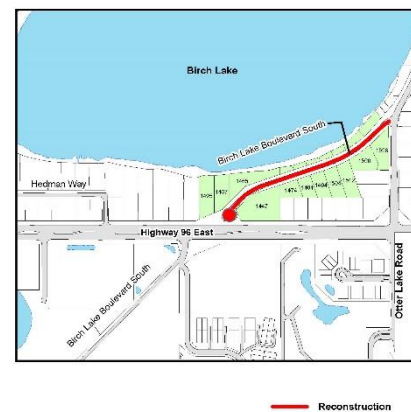
2018 Street Reconstruction Project 17-06
 Old White Bear Ave



2018 Street Reconstruction Project 18-01



2018 Street Reconstruction Project 18-06
 Birch Lake Blvd S



characteristics and public utility facilities which need upgrading. The underground gas utilities are also in need of upgrading and will be replaced by Xcel Energy. All of the public and private infrastructure elements proposed for reconstruction, replacement or upgrading are important to the continuing vitality of the neighborhoods in this portion of the City and are necessary improvements to the City's street and utility systems.

The Engineering and Public Works Departments have evaluated the streets proposed in the 2018 Street Reconstruction Project and will recommend in this Feasibility Report that the City Council include all streets described in the 17-06, 18-01, and 18-06 areas.

The streets proposed for inclusion in the **2018 Street Reconstruction Project** as shown in **Exhibits 2, 3, and 4**, respectfully are:

City Project No. 17-06

- Old White Bear Avenue (South Shore Boulevard to Cottage Park Road)

City Project No. 18-01

- Eighth Street (Stewart Avenue to Lake Avenue N)
- Ninth Street (Stewart Avenue to Lake Avenue N)
- Tenth Street (Highway 61 to Alley East of Stewart Avenue)
- Tenth Street (Morehead Avenue to Johnson Avenue)
- Eleventh Street (Highway 61 to Johnson Avenue)
- Morehead Avenue (Seventh Street to Tenth Street)
- Morehead Avenue (Eleventh Street to Highway 96)
- Johnson Avenue (Seventh Street to Tenth Street)
- Johnson Avenue (Eleventh Street to Chateauguet)
- Various Alleys

City Project No. 18-06

- Birch Lake Boulevard South (Otter Lake Road to end cul-de-sac)

The streets, which are included in the proposed 2018 project, have been identified due to poor pavement condition, inadequate stormwater drainage and treatment facilities, and the need for sanitary sewer and water main upgrades. Through evaluation of these infrastructure components and input from property owners, the Engineering Department is recommending these improvements to the City Council.

If the Council decides to proceed with these utility and street improvements, the next step in the public improvement process (**Appendix C**) would be to conduct a formal public improvement hearing. A public hearing could be conducted on March 13, 2018, if the City Council were to order the hearing at its February 13, 2018 meeting.

II. PROJECT SCOPE

The scope of this report is to analyze the proposed streets indicated above and to determine the engineering and fiscal feasibility of providing the necessary improvements. In addition, existing sanitary sewer, watermain, and storm sewer systems will be evaluated and necessary improvements proposed. The study will discuss the existing conditions, proposed improvements, estimated construction costs, and overhead costs (i.e. administration, engineering, fiscal, and legal expenses). Current public improvement policies adopted by the White Bear Lake City Council will be used as a guideline to discuss financing methods for the proposed improvements.

III. EXISTING CONDITIONS

The streets included in the proposed 2018 Street Reconstruction Project are deteriorating and in need of both pavement rehabilitation as well as utility (water, sanitary sewer and storm sewer) upgrades. The current condition of the infrastructure is outlined as follows:

A. Watermain

The watermains in this part of the city were installed between the 1920s – 2002. The majority of the watermain is cast iron pipe and is in good condition. There have been a total of 2 watermain breaks in the project areas since the Public Works Department began tracking this history in 1991. This is likely due to the shifting of the soils in the area. Cast iron watermain pipe should have a useful life of 100 to 150 years and while it is more brittle (thus more susceptible to cracking) than ductile iron pipe used today, it is recommended that the existing pipe remain in service and that occasional breaks due to ground movement be repaired as needed.

B. Sanitary Sewer

The sanitary sewer mains in this part of the city were installed with the developments at the same time as the watermains. The majority of this clay pipe is in good condition. The City's Public Works Department has performed a television inspection of all of the existing sewer mains and has identified segments where the pipe is cracked, a joint is out of alignment, or where the pipe has been damaged by tree root intrusion or other factors. The proposed project will repair the problem areas identified by the television inspection by replacing short segments of pipe that are cracked or where pieces of the pipe have broken away. These "spot repairs" will place the sanitary sewer mains in good condition. The City will also undertake sanitary sewer pipe lining projects under a separate contract to improve the serviceability and life of older sanitary sewer mains.

C. Storm Sewer

The existing storm sewer drainage system is in fair to poor condition. Some stormwater conveyance systems will need to be upgraded to address drainage issues. Existing Storm

sewer stubs from past street reconstruction projects will be utilized. Stormwater treatment facilities necessary to meet current MPCA, watershed district requirements, and the City's Stormwater Ordinance and Engineering Design Standards (Ordinance No. 15-05-2000, **Appendix D**), will also need to be installed throughout the project area, as determined through the engineering design process.

The proposed projects fall within two watershed districts. All of the 17-06 project falls within the Vadnais Lake Area Water Management Organization (VLAWMO) and flows to Goose Lake located just west of this neighborhood, on the west side of White Bear Avenue.

All of the 18-01 project falls within the Rice Creek Watershed District (RCWD). The stormwater either flows to White Bear Lake via storm sewer, or to Bald Eagle Lake via ditch and Mn/DOT storm sewer. The 18-06 project area is in the VLAWMO watershed with stormwater flowing to Birch Lake located immediately north of Birch Lake Boulevard South.

A map indicating the watershed district boundaries within the city is included in **Exhibit 5**.

D. Street & Alley Pavements

The bituminous street and alley pavements in the proposed project were constructed when these portions of the City were newly developed. In the City Project 18-01 area, some of the roads are just a collection of thin patching and seal coats. The pavements have been maintained by the City through a regular patching and seal coating program, but the pavements are now near the end of their useful life. The proposed projects will replace the bituminous pavement and the gravel base and correct any sub-grade soil conditions which could affect the performance of the new streets and alleys. Concrete curb and gutter is proposed to control drainage and protect the edge of the pavement on the streets.

IV. PROPOSED IMPROVEMENTS

The proposed improvements for the 2018 Street Reconstruction Project include street, alley, sanitary sewer, watermain, and storm sewer conveyance and treatment system construction. A detailed description of each proposed improvement is provided below.

A. Watermain Improvements

The majority of the watermains included in the 2018 Street Reconstruction Project areas are in good condition. These watermains have experienced only a few breaks since their construction due to the freeze-thaw cycles experienced in the winter and spring. A map of the watermain breaks (2) in these areas of the City from 1991 to 2017 is shown in **Exhibits 6a, 6b, & 6c**. Careful consideration has been given to the possible need to replace watermain pipe. The soil borings indicate a silty/sand material which should be a reasonable bedding material for watermains, but can experience some movement during

temperature fluctuations. After examination of the geotechnical report, the Engineering Department believes that movement of these soils is the primary cause of breaks, and not poor condition of the pipe. With certain soil conditions, watermain constructed of cast iron pipe should have a useful life of 100 to 150 years or more, and this pipe is still in good condition.

If warranted, complete replacement of the watermains and service lines could include new watermain pipe, new service connections for each property and installation of a temporary water supply system during construction and would likely cost in excess of \$65 per linear foot, or approximately \$1,000,000 for the entire project. Historically, the City has experienced an average of 17 watermain breaks city-wide each year (over the last 10 years), costing approximately \$5,000 each. Using these averages, the annual cost of repairing watermain breaks is \$85,000 for the entire City. On an annual basis, this \$85,000 would replace less than 1,400 feet of watermain and services while there is over 126 miles of watermain pipe throughout the city.

Due to the occasional movement of the soils in the area, it is unlikely that replacement of the pipe will remedy the problem. Therefore, it is recommended to leave the existing watermain in place. Minor repairs and adjustments to gate valves, hydrants and curb stop valves should be the extent of watermain work necessary at this point in time.

New watermain and fire hydrants will be added on 8th and 9th Street between Johnson Avenue and Lake Avenue. Homes on these streets currently utilize excessively long water services in order to reach the nearest watermain on Johnson Avenue. These services are up to 300' in length, whereas a typical water service is approximately 30' long. New watermain will improve service, and will allow for shorter water services. In most cases the new water services will be readily connected to the existing service. There might be extraordinary situations in which a new water service will be stubbed for future use, but not connected. In certain situations we might require the property owner to undertake the work with a plumbing contractor.

The watermain improvements will be funded by the City's Water Utility Fund.

B. Private Water Services

The water services on City Project 18-06 are copper pipe, built in the 1950s. The water services of City Project 17-06 are copper pipe, placed in 1965. Copper pipe is a good material for water services, so these two areas are not a concern to the City's Engineering Department.

The water service material on City Project 18-01 varies from either lead or galvanized steel lines, placed in the 1920s & 1930s to brand new copper or pex lines that are installed today. The lead and galvanized steel water services are a concern. Lead water services present health risks and are always removed and should always be replaced when encountered within the public right of way. Lead pipe was commonly used for water services until the

late 1920's (and again for a short period during World War II) when galvanized steel became the preferred material. Galvanized steel pipes are preferably to lead pipe for water services, but they were found to corrode relatively quickly. Due to corrosion, galvanized water services become brittle and lose their durability. By 1960, with soft copper pipe readily available, galvanized steel pipe became outdated and fell out of use. By 2017, a typical galvanized steel water service will have become quite brittle and should not be reasonably expected to withstand the vibration associated with street construction.

To date, approximately ten properties are assumed to have a shared water service line. Per State of Minnesota Plumbing Code, all homes need to have an individual water service line. We intend to correct these code discrepancies during the project by extending new services from the water main, and by adding watermain on 8th and 9th Streets. If correcting the discrepancy requires work on private property, we will work with the property owner and attempt to make the new service connection. There may be situations where a new connection cannot be completed without extraordinary costs. In that type of situation the property owner will need to agree to bear the additional costs or undertake the work independent of the public project.

The City Council adopted a special assessment rate (**Appendix A**), to assist property owners with replacement of lead or galvanized water services. In response to durability and public health concerns, we propose to replace the lead or galvanized pipe with copper under the road, between the watermain and the curbstop. The City will share the cost of water service upgrades with property owners. Property owners' cost will be capped at \$1,200 for the portion of work from the watermain to the curb stop. At the curbstop, City staff will evaluate the private water service on the other side of the curbstop. If a galvanized or lead water service is observed entering the house, we will encourage the property owner to consider replacing with copper. If other problems are discovered during replacing the water service line, the property owner might have the option to have this work (between the curb stop and the house) performed by the City's contractor on a time and materials basis, at the property owner's expense.

C. Sanitary Sewer Improvements

The sanitary sewer mains along the streets on the 2018 Street Reconstruction Project are in generally good condition. The Public Works Department has performed a television inspection of all of the existing sanitary sewer mains and has identified segments where the pipe is cracked, broken, or out of alignment or has been damaged by tree root intrusion or other factors. These segments will be repaired during construction by removing and replacing the damaged sections with new PVC pipe.

The television inspection of the sanitary sewer mains has revealed minor deterioration of the pipe and occasional root intrusion in certain areas with spot repairs recommended on Morehead Avenue. The proposed repair locations are shown in **Exhibit 7b**. Some repair work in the manholes is needed and castings will be adjusted and replaced as necessary. Pipe liners have previously been installed on Johnson Avenue in 2011 & 2014, and an

Easement between 7th & 9th Streets / Johnson & Lake Avenue in 2008. Additional lining in this area may be proposed, but would be undertaken as a separate project. Installation of a liner is more cost effective than replacing the entire existing line with new pipe and it eliminates all joints and significantly reduces the risk of root intrusion.

However, through our television inspection of these pipe segments and past history, we have found that lining will only eliminate root intrusion on joints in the sewer main. This does not prevent roots from growing into the main through services. Once a liner is installed, it typically will require only minimal maintenance involving occasional jetting. The presence of roots, however, can require a “root saw” to remove. The root saw is essentially short pieces of steel chain spinning at high velocity to cut the roots. This abrasive technique could damage a lined sewer main and is not recommended. Therefore, it has become more important than ever to encourage property owners to have their sanitary sewer services inspected and repaired if necessary. The Engineering and Public Works Departments will continue to evaluate new technologies, construction techniques and maintenance procedures to manage root intrusion.

The sanitary sewer improvements proposed for this project will be funded by the City Sewer Utility Fund.

D. Private Sanitary Sewer Services

The television inspection of the city sanitary sewer mains also identified private sanitary sewer services with tree root intrusion. The Engineering Department has notified these property owners of the problem and provided recommendations for repair. This is especially important to determine because property owners are responsible for maintenance of their sewer line from their home until it reaches the sanitary sewer main in the street including the connection “wye”. Where root intrusion is discovered at the service connections, the Engineering Department has strongly recommended that the property owner have their service televised to see if there are any problems along the entire length of the service.

The City’s Public Works Department has sewer televising equipment that allows Sewer Division personnel to feed a camera down a residential sanitary sewer service to investigate problems. The televising allows City personnel to see if the line is blocked with tree roots, collapsed or blocked with some other obstruction and can determine exactly where the blockage is occurring. The cost to the property owners in the City of White Bear Lake is normally \$150.00. This cost is reduced to \$75.00 for properties along the street reconstruction project. The ability to televise a sanitary sewer service line has proven invaluable in helping residents determine which corrective action will work best, saving the homeowner and the City time and expense.

An ongoing concern that has become more prevalent is the presence of tree roots in private sanitary sewer services. In response to this concern, the City Council adopted a policy in 2008 to assist property owners with replacement of failing sanitary sewer service

connections. This Residential Sanitary Sewer Wye Replacement Program provides that when requested by property owners on the street reconstruction project areas, the City will coordinate sanitary sewer service connection repairs with its contractor.

- In 2012 the City Council had set the cost to each property owner at a maximum of \$900 per service. In 2012, the average cost of each wye repair was \$1806, so the \$900 cap was reached. At the completion of the 2013 reconstruction project, the total cost of all wye replacements was tallied and found to cost an average of \$1700 for each of the 65 wyes replaced. Using the 50% cost participation ensured by the program, the cost to each property owner was \$850 and therefore they were given a credit of \$50. In 2017, the average cost of each wye repair was \$2100, so the \$900 cap was reached. We anticipate this cost will rise in 2018 due to the deeper depths of the sanitary sewer lines we will be repairing.
- The City Council has adopted a special assessment rate for sanitary sewer wye replacements (**Appendix A**), up to a maximum of \$1000 because the actual construction costs will not be known upfront. If the final construction costs for this work are lower than projected, each participating property owner will be refunded the appropriate amount.
- In the past five years of implementing this program, the percentage of property owners participating in this program has ranged from 10% to 40% (42 wyes in 2012, 65 wyes in 2013, 89 wyes in 2014, 53 wyes in 2015, and 3 wyes in 2017). It is anticipated that participation will be similar for most street reconstruction projects in this portion of the city as the neighborhoods and soil conditions are of similar characteristics. Due to the high cost of this work, further changes may be necessary for the program to remain fiscally sound, and not further burden the City's Sewer fund. Details on the Residential Sanitary Sewer Wye Replacement Program are included in **Appendix E2**.
- To date over 480 residents have participated in the program.

If problems are discovered during the televising that require repair beyond the sewer wye and clay pipe (typically less than 10 feet) covered under the Residential Sanitary Sewer Wye Replacement Program, the property owner might have the option to have this work performed by the City's contractor on a time and materials basis, at the property owner's expense.

To date, seven properties were discovered to have a shared sanitary sewer service. Per State of Minnesota Building Code, all homes need to have an individual sanitary sewer service line. Our Building Department and Engineering Department discussed these violations. Consideration was given to compel the property owners to undertake corrective action prior to the construction project. In that scenario, each property owner would have needed to independently hire a plumbing contractor. Deep excavation within the right of way would

have necessitated significant removal and restorations expense. Property owners on shared services would need to carefully coordinate with one another to solve relatively complex utility problems.

After consideration, a letter (**Appendix E1**) was sent out to these property owners explaining a better approach in which we will correct their code violations during the project. Completing the work during road reconstruction will result in significant savings for the affected parties as road removal and restoration costs are borne as project costs. After all of the work is complete, the City will divide the cost of the work evenly amongst the properties that received a new separate service.

E. Storm Sewer Drainage Improvements

The storm sewer drainage improvements proposed for the 2018 Street Reconstruction Project will include the extension of storm sewer on segments of Johnson Avenue, 7th Street, 8th Street, 10th Street and 11th Street. Additional catch basins will be installed to shorten the length of time stormwater remains on the road surface and to reduce localized flooding during intense rainfall events. Standing water on streets can be a significant cause of pavement deterioration. The project also includes replacement of deteriorating storm sewer structures and installation of sump catch basins to capture sediments contained in the stormwater before it is directed to downstream water bodies.

Currently Birch Lake Boulevard South and Old White Bear Avenue have drainage pipes and culverts that will need to be modified.

The storm sewer enhancements and repairs will be funded with City funds and storm sewer assessments to property owners.

F. Stormwater Treatment Improvements

To meet the increasing and continuously evolving stormwater quality standards being adopted by federal, state and local agencies, the City will continue to design and construct systems to improve the quality of stormwater runoff before it enters our water bodies. Since the City is fully developed with existing storm sewer systems in place, the opportunity for the application of certain methods is more limited. Soil conditions, which vary from sandy in the north to silty-clay in the south, will affect the use of certain infiltration methods. Groundwater elevations will also be a factor in determining what types of treatment systems will be successful.

As the City considers options for stormwater treatment systems, it will be wise to look forward to future needs as well as requirements for current projects. Since there are many factors which limit the application of various stormwater treatment techniques, it is in the City's best interest to take a "regional" approach and consider construction of larger treatment systems where and when applicable. Such large systems are beneficial because they can be more effective at treating stormwater and can be maintained more efficiently.

The proposed 2018 Street Improvement Projects will be constructed in two separate watershed districts. The watersheds are the Vadnais Lake Area Water Management Organization (VLAWMO), and the Rice Creek Watershed District (RCWD). VLAWMO rules require stormwater quality treatment equal to 0.5” over all reconstructed impervious surfaces. RCWD rules now classify public linear projects as exempt to treatment requirements. The City’s Stormwater Ordinance (Ordinance No. 15-05-2000, **Appendix D3**), requires us to treat 0.75” over all reconstructed impervious surfaces, according to the City’s design standards. Stormwater quality treatment comes in the form of a variety of infiltration practices, which collect water diverted from the storm sewer systems and allow it to percolate into the ground rather than being transported downstream through the storm drainage system. As stormwater infiltrates into the ground, natural processes in the soil break down contaminants in the runoff and help to recharge the groundwater table, all of this reducing the volume of runoff flowing directly (by means of piping) to downstream water bodies.

The stormwater volume reduction on these projects will be accomplished by construction of the following:

- Underground Infiltration Systems on 8th, 9th, 10th and 11th Streets. These infiltration systems will be constructed using 24 and 36 inch diameter perforated pipe surrounded by aggregate and geotextile fabric.
- Underground Infiltration Trenches on Old White Bear Avenue and Birch Lake Boulevard South. These infiltration systems will be constructed using amended soil and aggregate surrounded by geotextile fabric.
- Rain Garden installation with Pollinator Friendly plants on Old White Bear Avenue. This will look similar to the ones on Lake Avenue South.
- Voluntary Rain Garden installation on all projects.
- Use of Volume Reduction Credits from past projects.

The 2018 project proposes to utilize the RCWD and VLAWMO rules for banking and spending stormwater credits. The VLAWMO allows the City to build excess storm water treatment capacity in more desirable locations within the watershed (in addition to that which is required for a given project) and “bank” that capacity for future projects where infiltration may not be as feasible. This is the benefit of having constructed these large “regional” systems on past projects.

The City has taken advantage in the past of building these systems in what open space the City owns. In 2008, the City built an infiltration system in West Park/Memorial Beach. This year the City planned to take advantage of the Alternative Compliance Sequencing rules that the Watershed Districts have/had. In short, the systems we have built in the past will allow us to use Volume Reduction Credits in years that these large systems aren’t feasible to build.

In 2022, the City plans to build a similar system in Yost Park which will treat stormwater from surrounding streets proposed for reconstruction as well as other streets in VLAWMO

where infiltration was not feasible on the 2014 and 2015 projects. The City exceeded volume reduction goals on the 2017 project.

We will continue to encourage property owners to install raingardens where feasible and to coordinate with the watershed districts for design and funding assistance.

The stormwater treatment improvements will be funded by the City Surface Water Pollution Prevention Fund and special assessments to property owners.

G. Street Improvements

The proposed street reconstruction consists of removal and replacement of the existing deteriorated pavements and construction of new bituminous pavements with concrete curb and gutter. The streets included in the 2018 Street Reconstruction Project are generally residential in nature and have low volumes and speeds. The proposed new pavements will be constructed to the width as shown in **Table 1**. Typical street cross sections are shown on **Exhibits 8, 9, & 10**.

**TABLE 1
 EXISTING AND PROPOSED STREET WIDTHS**

STREET	SEGMENT	EXISTING WIDTH	PROPOSED WIDTH
Old White Bear Avenue	South Shore Blvd to Cottage Park Road	34 feet	22 feet with 10 foot trail
Johnson Avenue	7 th Street to 10 th Street	30 feet	30 feet
Johnson Avenue	11 th Street to North End	30 feet	30 feet
Morehead Avenue	7 th Street to 10 th Street	25 – 30 feet	30 feet
Morehead Avenue	11 th Street to State Highway 96	24 feet	24 feet
8 th Street	Stewart Ave to Lake Ave N	18 – 24 feet	24 feet
9 th Street	Stewart Ave to Lake Ave N	16 - 26 feet	24 feet with 5 foot sidewalk
10 th Street	Highway 61 to Stewart Ave	24 - 30 feet	30 feet
10 th Street	Stewart Ave to Alley East	24 feet	24 feet
10 th Street	Morehead Ave to Johnson Ave	21 – 24 feet	24 feet
11 th Street	Highway 61 to Stewart Ave	22 – 25 feet	30 feet
11 th Street	Stewart Ave to Johnson Ave	22 – 25 feet	22 feet with 5 foot sidewalk
Various Alleys	Between 7 th & State Highway 96, Highway 61 & Lake Ave N	8-12 feet	12 feet

Birch Lake Blvd S	County 96 to Otter Lake Rd	24 - 26 feet	24 feet with 8 foot trail
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While most of the streets will retain their current character, alternatives for revising Old White Bear Avenue were explored. Eliminating two-way traffic and accommodating additional on-street parking were discussed internally and with stakeholders.

Reducing Old White Bear Avenue to a one-way street holds appeal in terms of reducing construction costs, reduced environmental impact and a reduction of traffic for adjacent properties. Negative impacts include reduced convenience for adjacent properties and some level of increased traffic through the Cottage Park neighborhood. An opinion from a traffic engineering consultant (**Appendix N**) recommended that the two way traffic pattern remain. Based on our evaluation and community feedback, we do not recommend eliminating two-way traffic at this point in time.

On a seasonal basis parking demands originating in the Marina Triangle District extend south to Old White Bear Avenue project area. Alternatives were explored that included increasing on-street parking opportunities by widening the street. In order to balance the residential nature of the street with parking demands, we recommend using ribbon curb along the west side of the street and a turf parallel parking lane for cars only. (Boat trailers will continue to be prohibited as currently signed.) Similar to today, this will allow vehicles to parallel park on the west side of the road. During this process, staff identified areas north, beyond the residential zone, where additional on-street parking could be constructed as part of a future project (**Exhibit 11**).

H. Trail Construction Old White Bear Ave

Old White Bear Avenue is an existing two-way street with an adjacent on street recreational trail. The current street width varies from approximately 30 to 34 feet in width. The existing pavement consists of 6 inches of bituminous pavement over 4 inches of concrete pavement.

The project involves the construction of a 10 foot wide off-road, mixed-use trail adjacent to Old White Bear Avenue. The predominance of the proposed trail will be built adjacent to Old White Bear Avenue from Cottage Park Road to South Shore Boulevard. A very small portion of the proposed trail will be built adjacent to South Shore Boulevard between Old White Bear Avenue and Hazel Street. A place making opportunity exists at the intersection of Old White Bear Avenue and South Shore Boulevard. Amenities being considered for this space for future implementation include benches, trail map, historical marker, bike maintenance station and decorative landscaping. This project will provide a curb cut and concrete pad to readily facilitate future implementation. Native, pollinator friendly plantings will be incorporated into a rain garden in the ditch between Old White Bear Avenue and White Bear Avenue, providing filtration for otherwise untreated stormwater.

This trail (**Exhibit 11**) is designed to be 10 feet wide to accommodate the wide variety of trail user groups: pedestrians, joggers, in-line skaters, and bicyclists. The trail connects to Lion's Park.

The street width has been relatively easy to develop a design consensus on and the recommendation is to construct a 24 foot wide street with a surmountable (D-412) concrete curb on the east (residential) side of the street.

The recreational trail portion of the project has stimulated considerable debate and many alternatives have been suggested, designed, analyzed and redesigned by staff and participants at the meetings. There is general consensus that a 10 foot wide combined use trail is appropriate for the Old White Bear Avenue Corridor and this meets with design standards adopted by other state, county and local agencies building combined use trails.

The boulevard separation area between the 24 foot wide, two-way street and 10 foot wide trail has been an item which has generated considerable discussion. The separation of the trail from the street is important from a safety perspective but due to the narrowness of the drive lanes (12 feet) the boulevard must be designed to accommodate occasional vehicle travel, residents backing out of driveways, maintenance activities and snow plowing. The boulevard space will also provide space for pedestrian scale lighting using the same shepard's hook decorative light poles and fixtures as installed immediately north of the project area and along Lake Avenue. These considerations have impacted the various options considered for the space.



Shepard's Hook
Decorative Light Pole

Various widths and landscape treatments have been discussed for the boulevard separation area and the proposed design recommends a typical width of 2 feet. The proposed design of the boulevard includes colored concrete paving in narrow sections 2 feet in width, and 8 feet of bituminous (10 feet total). This is similar to the existing section of Lake Ave South.

The Trail will be paid for with City funds and a 2017 State Appropriation (Chapter 8, Article 1, Section 16, Subdivision 7) in the form of a grant administered by the Met Council in the amount of \$130,000. In general terms, absent reauthorization by act of the legislature, these funds need to be used within approximately 4 ½ years. (Minnesota Statute 16A.642 State Bonds: Reports: Cancellations, Part 1) (**Appendix F**)

I. Trail Construction Birch Lake Boulevard South

Birch Lake Boulevard South is an existing cul-de-sac two-way street. The current street width varies from approximately 24 - 26 feet.

One of the biggest challenges the City will face in the next 20 years will be providing safe pedestrian/bicyclist facilities. (**Appendix G**)

A “goat path” is also an indicator that walking facilities are needed. There is a “goat path” between the existing trail adjacent to County Road 96 and the existing cul-de-sac and the trail will be constructed to accommodate the walkers and bikers in this area.



“Goat Path”

The recreational trail portion of the project has stimulated considerable debate at the public informational meeting. There is general consensus that an 8 foot wide combined use trail is appropriate for the Birch Lake Corridor and is consistent with the design standards used on the north side of Birch Lake. Upon completion of this segment, there will be a continuous off-road trail facility around Birch Lake, with the exception of Otter Lake Road, which is the jurisdiction of Ramsey County.

The recommendation is to construct a 24 foot wide street with a B-618 concrete curb on the south (residential) side of the street, and a surmountable curb (D-412) concrete curb on the Lake side with the 8 foot trail immediately behind the curb. (**Exhibit 12**)

J. Current Parking Restrictions

Parking conditions are proposed to remain as they currently are as shown below in **Table 2.**

**TABLE 2
 CURRENT PARKING RESTRICTIONS IN 2018 PROJECT AREAS**

STREET	SEGMENT	PARKING RESTRICTION
Old White Bear Avenue	South Shore Boulevard to Cottage Park Road	No Parking Boat Trailers (West Side)
Eighth Street	Stewart Ave to Lake Ave North	No Parking Boat Trailers (North Side)
Ninth Street	Stewart Ave to Lake Ave North	No Parking Boat Trailers (North Side)
Tenth Street	Morehead Ave to Johnson Ave	No Parking Boat Trailers (North Side)
Tenth Street	Highway 61 to Stewart Ave	No Parking Boat Trailers (North Side)
Eleventh Street	Highway 61 to Johnson Ave	No Parking Boat Trailers (North Side)
Morehead Avenue	Seventh St to Tenth St	No Parking Boat Trailers (West Side)
Johnson Avenue	Seventh St to Tenth St	No Parking Boat Trailers (West Side)
Johnson Avenue	Eleventh St to Chateauguet	No Parking Boat Trailers (West Side)
Birch Lake Boulevard North	End Cul-De-Sac	No Parking

K. Sidewalk Improvements

City’s 2030 Comprehensive Plan contains a map of existing and proposed sidewalks and trails (see **Exhibit 13** – 2030 Comprehensive Plan Map “Plan for Bicycles, Pedestrians and Trails”). The intent of the proposed routes indicated on this map is to connect to places of pedestrian activity such as parks and schools. It is important to build facilities not only for today, but for the future of our community.

As part of the 2018 Street Reconstruction Project, consideration has been given to the addition of two sidewalks. One of the proposed sidewalks is along 9th Street from Stewart Ave to Lake Ave North. This proposed sidewalk would connect the existing sidewalk along Stewart Ave to the existing sidewalk on Johnson Ave, and the Lake Ave North trail. The other proposed sidewalk is along 11th Street from Stewart Ave to West Park.

Although the proposed sidewalks are not indicated on the Comprehensive Plan Map, we recognize that the Plan is a living document and the City Council may generally implement sidewalk and trail improvements at its discretion. Therefore, we are looking for guidance from the City Council. The addition of new sidewalks could be constructed at this time or at a later date, but is most economical and practical if constructed as part of this project.

If the sidewalk were to be constructed it would be most feasible on the south sides of Ninth and Eleventh Street. These sidewalk configurations are shown in **Exhibit 14**.

L. Private Driveway Improvements

The City will continue the private driveway replacement program which provides property owners with the opportunity to have their driveway reconstructed during the 2018 Street Reconstruction Project. For those property owners who choose, their private driveway would be reconstructed by the City contractor during the construction project. This option is made available as a benefit and potential cost savings due to a single contractor performing a higher volume of work. The City's Driveway Replacement/Reconstruction Program is included in **Appendix H**.

The Engineering Department will evaluate all driveways proposed for reconstruction. If driveways are found to have poor drainage and the new driveway would have a grade of 1% or less, the Engineering Department will recommend replacing the driveway with concrete rather than asphalt to improve the drainage characteristics on these flat surfaces.

M. Private Utility Improvements

The underground gas utilities were replaced on Birch Lake Boulevard South during the 2017 construction season. Significant gas utilities that are in need of upgrading on City Project 18-01 and 18-06 are planned to be replaced by Xcel Energy as part of this project. Other private utilities including electric, cable, and phone are primarily carried on overhead lines and will likely remain unaffected. The Metropolitan Council Environmental Services (MCES) will also be replacing a large existing sanitary sewer forcemain on Old White Bear Avenue in conjunction with the city project.

There was significant community interest in burying the overhead utility lines that run along the east side of Old White Bear Avenue. Xcel Energy estimated the costs associated with burying these lines to be approximately \$450,000 (**Appendix O1**). Property owners would be 100% responsible for these costs. This alternative is not feasible due to cost. The

community indicated that the primary aesthetic drawback to the overhead lines was the thick communication line underbuild facility. Staff verified that the line was indeed active and determined that the cost to bury that line would be approximately \$35,000 to the property owners (**Appendix O2**). This alternative is still being considered.

V. PERMITS

Several permits will be required prior to construction of the proposed improvements. The Engineering Department has been working closely with Rice Creek Watershed District (RCWD), and the Vadnais Lake Area Water Management Organization (VLAWMO) in determining the feasibility of the proposed stormwater quality improvements. Required permits include, but are not limited to, the following: (See **Table 3**)

TABLE 3

AGENCY	PURPOSE
Minnesota Pollution Control Agency (MPCA)	Phase II NPDES – General Stormwater Permit for Construction Activities
Minnesota Department of Health	New Watermain Installation
Minnesota Department of Natural Resources	Work on Birch Lake
Rice Creek Watershed District	Plan Review
Vadnais Lake Area Water Management Organization	Plan Review
Minnesota Department of Transportation (MnDOT)	Work in State Rights-of-Way
Ramsey County	Work in County Rights-of-Way
Metropolitan Council Environmental Services (MCES)	Work on MCES Utilities

VI. PUBLIC INFORMATIONAL MEETING

The Engineering Department has conducted initial public information meetings. On October 4th, 2017, the City discussed proposed projects 17-06 & 18-06. On November 1st, 2017, the City discussed proposed project 18-01. A copy of these letters announcing these meeting and the outlines from the meetings are included in **Appendices I1-4**. Over 80 people were in attendance at both meetings. Issues of concern were raised by residents and these comments have been incorporated into the designs. Resident concerns will continue to be heard through the remainder of the Public Involvement process. The next public meeting proposed is the Public Hearing to discuss the project on March 13, 2018.

VII. ESTIMATED PROJECT COSTS

The estimated costs for the proposed improvements are summarized in **Table 4**. The estimated total project improvement cost proposed is **\$3,398,738**. Based on past experiences on similar projects in the City, the overhead costs have been estimated at 18% of the total construction cost. The overhead costs include engineering, project administration, fiscal and legal costs. The project will be financed through a combination of City funds, a trail grant, and special assessments to benefited properties.

TABLE 4*
PROJECT COST ESTIMATE

Street Improvements	\$1,385,615
Watermain Improvements	\$ 376,716
Sanitary Sewer Improvements	\$ 103,406
Storm Sewer Drainage Improvements	\$ 162,466
Stormwater Treatment Improvements	\$ 172,993
Trail Improvements	\$ 253,710
Decorative Lighting Trail	\$ 88,000
Sidewalk	\$ 80,000
Alley Improvements	\$ 297,884
Engineering, Legal, Fiscal	<u>\$ 477,948</u>
Total Project Improvement Cost	\$3,398,738

The estimated optional sidewalk construction cost is **\$93,091 (with 10% Contingency & 18% Engineering, Legal, & Fiscal)**. *Differs with Appendix J due to rounding

VIII. FINANCING AND ASSESSMENTS

The improvements discussed in this report for the 2018 Street Reconstruction Project are proposed to be financed through a combination of special assessments to benefited properties (according to the City's Assessment Policy), City utility funds and street reconstruction funds. A summary of

the total project cost is provided in **Appendix J**, with a spreadsheet indicating how the total costs could be allocated through both City funds and special assessments. The proposed cost allocation by item is as follows:

1. The improvements to existing watermains will be funded by the City Water Improvement Fund.
2. The improvements to existing sanitary sewer mains will be funded by the City Sewer Improvement Fund.
3. The improvements to storm sewer facilities and stormwater treatment systems will be funded by the City Surface Water Pollution Prevention Fund and special assessments to property owners. The maximum assessed per property is \$0.12 per square foot for residential property and \$0.24 per square foot for commercial property. Some of the properties in both project areas have been assessed a portion of this amount in various storm sewer assessments in the past. A credit will be given in the amount paid to date and is shown as the “Previous Storm Sewer Assessment” column on the Proposed Assessment Roll.
4. The street reconstruction improvements will be funded by a combination of the City Interim Construction Fund and special assessments to property owners. The City is proposed to raise the rate 3% in 2018 to account for increases in construction prices.

Assessment rates for full street reconstruction are set at \$38.19 per assessable foot for residential properties, \$50.22 for apartment and townhome properties and \$60.95 for commercial properties. (Please refer to **Appendix A**)

All of the property owners who would receive benefits from the proposed improvements and who would be assessed for all or a portion of the improvements are listed on the Proposed Assessment Rolls in **Appendix K** of this report. The assessment spreadsheets indicate the owner, the address of the property, the assessable footage of the property and the amount of the proposed assessment.

The City’s Assessment Policy for public improvements allows for the distribution of the proposed assessments for residential properties over a 10 year period. In 2009, the City Council chose to have the project assessed over 15 years in order to provide financial assistance to property owners in a difficult economic time. It is proposed that the assessment to residential properties included in this project again be spread over a 15 year period and that the assessments to commercial and apartment properties are spread over a 20 year period due to the higher cost. A sample breakdown of the annual payments on assessments for several assessment amounts based on an interest rate of five percent (5.0%) is included in **Appendix L**.

The City’s Assessment Policy also allows for deferred payment of special assessments for qualified property owners 65 years of age or older. There may be some property owners who would like to take advantage of this City policy. The City Assessment Policy is included in **Appendix M**.

IX. PROJECT SCHEDULE

The proposed project schedule is as follows.

PROPOSED PROJECT SCHEDULE

City Council orders Feasibility Report	December 12, 2017
City Council receives Feasibility Report City Council sets date for Public Improvement Hearing	February 13, 2018
City Council holds Public Improvement Hearing City Council orders Project	March 13, 2018
City Council approves Plans and Specifications City Council authorizes Advertisement for Bids	March 13, 2018
Bids Opened City Council awards Bid	April 4, 2018 April 10, 2018
Begin Construction Construction Substantially Complete	April 23, 2018 September 14, 2018
City Council sets date for Assessment Hearing City Council holds Assessment Hearing	August 28, 2018 September 25, 2018

X. FEASIBILITY, NECESSITY AND COST-EFFECTIVENESS

The proposed improvements included in the 2018 Street Reconstruction Project consisting of watermain, sanitary sewer, storm sewer, street, alley, sidewalk and trails reconstruction are feasible from an engineering standpoint, necessary, and cost effective if constructed under a single project as proposed. These improvements would greatly improve the level of public service to the residents of these areas, enhance the safety and appearance of the neighborhoods and improve the quality of the stormwater runoff. The improvements can most effectively and economically be constructed if undertaken through a coordinated contract that would cause the improvements to be installed in the proper sequence.

XI. CONCLUSION

Our recommendation to the City Council is that if improvements are to be constructed, that the watermain, sanitary sewer, storm sewer, street, alley, sidewalk and trails be installed as proposed in this feasibility report.

The estimated cost of these improvements, including the proposed assessments, is reasonable and comparable with similar improvements being constructed in other cities in the metropolitan area.

APPENDIX A

MEMO and CITY COUNCIL RESOLUTION NO. 12115 ORDERING SPECIAL ASSESSMENT RATES



City of White Bear Lake
City Engineer's Office

MEMORANDUM

To: Ellen Richter, City Manager

From: Mark Burch, Public Works Director/City Engineer

Date: November 7, 2017

Subject: Assessment Rates and Terms for the 2018 Street, Alley, Sanitary Sewer Wye Replacement, Water Service Replacement and Mill/Overlay Improvement Projects

BACKGROUND / SUMMARY

The City annually reviews the assessment rates and terms applied to the special assessments for the street and utility improvement projects. The assessment rates are based upon the City Councils desire to assess approximately one third of the cost of the street and mill/overlay projects and approximately ½ of the cost of the sanitary sewer wye replacements. The storm sewer assessment rate is adjusted periodically to ensure a uniform rate for property owners throughout the City. In 2018 there will be two new assessment categories, water service replacement and alley reconstruction which will assist with funding these improvements. The assessment rates are carefully reviewed by the Engineering Department and by an independent appraiser to ensure that the assessments applied to the projects meet the required benefit test that assessments are fair, are applied uniformly and that they benefit the property by at least the amount of the assessment levied.

Based upon our analysis and a preliminary review by our appraiser, we are recommending the following assessment rates for the 2018 street and utility projects.

<u>Assessment Category</u>	<u>Cost Per Assessable Foot or Unit Cost</u>	
Street Reconstruction	\$38.19	Residential
	\$50.22	Apartment
	\$60.95	Commercial
Mill & Overlay	\$13.39	Residential
	\$17.51	Apartment
	\$21.32	Commercial
Storm Sewer	\$0.12	Residential
	\$0.24	Apartment
	\$0.24	Commercial
Sanitary Sewer Wye Replacement	\$1,000.00	

Water Service Replacement (from main to curb stop)	\$1,200.00
Alley Reconstruction	\$2,200.00

The proposed 2018 assessment rates reflect a 3% increase over 2017 rates for street and mill/overlay projects. Storm sewer and sanitary sewer wye replacement rates will remain the same. The water service replacement and alley reconstruction assessment rates are new in 2018 and will be applied to the reconstruction project in the northeast portion of the city where these improvements are necessary. The water service replacement assessment is based upon the City and the property owner sharing the cost 50/50 while the alley assessment rate is based upon the properties abutting the alleys funding 100% of the cost of these improvements.

The City has adjusted the payment term of special assessments at various times to prevent undue hardship on property owners. The City's assessment policy specifies a 10-year term for the assessments included in the 2018 improvements; however, the City has in the past extended the term to 15 years during times of economic stress or where assessment amounts are larger due the quantity of work. It is our recommendation that the term for the 2018 assessment rolls be set at 15 years due to the larger total assessment amounts resulting from the combination of improvements necessary. The longer term is a benefit to property owners by reducing the annual payment amount but does not prevent paying assessments in a shorter time frame, if desired.

RECOMMENDED COUNCIL ACTION

Staff recommends that the City Council adopt the resolution approving assessment rates for the 2018 improvement projects.

ATTACHMENTS

Resolution

RESOLUTION NO.: 12115

RESOLUTION ADOPTING SPECIAL ASSESSMENT RATES FOR THE 2018 STREET, ALLEY AND UTILITY IMPROVEMENT PROJECTS

WHEREAS, the City of White Bear Lake undertakes street, alley and utility improvement projects each year to ensure the integrity of its infrastructure systems; and

WHEREAS, the improvements benefit the abutting properties as well as the City as a whole; and

WHEREAS, the City assesses a portion of the cost of the improvements to the benefiting properties; and


WHEREAS, the City desires to annually review the assessment rates applied to the assessment rolls for the infrastructure improvement projects.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of White Bear Lake, Minnesota that the following assessment rates are hereby adopted for the 2018 street, alley, storm sewer and utility improvement projects:


<u>Assessment Category</u>	<u>Cost Per Assessable Foot or Unit Cost</u>	
Street Reconstruction	\$38.19	Residential
	\$50.22	Apartment
	\$60.95	Commercial
Mill & Overlay	\$13.39	Residential
	\$17.51	Apartment
	\$21.32	Commercial
Storm Sewer	\$0.12	Residential
	\$0.24	Apartment
	\$0.24	Commercial
Sanitary Sewer Wye Replacement	\$1,000.00	
Water Service Replacement (from main to curb stop)	\$1,200.00	
Alley Reconstruction	\$2,200.00	

The foregoing resolution, offered by Councilmember **Jones** and supported by Councilmember **Walsh**, was declared carried on the following vote:

Ayes: Biehn, Edberg, Engstran, Jones, Walsh
Nays: None
Passed: November 14, 2017


Jo Emerson, Mayor

ATTEST:


Kara Coustry, City Clerk

APPENDIX B

MEMO and CITY COUNCIL RESOLUTION NO. 12142 ORDERING FEASIBILITY REPORT



City of White Bear Lake
City Engineer's Office

MEMORANDUM

To: Ellen Richter, City Manager

From: Mark Burch, Public Works Director/City Engineer

Date: December 7, 2018

Subject: **Feasibility Report for Proposed 2018 Street Reconstruction and 2018 Mill & Overlay Projects**
City Project Nos. 17-06, 18-01, 18-06, 18-13

BACKGROUND / SUMMARY

The City of White Bear Lake has been reconstructing streets since the mid-1980's, replacing deteriorated streets with new engineered gravel bases, concrete curb and gutter and bituminous pavements. Street reconstruction projects also include improvements to the storm sewer system and installation of storm water treatment facilities. The reconstruction program is ongoing and with completion of the 2017 street reconstruction project, the City has reconstructed over 90% of its streets (77 miles) which leaves 8 miles remaining to be improved to current engineering standards.

Each year the City Council selects streets for inclusion in the City's Street Reconstruction Program. The Council receives recommendations for reconstruction projects from the Engineering and Public Works Departments based upon pavement conditions among other factors. The proposed 2018 Street Reconstruction is highlighted in the color blue on the Proposed Street Reconstruction Project Map included with this memo.

Based upon our analysis, the following streets are recommended to the City Council for inclusion in a Feasibility Report for the 2018 Street Reconstruction and 2018 Mill & Overlay Project:

17-06 Streets being considered:

Old White Bear Avenue
(Cottage Park Rd to South Shore Blvd)

18-01 Streets being considered:**Eighth Street**

(Stewart Ave to Lake Ave N)

Ninth Street

(Stewart Ave to Lake Ave N)

Tenth Street

(T.H. 61 to Alley East of Stewart Ave)

Tenth Street

(Morehead Ave to Johnson Ave)

Eleventh Street

(T.H. 61 to Johnson Ave)

Morehead Avenue

(Seventh St to Tenth St)

Morehead Avenue

(Eleventh St to State Hwy 96)

Johnson Avenue

(Seventh St to Eleventh St)

Alleys

(Various Alleys throughout the project area)

18-06 Streets being considered:**Birch Lake Boulevard South**

(Otter Lake Rd to end Cul-De-Sac)

Once streets have been reconstructed to current engineering standards, they can be maintained by routine maintenance techniques such as crack sealing, sealcoating and minor patching. These maintenance techniques should keep bituminous pavements in good condition for approximately 25 years before another major rehabilitation technique such as milling and overlaying is necessary. The life of the pavements between major rehabilitation techniques depends largely on traffic types and volumes. Streets which carry larger vehicles with heavy loads and higher daily volumes of traffic wear out faster than low volume residential streets.

There are streets in the City in which the wearing course (top surface of pavement) is deteriorating to the point where routine patching is no longer able to maintain the street in an acceptable driving condition, making milling and overlaying necessary. Milling and overlaying is a process where the upper 1-1/2" to 2" of asphalt is "milled" (removed with a large grinding machine) and then a new bituminous wearing course is placed, creating a new road surface. Use of this pavement maintenance technique is necessary to ensure the preservation of our street pavements. This type of project extends the length of time required between street reconstructions. As reconstructed pavements age, the City will need to increase the number of mill and overlay projects in order to maintain the serviceability of its pavement infrastructure.

The City has reached a point in its pavement management program where the implementation of a mill and overlay program is necessary to preserve the investment it has made in its street infrastructure. The City incorporated a mill and overlay component into its overall Pavement Management Program for the first time in 2011. The mill and overlay program is a technique by

which streets will be rehabilitated in the future when total reconstruction of the roadway is not necessary but just pavement rehabilitation. The mill & overlay program is starting now even though we have not yet completed the street reconstruction program (approximately 10% or 8 miles of streets remain). The City will be challenged as it works to complete the street reconstruction program while undertaking mill and overlay projects at the same time to maintain streets reconstructed 20 – 30 plus years ago. We anticipate that the two programs could overlap for 5 to 7 years before the street reconstruction program is completed and we are just undertaking mill and overlay projects.

Similar to the Street Reconstruction Program, each year the City Council will need to select streets for inclusion in the City's Mill & Overlay Program. The Council receives recommendations for mill and overlay projects from the Engineering and Public Works Departments based upon pavement conditions among other factors. The proposed 2018 Mill & Overlay Project is highlighted in the color blue on the Proposed Mill & Overlay Program Map included with this memo.

Based upon our analysis, the following streets are recommended to the City Council for inclusion in a Feasibility Report for the 2018 Mill & Overlay Project:

18-13 Streets being considered:

11th Street

(Division Avenue to East Cul-De-Sac)

Sumac Circle

(Sumac Ridge to Sumac Ridge)

Sumac Ridge

(Bellaire Ave to 1000' East of Bellaire Ave)

Manitou Drive

(County Road D to Sumac Ridge)

Manitou Lane

(Manitou Drive to Sumac Ridge)

Trail Reconstruction

(Division Avenue to East Cul-De-Sac)

Trail Reconstruction

(Division Avenue to East Cul-De-Sac)

The next step in the improvement process is the preparation of a Feasibility Report to determine if the projects are advisable from an engineering standpoint and how they could best be constructed and funded.

A portion of the project cost will be assessed to benefitting properties in accordance with the City's Special Assessment Policy. The assessment rates for 2018 will be reviewed in consultation with the City's appraisal consultant and presented in the Feasibility Report.

The proposed assessment roll is being reviewed by the appraisal firm of Dahlen & Dwyer to ensure the proposed assessments are fair, uniform and provide benefit in the amount of the proposed assessments. We have asked the appraiser to specifically look at the large and irregular shaped parcels. Copies of the appraisal reports will be provided to the City Council when it is complete.

RECOMMENDED COUNCIL ACTION

Staff recommends that the Council adopt the resolution and order preparation of a Feasibility Report for the 2018 Street Reconstruction Project and the 2018 Mill & Overlay Project.

ATTACHMENTS

Resolution

Proposed Street Reconstruction Project Map

Proposed Mill & Overlay Project Map

RESOLUTION NO.: 12142

**RESOLUTION ORDERING PREPARATION OF A FEASIBILITY REPORT
FOR THE 2018 STREET RECONSTRUCTION PROJECT
AND THE 2018 MILL & OVERLAY PROJECT**

CITY PROJECT NOs. 17-06, 18-01, 18-06 & 18-13

WHEREAS, the City has made a commitment to improving and preserving its bituminous pavement street system by reconstructing deteriorated streets and undertaking maintenance programs such as patching, crack sealing, sealcoating, and milling & overlaying; and

WHEREAS, streets which have been reconstructed and maintained with routine maintenance techniques still require periodic major rehabilitation to maintain a smooth driving surface and protect the integrity of the structural components of the road; and

WHEREAS, it is proposed to improve Old White Bear Avenue (from Cottage Park Road to South Shore Blvd.), Eighth Street (from Stewart Ave to Lake Ave N), Ninth Street (from Stewart Ave. to Lake Avenue N.), Tenth Street (from T.H. 61 to Alley East of Stewart Avenue), Tenth Street (from Morehead Avenue to Johnson Avenue), Eleventh Street (from T.H. 61 to Johnson Avenue), Morehead Avenue (from Seventh Street to Tenth Street), Morehead Avenue (from Eleventh Street to State Highway 96), Johnson Avenue (from Seventh Street to Eleventh Street), Alleys (Various alleys throughout the project area) and Birch Lake Boulevard South (from Otter Lake Road to end Cul-De-Sac) by installation of utility, storm sewer improvements and street reconstruction, and to assess the benefited properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes, Chapter 429; and

WHEREAS, it is proposed to improve Eleventh Street (from Division Avenue to East Cul-De-Sac), Sumac Circle (from Sumac Ridge to Sumac Ridge), Sumac Ridge (from Bellaire Avenue to 1000' East of Bellaire Avenue), Sumac Drive (from County Road D to Sumac Ridge), Manitou Lane (from Manitou Drive to Sumac Ridge), Trail Reconstruction (from White Bear Parkway to Birch Lake Boulevard), and Trail Reconstruction (from County Road 96 to Birch Lake Boulevard North) by milling and overlaying the bituminous pavement, and to assess the benefited properties for all or a portion of the cost of the improvements, pursuant to Minnesota Statutes, Chapter 429.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake, Minnesota that:

The proposed improvements be referred to the City Engineer for study and that he is instructed to report to the City Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are feasible and as to whether they should best be made as proposed or in connection with some other improvements, and the estimated cost of the improvements as recommended.

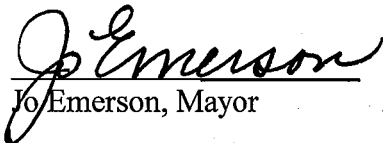
RESOLUTION NO.: 12142

**RESOLUTION ORDERING PREPARATION OF A FEASIBILITY REPORT
FOR THE 2018 STREET RECONSTRUCTION PROJECT
AND THE 2018 MILL & OVERLAY PROJECT**

CITY PROJECT NOs. 17-06, 18-01, 18-06 & 18-13

The foregoing resolution offered by Councilmember **Edberg** and supported by Councilmember **Biehn**, was declared carried on the following vote:

Ayes: Biehn, Edberg, Engstran, Jones, Walsh
Nays: None
Passed: December 12, 2017


Jo Emerson, Mayor

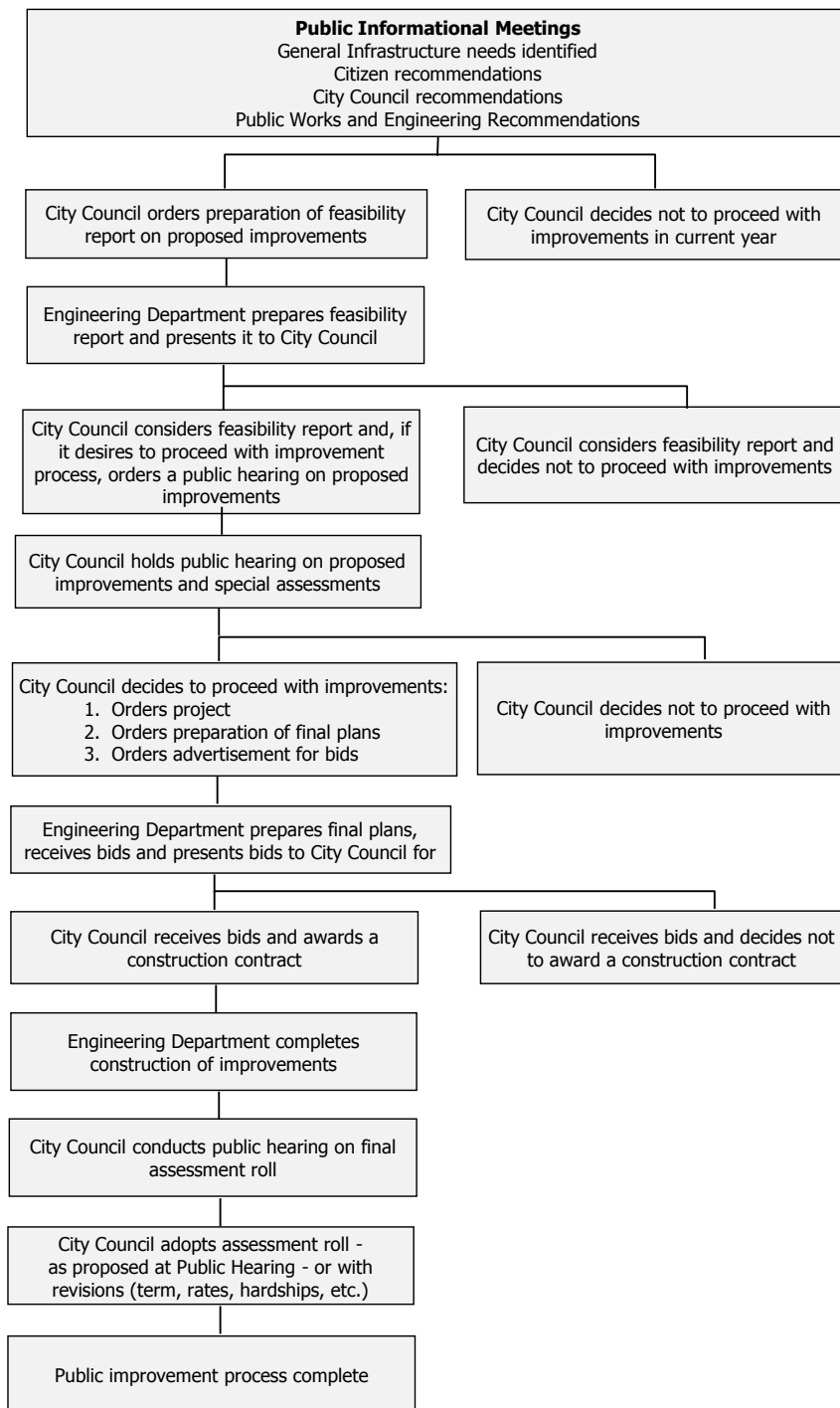
ATTEST:


Kara Coustry, City Clerk

APPENDIX C

PUBLIC IMPROVEMENT PROCESS FLOW CHART

City of White Bear Lake Public Improvement Process



APPENDIX D

CHAPTER 406 (STORMWATER) OF WHITE BEAR LAKE MUNICIPAL CODE, ENGINEERING DESIGN STANDARDS, AND STORMWATER ORDINANCE 15-05-2000

406. Stormwater

§406.010 AUTHORIZATION, FINDINGS, PURPOSE AND SCOPE.

Subd. 1. Statutory Authorization. This ordinance is adopted pursuant to the authorization and policies contained in Minnesota Statutes Chapters 103B and 462, Minnesota Rules, Parts 6120.2500-6120.3900, and Minnesota Rules Chapters 8410, 8420 and 7050.0210, and to be consistent with regional watershed organization rules.

Subd. 2. Findings. The City of White Bear Lake finds that stormwater runoff and erosion from land development and land disturbing activity can have significant adverse impacts upon local and regional water resources diminishing the quality of public health, safety, public and private property and natural resources of the City. Specifically, land development and land disturbing activity can:

- a) Threaten public health, safety, property, and general welfare by increasing runoff volumes and peak flood flows and overburdening storm sewers, drainage ways and other storm drainage systems;
- b) Diminish the capacity of lakes and streams to support fish, aquatic life, recreational and water supply uses by increasing pollutant loadings of sediment, suspended solids, nutrients, heavy metals, bacteria, pathogens and other urban pollutants;
- c) Degrade physical stream habitat by increasing stream bank erosion, increasing stream bed scour, diminishing groundwater recharge, diminishing stream base flows and increasing stream temperatures;
- d) Undermine floodplain management efforts by increasing the incidence and levels of flooding;
- e) Alter wetland communities by changing wetland hydrology and increasing pollutant loading; and
- f) Generate airborne particulate concentrations that are health threatening or may cause other damage to property or the environment.

Subd. 3. Purpose. The purpose of this ordinance is to promote, preserve, and enhance the natural resources within the City and protect them from adverse effects by activities that would have an adverse and potentially irreversible impact on water quality. This ordinance will set forth minimum requirements for stormwater management that will diminish threats to public health, safety, public and private property and natural resources within the City by:

- a) Protecting life and property from dangers associated with flooding;
- b) Protecting public and private property and the natural resources from damage resulting from runoff and erosion;
- c) Ensuring site design minimizes the generation of stormwater runoff and maximizes pervious areas for stormwater treatment;
- d) Promoting regional stormwater management;
- e) Providing a single, consistent set of performance standards that apply to all developments;
- f) Protecting water quality from nutrients, pathogens, toxics, debris, and thermal stress;
- g) Promoting infiltration and groundwater recharge;
- h) Providing vegetated corridors (buffers) to protect water resources from degradation;

- i) Protecting functional values of all types of natural waterbodies (e.g., rivers, streams, wetlands, lakes, seasonal ponds);
- j) Complying with requirements of the Minnesota Pollution Control Agency (MPCA) Municipal Separate Storm Sewer System (MS4) Permit and General Permit for Construction Activities; and
- k) Meeting requirements set forth by the Ramsey-Washington Metro Watershed District (RWMWD), Rice Creek Watershed District (RCWD), Vadnais Lake Area Water Management Organization (VLAWMO), or Valley Branch Watershed District (VBWD) depending on the appropriate boundaries.

Subd. 4. Scope.

- a) The City's Municipal Stormwater Management System consists of lift stations, catch basins and manholes, collection piping, forcemain, ditches, ponds, lakes, structural BMPs (Best Management Practices), and associated appurtenances located within public right-of-way and applicable easements;
- b) No person, firm or corporation shall disturb any land for residential, commercial, industrial, or institutional uses without having provided stormwater management measures as required by the City's Engineering Design Standards. No person, firm or corporation shall connect any drainage system to the municipal stormwater management system or make use of any drainage system extension connected to the municipal stormwater management system except in a manner provided in this chapter.

Subd. 5. Permits.

- a) Persons undertaking land disturbance activity and/or desiring a connection to the municipal stormwater system shall apply to the City for a permit;
- b) The applications shall be accompanied by plans, specifications, and other required information, complying with the City's Zoning Code, Subdivision Code, and Engineering Design Standards, as amended from time to time;
- c) The fee for each permit shall be as determined by the City Council. All costs and expenses associated with the installation and connection shall be borne by the owner and installer. The owner and installer shall indemnify the City for any loss or damage that may, directly or indirectly, be occasioned by the installation of the stormwater system connection, including restoring streets and street surfaces.

Subd. 6. Right of Entry and Inspection.

- a) The issuance of a permit constitutes a right-of-entry for the City or its contractor to enter upon the construction site. The applicant shall allow the City and their authorized representatives, upon presentation of credentials to:
 - 1. Enter upon the permitted site for the purpose of obtaining information, examination of records, conducting investigations or surveys.
 - 2. Bring such equipment upon the permitted site as is necessary to conduct such surveys and investigations.
 - 3. Examine and copy any books, papers, records, or memoranda pertaining to activities or records required to be kept under the terms and conditions of the permitted site.
 - 4. Inspect the stormwater pollution control measures.

- 5. Sample and monitor any items or activities pertaining to stormwater pollution control measures.
- 6. Correcting deficiencies in stormwater and erosion and sediment control measures.

Subd. 6. Severability.

- a) The provisions of this ordinance are severable, and if any provision of this ordinance, or application of any provision of this ordinance to any circumstance, is held invalid, the application of such provision to other circumstances, and the remainder of this ordinance must not be affected thereby.

§406.020. ILLICIT DISCHARGE DETECTION AND ELIMINATION

Subd. 1. Findings. The City Council hereby finds that nonstormwater discharges to the City's municipal separate storm sewer system are subject to higher levels of pollutants that enter into receiving water bodies adversely affecting the public health, safety and general welfare by impacting water quality, creating nuisances, impairing other beneficial uses of environmental resources and hindering the ability of the City to provide adequate water, sewage, flood control and other community services.

Subd. 2. Purpose. The purpose of the ordinance is to promote, preserve and enhance the natural resources within the City and protect them from adverse effects occasioned by nonstormwater discharges by regulating discharges that would have an adverse and potentially irreversible impact on water quality and environmentally sensitive land. In addition to requirements relative to the City's sanitary sewer system, this article establishes methods for controlling the introduction of pollutants into the City's municipal separate storm sewer system (MS4) in order to comply with requirements of the National Pollutant Discharge Elimination System (NPDES) permit process and for controlling the introduction. The objectives of this ordinance are:

- a) To regulate the contribution of pollutants to the municipal separate storm sewer system (MS4) by stormwater discharges by any user.
- b) To prohibit illicit connections and discharges to the municipal separate storm sewer system, and
- c) To establish legal authority to carry out all inspection, surveillance, enforcement, and monitoring procedures necessary to ensure compliance with this ordinance.
- d) This Section is adopted pursuant to the authorization and policies contained in Minnesota Statutes Chapters 103B and 462; Minnesota Rules, Parts 6120.2500-6120.3900, Minnesota Rules Chapters 8410, 8420 and 70510.0210.

Subd. 3. Definitions. The following words, terms and phrases, when used in this article shall have the meanings ascribed to them in this section, except when the context clearly indicates a different meaning:

- a) *Best management practice or BMP*. Erosion and sediment control and water quality management practices that are the most effective and practicable means of controlling, preventing, and minimizing degradation of surface water, including construction-phasing, minimizing the length of time soil areas are exposed, prohibitions, and other management practices published by state or designated area-wide planning agencies.
- b) *Discharge*. Adding, introducing, releasing, leaking, spilling, casting, throwing, or emitting any pollutant, or placing any pollutant in a location where it is likely to pollute public waters.
- c) *Erosion*. The process by which ground surface is worn away by action of wind, water, ice, or gravity.
- d) *Groundwater*. Water contained below the surface of the earth in the saturated zone including, without limitation, all waters whether under confined, unconfined, or perched conditions, in near surface unconsolidated sediment or in rock formations deeper underground.
- e) *Hazardous materials*. Any material including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.
- f) *Illicit connection*. Either of the following:
 - 1) Any drain or conveyance, whether on the surface or subsurface, which allows an illegal discharge to enter the storm drain system (including any nonstormwater discharge) including sewage, process wastewater, and wash water and any connections to the storm drain system from indoor drains and sinks, regardless of whether the drain or connection had been previously allowed, permitted, or approved by an authorized enforcement agency; or
 - 2) Any drain or conveyance connected from a residential, commercial or industrial land use to the storm drain system which has not been documented in plans, maps, or equivalent records and approved by the City.
- g) *Illicit discharge*. Any direct or indirect nonstormwater discharge to the storm sewer system, except as exempted in Subd. 7. of this article.
- h) *Industrial activity*. Activities subject to NPDES Industrial Stormwater Permits as defined in 40 CFR, Section 122.26 (b)(14).
- i) *MPCA*. The Minnesota Pollution Control Agency.

- j) *Municipal separate storm sewer system or MS4.* The system of conveyances (including sidewalks, roads with drainage systems, municipal streets, catchbasins, curbs, gutters, ditches, manmade channels, or storm drains) owned and operated by the City and designed or used for collecting or conveying stormwater, and which is not used for collecting or conveying sewage.
- k) *NPDES.* The National Pollutant Discharge Elimination System, which is the program for issuing, modifying, revoking, reissuing, terminating, monitoring, and enforcing permits under the Clean Water Act (Section 301, 318, 402, and 405) and United States Code of Federal Regulations Title 33, Section 1317, 1328, 1342, and 1345 authorizing the discharge of pollutants to water of the United States.
- l) *Person.* Any individual, firm, corporation, partnership, franchise, association, or government entity.
- m) *Pollutant.* Any substance which, when discharged has potential to or does any of the following:
- 1) Interferes with state designated water uses;
 - 2) Obstructs or causes damage to public waters;
 - 3) Changes water color, odor, or usability as a drinking water source through causes not attributable to natural stream processes affecting surface water or subsurface processes affecting groundwater;
 - 4) Adds an unnatural surface film on the water;
 - 5) Adversely changes other chemical, biological, thermal, or physical condition, in any surface water or stream channel;
 - 6) Degrades the quality of ground water; or
 - 7) Harms human life, aquatic life, or terrestrial plant and wildlife.
 - 8) Includes but is not limited to dredged soil, solid waste, incinerator residue, garbage, wastewater sludge, chemical waste, biological materials, radioactive materials, rock, sand, dust, industrial waste, sediment, nutrients, toxic substance, pesticide, herbicide, trace metal, automotive fluid, petroleum-based substance, and oxygen-demanding material.
- n) *Pollute.* To discharge pollutants into public waters.
- o) *Pollution.* The direct or indirect distribution of pollutants into public waters.
- p) *Public waters.* Waters of the state, as defined in Minn. Stat. §103G.055(15).
- q) *Storm sewer system.* A conveyance or system of conveyances that is owned and operated by the City or other entity and designed or used for collecting or conveying stormwater.

- r) *Stormwater*. Defined under Minnesota Rule 7077.0105, subpart 41(b), and means precipitation runoff, stormwater runoff, snow melt runoff and any other surface runoff and drainage.
- s) *Surface waters*. All public waters other than ground waters, which include ponds, lakes, rivers, streams, tidal and nontidal wetlands, public ditches, tax ditches, and public drainage systems except those designed and used to collect, convey, or dispose of sanitary sewage.

Subd. 4. Compatibility with Other Regulations. This ordinance is not intended to modify or repeal any other ordinance, rule, regulation, or other provision of law. The requirements of this ordinance are in addition to the requirements of any other ordinance, rule, regulation, or other provision of law, and where any provision of this ordinance imposes restrictions different from those imposed by any other ordinance, rule, regulation, or other provision of law, whichever provision is more restrictive or

imposes higher protective standards for human health or the environment shall control.

Subd. 5. Illegal Disposal and Dumping.

- a) No person shall throw, deposit, place, leave, maintain, or keep any substance upon any street, alley, sidewalk, storm drain, inlet, catchbasin conduit or drainage structure, business, or upon any public or private land, so that the same might be or become a pollutant, unless the substance is in containers, recycling bags, or any other lawfully established waste disposal device.
- b) No person shall intentionally dispose of grass, leaves, dirt, or landscape material into a water resource, buffer, street, road, alley, catchbasin, culvert, curb, gutter, inlet, ditch, natural watercourse, flood control channel, canal, storm drain or any fabricated natural conveyance.

Subd. 6. Illicit Discharges.

- a) *Provisions.* No person shall cause any illicit discharge to enter the storm sewer system or any surface water.
- b) *Exemptions.* The following discharges are exempt from this section:
- 1) Nonstormwater that is authorized by an NPDES point source permit obtained from the MPCA;
 - 2) Firefighting activities or other activities necessary to protect public health and safety;
 - 3) Dye testing for which the City has been provided a verbal notification prior to the time of the test;
 - 4) Water line flushing or other potable water sources;
 - 5) Landscape irrigation or lawn watering;
 - 6) Diverted stream flows;
 - 7) Rising ground water;
 - 8) Ground water infiltration to storm drains;
 - 9) Uncontaminated pumped ground water;
 - 10) Foundation or footing drains (not including active groundwater dewatering systems);
 - 11) Crawl space pumps;
 - 12) Air conditioning condensation;
 - 13) Natural springs;
 - 14) Noncommercial washing of vehicles;
 - 15) Natural riparian habitat or wetland flows;
 - 16) Dechlorinated swimming pools (for pools to be considered "dechlorinated," water must be allowed to sit seven (7) days without the addition of chlorine to allow for chlorine to evaporate before discharging. **It is recommended that the dechlorinated water be discharged to the ground surface to encourage infiltration, however, it may be discharged in an area where drainage to streets or storm sewer systems occurs**); or
 - 17) Any other water source not containing a pollutant.

Subd. 7. Illicit Connections. No person shall construct, use, or maintain any illicit connection to intentionally convey nonstormwater to the City's storm sewer system. This prohibition expressly includes, without limitation, illicit connections made in the past regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection. A person is considered to be in violation of this article if the person connects a line conveying sewage to the storm sewer system, or allows such a connection to continue.

Subd. 8. General Provisions. All owners or occupants of property shall comply with the following general requirements:

- a) *Septic systems*. No person shall leave, deposit, discharge, dump, or otherwise expose any chemical or septic waste in an area where discharge to streets or storm sewer system may occur. This section shall apply to both actual and potential discharges.
 - 1) Individual septic systems must be maintained to prevent failure, which has the potential to pollute surface water.
 - 2) No part of any individual septic system requiring on-land or in-ground disposal of waste shall be located closer than 150 feet from the ordinary high water level in the case of DNR protected waters, or the wetland boundary in the case of all other water bodies, unless it is proven by the applicant that no effluent will immediately or gradually reach the water bodies because of existing physical characteristics of the site or the system.
 - 3) Recreational vehicle sewage shall be disposed to a proper sanitary waste facility. Waste shall not be discharged in an area where drainage to streets or storm sewer systems may occur.
- b) *Water runoff*. Runoff of water from residential property shall be minimized to the maximum extent practicable. Runoff of water from the washing down of equipment, vehicles, and paved areas in commercial or industrial property shall be conducted in a manner so as to not directly discharge wastewater where drainage to streets or storm sewer system may occur, unless necessary for health or safety purposes and not in violation of any other provisions of the City code.
- c) *Mobile washing businesses*. Business that use significant amounts of water at various locations in the city, such as, but not limited to mobile vehicle washing and carpet cleaning, shall dispose of wastewater into the sanitary sewer at a location permitted by the City. Wastewater must not be discharged where drainage to streets or storm sewer system may occur.
- d) *Motor vehicle repair and maintenance*. Storage of materials, machinery and equipment for motor vehicle repair and maintenance must comply with the following requirements:
 - 1) Motor vehicle parts containing grease, oil or other hazardous substances and unsealed receptacles containing hazardous materials shall not be stored in areas susceptible to runoff.

- 2) Any machinery or equipment that is to be repaired or maintained in areas susceptible to runoff shall be placed in a confined area to contain leaks, spills, or discharges.
- e) *Parking lots and private streets.* Debris such as grass, leaves, dirt, and landscape material shall be removed from impervious surfaces such as parking lots and private streets to the maximum extent practicable and at least twice a year in the spring and fall. Such debris shall be collected and properly disposed.
- f) *Watercourse Protection.* Every person owning property through which a watercourse passes, or such person's lessee, shall keep and maintain that part of the watercourse within the property free of trash, debris, and other obstacles that would pollute, contaminate, or significantly retard the flow of water through the watercourse. In addition, the owner or lessee shall maintain existing privately owned structures within or adjacent to a watercourse, so that such structures will not become a hazard to the use, function, or physical integrity of the watercourse
- g) *Other.* Fuel and chemical residue or other types of potentially harmful material, such as animal waste, garbage or batteries shall be removed as soon as possible and disposed of properly. Household hazardous waste may be disposed of through the county collection program or at any other appropriate disposal site and shall not be placed in a trash container.

Subd. 9. Industrial Activity Discharges. Any person subject to an industrial activity NPDES stormwater discharge permit shall comply with all provisions of such permit. Proof of compliance with the permit may be required in a form acceptable to the City prior to the allowing of discharges to the storm sewer system. Any person responsible for a facility that has stormwater discharges associated with industrial activity, who is or may be the source of an illicit discharge, may be required to implement, at the person's expense, additional structural and nonstructural BMPs to prevent the further discharge of pollutants to the storm sewer system. These BMPs shall be part of a stormwater pollution prevention plan as necessary for compliance with requirements of the NPDES permit.

Subd. 10. Notification of Spills. Notwithstanding other requirements of law, as soon as any person responsible for a facility or operation, or responsible for emergency response for a facility or operation has information of any known or suspected release of materials which are resulting or may result in illegal discharges or pollutants discharging into the storm sewer system, or public water the person shall take all necessary steps to ensure the discovery, containment, and cleanup of such release. In the event of such a release of hazardous materials, the person shall immediately notify emergency response agencies of the occurrence via emergency dispatch services. In the event of a release of nonhazardous materials, the person shall notify the City no later than the next business day.

Subd. 11. Inspection and Sampling. The City shall be permitted to enter and inspect facilities subject to regulation under this ordinance as often as may be necessary to determine compliance with this ordinance.

- a) If a discharger has security measures in force which require proper identification and clearance before entry into its premises, the discharger shall make the necessary arrangements to allow access to representatives of the City.

- b) Facility operators shall allow the City ready access to all parts of the premises for the purposes of inspection, sampling, examination and copying of records that must be kept under the conditions of an MPCA NPDES Industrial General Permit, and the performance of any additional duties as defined by state and federal law.
- c) The City shall have the right to set up on any permitted facility such devices as are necessary in the opinion of the City to conduct monitoring and/or sampling of the facility's storm water discharge.
- d) The City has the right to require the discharger to install monitoring equipment as necessary. The facility's sampling and monitoring equipment shall be maintained at all times in a safe and proper operating condition by the discharger at its own expense. All devices used to measure storm water flow and quality shall be calibrated to ensure their accuracy.
- e) Any temporary or permanent obstruction to safe and easy access to the facility to be inspected and/or sampled shall be promptly removed by the operator at the written or oral request of the City and shall not be replaced. The costs of clearing such access shall be borne by the operator.

Subd. 12. Access. If the City has been refused access to any part of the premises from which stormwater is discharged, and is able to demonstrate probable cause to believe that there may be a violation of this section or that there is a need to inspect and/or sample as part of a routine inspection and sampling program designed to verify compliance with this article or any order issued hereunder, or to protect the overall public health, safety, and welfare of the community, then the City may seek an administrative search warrant from any court of competent jurisdiction.

Subd. 13. Enforcement.

- a) When the City finds that any person has violated, or continues to violate, any provision of this ordinance, or any order issued hereunder and that the violation(s) has (have) caused or contributed to an actual or threatened discharge to the stormwater management system or waters of the state which reasonably appears to present an imminent and substantial endangerment to the environment, or to the health or welfare of persons, the City may issue and order to the violator to immediately cease and desist all violations.
- b) *Suspension due to the detection of illicit discharge*. All persons discharging to the storm sewer system in violation of this article may have their storm sewer system access terminated if such termination serves to abate or reduce an illicit discharge. It is a violation of this section to reinstate storm sewer system access to premises that have been terminated pursuant to this section without the prior approval of the City.
- c) If the violator fails to comply with a suspension order issued, the City may take such steps as deemed necessary to prevent or minimize damage to the stormwater management system or public waters, or to minimize danger to persons. If the violation is not immediately abated, action may be initiated by the City and all

reasonable costs of abatement shall be assessed against the property and collected along with ordinary taxes by the City.

Subd. 14. Notice of Violation.

- a) Whenever the City finds that a person has violated a prohibition or failed to meet a requirement of this ordinance, the City may order compliance by written notice of violation to the responsible person. The Notice of Violation shall contain:
 - 1) The nature of the violation and associated fine;
 - 2) The performance of monitoring, analysis, and reporting;
 - 3) The implementation of source control or treatment BMPs;
 - 4) Any other requirement deemed necessary.
- b) In the event the violator fails to take the remedial measures set forth in the notice of violation or otherwise fails to cure the violations described therein within 7 days, or such greater period as the City shall deem appropriate, after the City has taken one or more of the actions described above, the City may impose a penalty not to exceed \$1,000 (depending on the severity of the violation) for each day the violation remains unremedied after receipt of the notice of violation.

Subd. 15. Remedies not exclusive. The remedies lists in this ordinance are not exclusive of any other remedies available under any applicable federal, state or local law and it is within the discretion of the City to seek cumulative remedies.

Subd. 16. Severability. The provisions of this ordinance are hereby declared to be severable. If any provision of this ordinance or application thereof to any person, establishment, or circumstance, is held invalid, such invalidity shall not affect the other provisions or applications of this ordinance. (Ref. Ord. 15-05-2001, 5/12/15).

8. STORMWATER TREATMENT PLAN DESIGN CRITERIA

Proposed Stormwater Management Plans must incorporate Volume Control, Water Quality Control, and Rate Control as the basis for stormwater management in the proposed development plan. The City of White Bear Lake, as a permitted MS4, requires for new development projects to have a no net increase from pre-project conditions of total volume, TSS, and TP; in addition, for redevelopment projects within the city, it is required to have a net reduction from pre-project conditions of total volume, TSS and TP.

8.1 Volume Control Requirements

Volume control measures are required on projects to meet the water quality criteria of the White Bear Lake City Code, the MS4 Permit, and NPDES Construction General Permit. Volume control shall be required for proposed new impervious areas greater than 10,000 square feet or redevelopment of impervious areas greater than 10,000 square feet. If an applicant can demonstrate that the volume control standard has been met, then the water quality sizing criteria shall be considered satisfied.

Volume control may be waived by the City for sites with impermeable soil, where the seasonally high groundwater table is less than three feet, bedrock depth is less than three feet, in a stormwater hot spot, or is in an area where groundwater has a high vulnerability for contamination. If the applicant claims that infiltration is not feasible on site, the applicant must provide supporting documentation to the City. If the City agrees that infiltration is not feasible, the applicant shall design alternative stormwater runoff treatment methods meeting the requirements as established in Section 8.3.

8.2 Volume Control Calculations

Any applicant for a permit resulting in site disturbance that will require volume control must meet all of the following stormwater performance goals:

- a) *New Development/Redevelopment Volume Control.* For nonlinear developments that create and/or fully reconstruct more than 10,000 square feet of impervious surface on sites, stormwater runoff volumes will be controlled and the post-construction runoff volume shall be retained on site for 1.1 inches of runoff from all impervious surfaces on the site.
- b) *Linear Development Volume Control.* Linear projects on sites that create 10,000 square feet or greater of new and/or fully reconstructed impervious surfaces, shall capture and retain 0.75 inches of runoff from the new and fully reconstructed impervious surfaces on the site.

Engineering Design Standards

Mill and overlay and other resurfacing activities are not considered fully reconstructed, and are exempt from the volume control requirements.

The use of infiltration techniques shall be restricted and subject to additional City review where the infiltration BMP will be constructed in any of the following areas:

- Where industrial facilities are not authorized to infiltrate industrial stormwater under and NPDES/SDS Industrial Stormwater Permit issued by the MPCA.
- Where vehicle fueling and maintenance occur.
- With less than three (3) feet of separation distance from the bottom of the infiltration system to the elevation of the seasonally saturated soils or the top of the bedrock.
- Where high levels of contaminant in soil or groundwater will be mobilized by the infiltrating stormwater.
- Soils are predominately Hydrologic Soil Group D (clay) soils.
- Drinking Water Supply Management Areas are present, as defined by Minn. R. 4720.51000, subp. 13, unless precluded by a local unit of government with an MS4 permit.
- Soil infiltration rates are more than 8.3 inches per hour unless soils are amended to flow the infiltration rate below 8.3 inches per hour.

Where the site factors listed above limit the construction of infiltration systems, the project proposer shall provide appropriate documentation to the City regarding the limitations. If the City determines that infiltration is restricted or prohibited onsite, the applicant will follow the flexible treatment options outlined in the Minimal Impact Design Standards (MIDS) sequencing guidance.

For linear projects with lack of right-of-way, easements or other permissions from property owners to install treatments systems that are capable of treating the total water quality volume on site, the project must maximize treatment through other methods or combination of methods before runoff is released to nearby surface waters. Alternative treatment options include: grassed swales, filtration systems, smaller ponds, or grit chambers. In all circumstances, a reasonable attempt must be made to obtain right-of-way during the project planning and all attempts of infeasibility must be recorded.

8.3 Water Quality Control

The water quality control standard shall be considered satisfied if the volume control standard has been satisfied. In the event that it is infeasible to meet the volume control standard due to contaminated soils, site constraints, etc., the proposed STP will need to maintain the TSS and TP loading to satisfy the water quality standards using the MIDS

ORDINANCE NO. 15-05-2000

AN ORDINANCE AMENDING THE CITY OF WHITE BEAR LAKE
MUNICIPAL ZONING CODE, SECTION 1302,
AS IT RELATES TO DRAINAGE AND STORMWATER

THE CITY COUNCIL OF THE CITY OF WHITE BEAR LAKE, MINNESOTA DOES ORDAIN THE
FOLLOWING:

SECTION 1. The Municipal Code of the City of White Bear Lake is hereby amended at Zoning
Code Section 1302 "General Provisions" as follows:

§1302.030 GENERAL BUILDING AND PERFORMANCE REQUIREMENTS.

Subd. 5. Drainage.

- a) No land shall be developed and no use shall be permitted that results in additional water runoff, causing flooding or erosion on adjacent properties. Such runoff shall be properly channeled into a storm drain, water course, ponding area, or other public facility. All new developments shall provide for curbs and gutters along public streets. All site plans shall be designed in accordance to the City's Engineering Design Standards and be reviewed and subject to the approval of the City Engineer relative to storm water runoff, based on the following fees:
- i) 1) Review of new grading and/or drainage plans for parcels of a half acre in size or greater shall be subject to an Engineering review fee of two hundred and fifty (\$250) dollars. (Ref. Ord. 08-01-1047, 1/8/08.)
 - ii) 2) Review of amendments to existing grading and/or drainage plans and new grading/drainage plans for parcels less than a half acre in size shall be subject to an Engineering review fee of seventy-five (\$75) dollars. (Ref. Ord. 08-01-1047, 1/8/08)
 - iii) 3) Grading plans for individual single family parcels shall be exempt from Engineering fees. (Ref. Ord. No. 08-01-1047, 1/8/08)
- b) In the case of all residential subdivisions, multiple family, business and industrial developments, the drainage plans shall be submitted to the City Engineer for his review and the final drainage plan shall be subject to his written approval. In the case of such uses, no modification in grade and drainage flow through fill, erection of retaining walls or other such actions shall be permitted until such plans have been reviewed and received written approval from the City Engineer. Approval from a Watershed District may also be required.
- c) Except for written authorization of the City Engineer, the top of the foundation and garage floor of all structures shall be eighteen (18) inches above the grade of the crown of the street.
- d) All new single-family subdivisions greater than 3 lots that rely on common drainage facilities for stormwater management, and all multiple-family residential, commercial, mixed-use and industrial developments that create or re-create 10,000 square feet or more of impervious area shall have stormwater facilities designed and constructed in accordance with the City's Engineering Design Standards, where These stormwater

~~improvements facilities will requiring future maintenance (as determined by the City Engineer), and as such, these developments shall enter into a Stormwater Operation and Maintenance Agreement (SOMA) with the City in order to insure that the stormwater facilities provided are appropriately maintained. Said agreement shall meet the requirements of the City's Engineering Design Standards and be recorded at the County Recorder's Office for all properties associated with the referenced drainage facilities. (Ref. Ord. 10-1-1062, 1/12/10)~~

Subd. 6. Fences: no changes

Subd. 7. Required Fencing, Screening, and Landscaping.

- a) Fencing and Screening. Where any business or industrial use (i.e., structure, parking or storage) abuts property zoned for residential use, that business or industry shall provide screening along the boundary of the residential property. Screening shall also be provided where a business or industry is across the street from a residential zone, but not on that side of a business or industry considered to be the front (as determined by the Building Official). All the fencing and screening specifically required by this Code shall be subject to Section 1302.030, Subd. 8 and shall consist of either a fence or a green belt planting strip as provided for below:
- 1) A green belt planting strip shall consist of evergreen trees and/or deciduous trees and plants and shall be of sufficient width and density to provide an effective visual screen. This planting strip shall be designed to provide complete visual screening to a minimum height of six (6) feet. Earth mounding or berms may be used, but shall not be used to achieve more than three (3) feet of the required screen. The planting plan and type of plantings shall require the approval of the City Council.
 - 2) A required screening fence shall be constructed of masonry, brick, wood or metal. Such fence shall provide a solid screening effect six (6) feet in height. The design and materials used in constructing a required screening fence shall be subject to the approval of the City Council. Fences in excess of six (6) feet in height shall require approval of the Zoning Administrator and Building Official.
- b) Landscaping, General Residential. The lot area remaining after providing for off-street parking, off-street loading, sidewalks, driveways, building site and/or other requirements shall be landscaped using ornamental grass, shrubs, trees or other acceptable vegetation or treatment generally used in landscaping within one (1) year following the date of building occupancy. Fences or trees placed upon utility easements are subject to removal if required for the maintenance or improvement of the utility. Landscape treatment within boulevard areas may be required to be removed for public works activities at no expense to the City. The City will not be responsible for damage to landscape treatments resulting from public works activity. (Ref. Ord. 913, 9/14/94, 01-03-983, 3/13/01)
- c) Landscaping, New Residential Subdivisions, Semi-Public and All Income-Producing Property Uses. (Excluding residential structures containing less than four [4] dwelling units). Prior to approval of a building permit, all above referenced uses shall be subject to mandatory landscape plan and specification requirements. Said landscape plan (2 copies) shall include the following information:
1. General: Name and address of developer/owner, name and address of architect/designer, date of plan preparation, date and description of all revisions, name of project or development, scale of plan, north point indication.

2. Site Analysis: Boundary lines of property line with dimensions based upon certified survey, name and alignment of proposed and existing adjacent on-site streets, location of all proposed utility easements and right-of-way, location of existing and proposed buildings, topographic contours at two (2) foot contour intervals, location of parking areas, water bodies, proposed sidewalks, and percent of site not covered by structures.
3. Landscape Data: A planting schedule table shall contain the following information including symbols, quantities, common names, botanical names, size of plant materials, root specifications, and special planting instructions.
4. Typical sections and details of fences, tywalls, planting boxes, retaining walls, totlots, picnic areas, berms and other landscape improvements.
5. Typical sections of landscape islands and planter beds with identification of materials used.
6. Details of planting beds and foundation plantings.
7. Delineation of both sodded and seeded areas indicated in square footage.
8. Where landscape or manmade materials are used to provide required screening from adjacent and neighboring properties, a cross section shall be provided at a legible scale illustrating the prospective of the site from the neighboring property and property line elevation.

d) All landscaping incorporated in said plan shall conform to the following standards and criteria:

1. Minimum Size of Plantings:
 - a. Over story deciduous -- 2-1/2 inch caliper.
 - b. Coniferous -- 6 feet in height.
 - c. Shrubs -- 24 inch (pot)
 - d. Ornamental trees -- 1-1/2 inch caliper.
2. Method of Installation: All deciduous and coniferous trees shall be ball and burlap and staked and guyed per National Nurserymen's Standards. All shrubs and ornamental trees shall be potted. Bare root materials may be used with approval of the City Planner.
3. Sodding and Ground Cover: All areas of any site not occupied by building, parking, or storage, shall be sodded. Exceptions to this are as follows:
 - a. Seeding of future expansion areas as shown on approved plans.
 - b. Undisturbed areas containing existing natural vegetation which can be maintained free to foreign and noxious materials.
 - c. Areas designated as open space for future expansion area properly planted and maintained with grass.
4. Slopes and Berms:

- a. Final slope grade steeper than the ratio of 3:1 will not be permitted without special approval or treatment, such as terracing or retaining walls.
 - b. Berming used to provide required screening of parking lots and other open areas shall not have a slope to exceed 3:1.
5. Use of Landscaping for Screening: Where natural materials, such as trees or hedges are approved in lieu of the required screening by means of walls or fences, density and species of planting shall be such to achieve ninety percent (90%) opaqueness year round.
6. Maintenance Policy: It is the responsibility of the property owner to insure that the landscaping is maintained in an attractive condition. The owner shall replace any damaged or dead trees, shrubs, ground covers, and sodding.
7. Erosion Control: All open disturbed areas of any site shall be seeded stabilized as an erosion control measure in accordance with the provisions of Section 33.16 the City's Engineering Design Standards. (Ref. Ord: 724, 8/12/86)
8. Spacing:
- a. Plant material shall not be planted to conflict with public plantings, based on the judgement judgment of the City staff.
 - b. Where plant materials are planted in two or more rows, plantings shall be staggered in rows unless otherwise approved by the City staff.
 - c. Deciduous trees shall be planted not more than forty (40) feet apart.
 - d. Where massing of plants or screening is intended, large deciduous shrubs shall not be planted more than four (4) feet on center, and/or, evergreen shrubs shall not be planted more than three (3) feet on center.
9. Prohibited Trees: It shall be unlawful to plant any of the following trees within the City of White Bear Lake:

<u>Genus</u>	<u>Species</u>	<u>Common Name</u>
Ginkgo	Biloba	Ginkgo (Maidenhair tree female only)
Acer		Negundo Boxelder (ash-leaved maple)
Populus	Deltoides	Eastern Cottonwood
Populus	Nigra Italica	Lombardy Poplar

10. Design Standards:
- a. The landscape plan must show some form of designed site amenities (i.e., composition of plant materials, and/or creative grading, decorative lighting, exterior sculpture, etc., which are largely intended for aesthetic purposes).
 - b. All areas within the property lines (or beyond, if site grading extends beyond) shall be treated. All exterior areas not paved or designated as roads, parking, or storage must be planted into ornamental vegetation (lawns, ground covers, or shrubs) unless otherwise approved by the Zoning Administrator.

- c. All ground areas under the building roof overhang must be treated with a decorative mulch and/or foundation planting.
- d. All buildings must have an exterior water spigot to insure that landscape maintenance can be accomplished.

11. Landscape Guarantee:

- a. The City Planner/Zoning Administrator may require a surety bond, irrevocable letter of credit, cash escrow, certificate of deposit, securities, or cash deposit prior to approval of the landscaping plan or initiation of work on the proposed improvement or development. Said security shall guarantee conformance and compliance with the provisions of this section, and where applicable, the conditions of the Conditional Use Permit.
- b. The security shall be in an amount to be determined by the Zoning Administrator, but no less than one hundred twenty-five (125) percent of the cost of construction and materials to guarantee the completion of the required landscaping and to insure proper planting and growth.

12. Existing Trees: With respect to existing trees in new developments, trees on the site shall be preserved and replaced in accordance to §1302.075 of this code. (Ref. Ord. 724, 8/12/86; 876, 8-92)

§1302.070 LAND ALTERATION AND MINING (Ref. Ord. 778, 1/10/89)

Subd. 1. Land Alteration Purpose. The purpose of this ordinance is to promote, preserve, and enhance the natural resources within the City and protect them from adverse effects by activities that would have an adverse and potentially irreversible impact on water quality.

Subd. 2. Definitions.

- a) Land alteration, shall be interpreted as ~~the grading or depositing of fill on the same property from which it was excavated or importation of fill on any lands within the City. Land alteration shall be allowed only upon written approval of the City Engineer.~~
- b) Mining. The extraction and removal of sand, gravel, or other material from any lands in the City in an amount exceeding four hundred (400) cubic yards.

Subd. 3. Provisions.

~~The Engineer's approval shall include, as a condition thereof, a finished grade plan which has determined that the alteration will not adversely affect the adjacent land, and as conditions thereof, shall regulate: the type of fill permitted; program for rodent control; program for regulation of vehicular ingress and egress; control of material disbursed from wind or hauling of material; program for erosion control and turf restoration.~~

- a) No development, utility or street construction will be allowed and no permits will be issued unless the development is in full compliance with the requirements of this Ordinance.
- b) All land disturbing activities within the City that will result in more than 6,000 square feet of disturbed area or will result in more than 100 cubic yards of cut or fill are required to follow the Erosion and Sediment Control standards set within the City's Engineering Design

Standards.

c) Projects that meet either of the following criteria are required to develop both a Stormwater Management Plan and Erosion and Sediment Control Plan as specified by the City's Engineering Design Standards and the MPCA Construction General Permit:

- 1) Create 4 10,000 or more acres square feet of new impervious surface or fully reconstruct 4 10,000 or more acres square feet of impervious surface.
- 2) Single-family subdivisions greater than 3 lots that rely on common drainage facilities for stormwater management, and all multiple family residential, commercial, mix-use and industrial developments.

d) The conduct of mining shall be permitted only upon issuance of a conditional use permit. Such permit shall include, as a condition thereof, a plan for a finished grade and land reclamation which will not adversely affect the surrounding land or the development of the site on which the mining is being conducted, and the route of trucks moving to and from the site.

Subd. 4. Inspection. The Permittee must inspect the construction project as detailed in the City's Engineering Design Standards. The City may conduct inspections as needed to ensure that both Erosion and Sediment Control and Stormwater Management measures are properly installed and maintained prior to construction, during construction, and at the completion of the project. The Applicant shall notify the City a minimum of seventy-two (72) hours prior to the following required City inspections:

- a) Initial Inspection - When all Erosion and Sediment Control BMPs are installed. This inspection must be completed before a Building Permit can be issued.
- b) Project Complete Inspection - When the project is complete including, but not limited to, Final Grading, installation of all Stormwater Management Facilities, and Final Stabilization measures are complete.

Subd. 5. Site Maintenance. All site maintenance activities shall be performed to the requirements within the City's Engineering Design Standards.

Subd. 6. Final Stabilization. The Permittee(s) must ensure Final Stabilization of the site after the completion of construction activities and prior to the termination of the permit. Final Stabilization is not complete until all of the requirements within the City's Engineering Design Standards are complete that are intended to prevent discharge of pollutants associated with stormwater discharges from the project.

Subd. 7. Enforcement. Any person, firm or corporation violating any provision of this ordinance shall be fined for each offence, and a separate offence shall be deemed committed on each day during or on which a violation occurs or continues, in accordance with Zoning Code, §1301.090.

- a) Restoration of Lands. Any violator may be required to restore land to its undisturbed condition. In the event that restoration is not undertaken within a reasonable time after notice, the City may take necessary corrective action, the cost of which may, after notice and opportunity for hearing, be specially assessed against the property and collected along with the ordinary taxes by the City.

§1302.150 PLAN REVIEW

Subd. 1. Purpose. The purpose of this Section is to establish a formal plan review procedure and provide regulations pertaining to the enforcement of site design and construction standards as agreed to by the contractor through his officially submitted plan documents.

Subd. 2. Plans Required. In addition to other plan requirements outlined in this Code, site and construction plans will be required and shall be submitted to and approved by the Building Official prior to the issuance of any building permit.

Subd. 3. Plan Agreements. All site and construction plans officially submitted to the City shall be treated as a formal agreement between the Building Contractor and the City. Once approved, no changes, modifications, or alterations shall be made to any plan detail, standard or specification without prior submission of a plan modification request to the Building Official for his review and approval.

Subd. 4. Erosion and Sediment Control Plan. Every applicant for a building permit, grading permit, or any other permit that allows land disturbing activities that will result in more than 6,000 square feet of disturbed area or 100 cubic yards of cut or fill must submit an Erosion and Sediment Control Plan in accordance with the City's Engineering Design Standards.

Subd. 5. Stormwater Management Plan. Every applicant for a building permit, grading permit, or any other permit that creates or fully reconstructs one 10,000 or more acres square feet of impervious surface, including all single family subdivisions greater than 3 lots, multiple family residential developments, commercial developments, mixed-use developments, or industrial developments is required to submit a Stormwater Management Plan in accordance with the City's Engineering Design Standards as well as obtain a separate NPDES Construction Site Permit. A copy of the NPDES permit shall be submitted to the City. All projects that require a Stormwater Management Plan shall also submit an Erosion and Sediment Control Plan as outlined in Subd. 4 above.

Subd. 6. Maintenance Agreement. All projects that require permanent stormwater facilities must enter into a Maintenance Agreement with acceptable to the City. The Stormwater Operation and Maintenance Agreement (SOMA) shall be in accordance with the City's Engineering Design Standards.

Subd. 47. Enforcement. The Building Official shall have the authority to order the stopping of any and all site improvement activities, when and where a violation of the provisions of this Section has been officially documented by the Building Official.

(Ref. Ord. 10-1-1062, 1/12/10)

SECTION 2: This ordinance becomes effective after approval shall take effect and be in force following its passage and publication (or, on "date").

Passed by the City Council of the City of White Bear Lake, Minnesota.

First Reading: April 14, 2015

Initial Publication: April 29, 2015

Second Reading: May 12, 2015

Final Publication: May 27, 2015

Codified: May 2015

Posted on web: June 5, 2015

KC.
City Clerk Initials

Jo Emerson
Jo Emerson, Mayor

ATTEST:

Ellen Richter
Ellen Richter, City Clerk

APPENDIX E

LETTER ADVISING RESIDENTS OF PLUMBING CODE VIOLATION AND RESIDENTIAL SANITARY SEWER WYE REPLACEMENT PROGRAM INFORMATION



WHITE BEAR LAKE *a City of Lakes & Legends*

MINNESOTA

2018 STREET RECONSTRUCTION PROJECT

December 1, 2017

RE: City Project Nos.: 18-01
Residential Sanitary Sewer Wye Replacement Program

Dear White Bear Lake Resident,

As we prepare for the 2018 Street Reconstruction Project, one of the first steps is reviewing and investigating the condition of underground utilities (sanitary sewer, watermain, and storm sewer infrastructure). After reviewing underground utilities in your neighborhood, it has come to our attention that your sanitary sewer is shared with one or more of your neighbors. Per State of Minnesota Plumbing Code, all homes should have an individual sanitary service line.

There are a total of seven combined services (that we know about) that we will be separating as part of the project. After all work is complete, the City will divide the cost of the work evenly amongst the 7 property owners. You will have the option to pay for the work upfront, or include the cost with your assessment total.

If you have any questions or concerns regarding this letter, please contact the Building Department at (651) 429-8518.

Sincerely,

Ben Eggen
Building Official

Mark Burch P.E.
City Engineer/Public Works Director



2018 STREET RECONSTRUCTION PROJECT

November 9, 2017

RE: City Project Nos.: 18-01 /18-06
Residential Sanitary Sewer Wye Replacement Program

Dear White Bear Lake Resident,

As we prepare for the 2018 Street Reconstruction Project, one of the first steps is reviewing and investigating the condition of underground utilities (sanitary sewer, watermain, and storm sewer infrastructure). Prior to each year's Street Reconstruction Project, the City performs a television inspection of all of the existing City sanitary sewer mains on that year's project. That inspection can reveal problems where the pipe is damaged or is experiencing tree root intrusion. For anyone who was able to attend the Public Information Meeting, you may recall hearing about the **Residential Sanitary Sewer Wye Replacement Program** and seeing pictures of this inspection and the problems roots can cause.

As pipes age, they tend to become more brittle and are more susceptible to cracking as the ground shifts around them. In many cases, there are not mechanical fittings holding sections of pipe together, rather it is the soil compacted around these pipes that holds them in place. Minor shifts in soils over time may cause these joints to separate slightly. Both cases of cracking and joint separation can create an opening in a pipe that becomes attractive for tree roots seeking water. It may begin as a hairline root, but these grow and multiply, causing the crack in the pipe to become larger. Soon, a large mass of roots can develop inside a sanitary sewer pipe. The roots grow so tightly together that they can significantly block the flow of water in a pipe, creating the potential for a backup. This can happen in a service pipe as well as a City main and while the City keeps the mains clean and flowing, it is the responsibility of individual property owners to keep their service line clean.

Do you know what happens to wastewater once it goes down your drain?

- All of the drain pipes in your house are connected to one central sanitary sewer drain that goes through the foundation and out to the City main in the street.
- The pipe coming out of your house is generally referred to as a "service" and is the responsibility of the property owner from the house to where it connects with a larger "main" under the street.
- Typically the main is the responsibility of the City or Metropolitan Council. The City and Metropolitan Council maintain a vast network of underground sanitary sewer pipes to convey wastewater to regional treatment plants.



HOW DO I KNOW IF I HAVE A PROBLEM?

Problems tend to occur at the point of connection where the individual service meets the main. This connection is commonly referred to as a “wye”. In the past few years, an increasing concern has become the presence of tree roots in private sanitary services. Recognizing this concern, the City developed the **Residential Sanitary Sewer Wye Replacement Program** to assist property owners with replacement of their sanitary sewer wye connections in conjunction with the street reconstruction program.

The **enclosed DIAGRAM** illustrates the televising of the City sanitary sewer mains. During the televising of the sewer mains, the camera is also able to turn to provide a picture of the service connection, but does not allow us to see the whole length of the service all the way to the house. This diagram includes an example of an *ideal* service connection (Service A) and one that contains *severe* roots (Service B). These pictures were captured on the same segment of sewer main, only about 100 feet apart. As we have described previously, roots like those seen in Service B can potentially cause serious problems. **Enclosed with this letter is a picture of YOUR individual service connection.** You can see where your service ranks compared to the examples, with a rating indicated from *none* to *severe*.

** Please note that the Residential Sanitary Sewer Wye Replacement Program is **VOLUNTARY** and you are not required to participate.

TELEVISIONING YOUR PRIVATE SERVICE (FOLLOW THE ENCLOSED FLOWCHART)

1. In order to determine if problems exist beyond this connection point, you may wish to have your entire sanitary sewer service televised. If you have experienced problems in the past or your service has roots (see attached picture), we recommend having your service televised. This televising can be performed by the City’s Public Works Department for **\$75**, or can be done by a private plumber. You **MUST** have your service televised in order to participate in the **Residential Sanitary Sewer Wye Replacement Program**.



2. If you are interested in having your service televised, contact the Engineering Department to set up an appointment. Prior to this appointment, you must locate and open the access cover to your sewer service *cleanout*. If you are unable to open the cap, a plumber (or friendly neighbor) should be called to assist with this. A picture of what this cleanout might look like can be seen in the enclosed **FLOWCHART**.

3. The Public Works crew will then arrive at your home for the scheduled appointment and televise the service from inside the house out towards the street. They will discuss their observations and recommendations with you on site, and provide you with a video for your records a few days later.



HOW DO I PARTICIPATE?

Deadlines for participation in the Sanitary Sewer Wye Replacement Program are below. **Requests received after the specified deadlines will not be accepted due to scheduling requirements.**

If you are interested in having your sewer service line televised, please contact the **Engineering Department** at **651-429-8531** or email us at **cvermeersch@whitebearlake.org**. Please let us know that you are part of the street reconstruction project. All televising requests need to be made by **MONDAY, DECEMBER 1, 2017**.



Appointments will be scheduled between 7:30 AM and 3 PM, Wednesday – Friday from December 4 to December 22, 2017.

NOTE: Please notify the City **as soon as possible if you would like your service televised**. This will allow sufficient time for City staff to accommodate televising requests as personnel and resources are also being used on regular City maintenance during this time.

CONSTRUCTION AND REPAIR OF THE WYE

If repairs to your service pipe and wye are needed, the failing portion of the pipe should be replaced by digging it up.

- ☑ It is highly advantageous to repair damaged sanitary sewer service wye during Street Reconstruction Projects when it can be coordinated with other work thereby reducing the mobilization and restoration cost and disruption of performing such repairs.
- ☑ Having your private sanitary sewer wye replaced during the project allows you to avoid paying the street restoration costs, which can range from \$3,000 - \$5,000 if the repair is done outside of a reconstruction project.

Once construction is underway, there is little more you need to do. While working on your service, the contractor will request that you not use any water. This is typically a short duration, usually less than two hours.



HOW MUCH DOES IT COST?

If your property is within the Street Reconstruction Project area you can have your sanitary sewer service connection and a portion of your sanitary sewer service replaced. The City Council has adopted a policy to assist property owners with replacement of failing sanitary sewer service connections and **up to 10 feet of service pipe**. **The City will assist with funding the individual residential sanitary sewer service connection repairs so that residential property owners pay 50 percent of the cost, in an amount not to exceed \$1,000.** The remaining cost will be paid by the City.

You have two payment options:

BY CHECK

Please make checks payable to:
City of White Bear Lake
4701 Highway 61
White Bear Lake, MN 55110

\$1,000 payment must be
received by **FRIDAY,**
JANUARY 12, 2018.

BY ASSESSMENT

You may also have the **\$1,000** cost assessed against your property. A letter requesting this assessment must be signed by the same date, **FRIDAY, JANUARY 12, 2018.** The Engineering Department has form letters available for anyone interested in this payment method.

If you have any questions or concerns regarding this letter, please contact the Engineering Department at (651) 429-8531.

Sincerely,



Mark Burch, P.E.
City Engineer

Attachments

Residential Sanitary Sewer Wye Replacement Program FLOWCHART

START: City televises sanitary main and evaluates individual service connections

Sewer service connection at City's main appears to be in good condition, repair not necessary

Service 'wye' connection at City main appears to have *root intrusion*

Not recommended!

OPTIONAL

Homeowner calls City to Schedule televising of service from inside house \$75 (not assessable)

TAKE NO ACTION: Higher potential for sewer backup and increased cost of repair



Homeowner *unable* to locate or open cover of cleanout (Call a plumber or friendly neighbor for help)

Homeowner *locates and opens* access cover to sewer service cleanout



City televises sewer service with homeowner present >

Sewer service appears to be in good condition, repair not necessary

'Wye' replacement is *recommended*

TAKE NO ACTION: Higher potential for sewer backup and increased cost of repair

Homeowner calls City to sign up for Sanitary 'Wye' Replacement

ASSESS: Submit completed form to have cost assessed along with project assessments

OR

PAY NOW: Submit check or cash to City by deadline

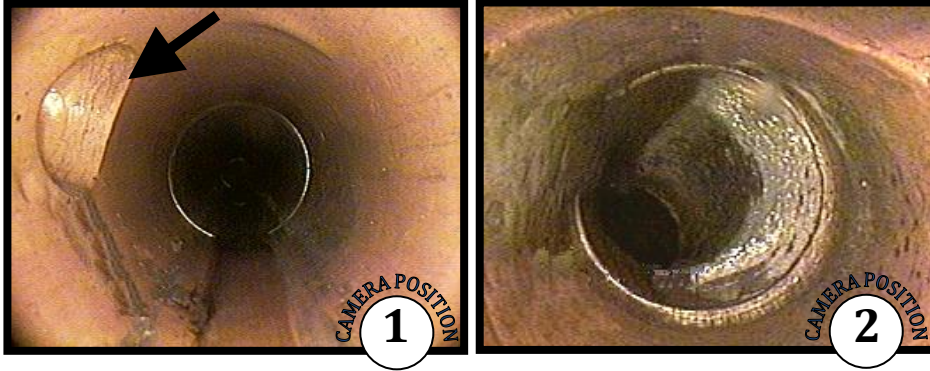
Not recommended!



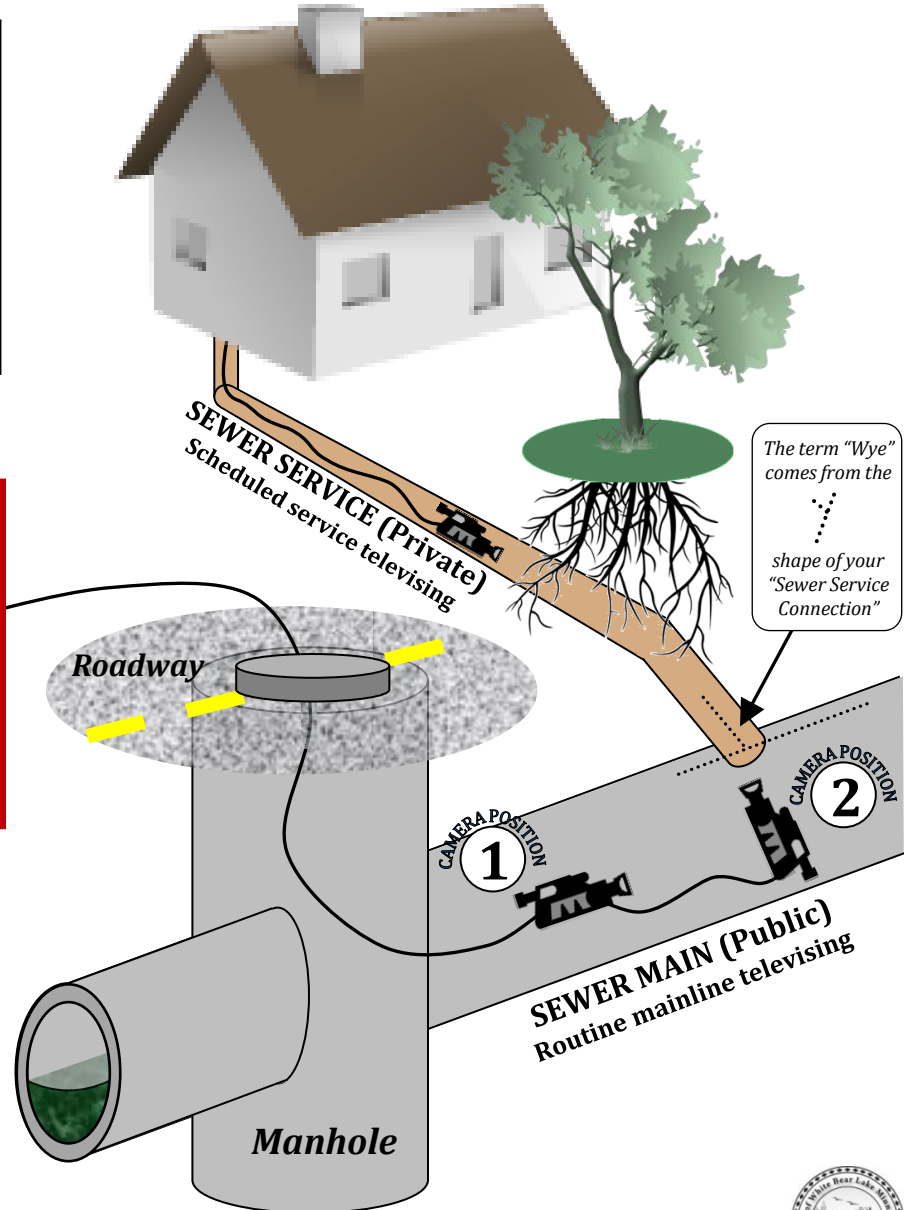
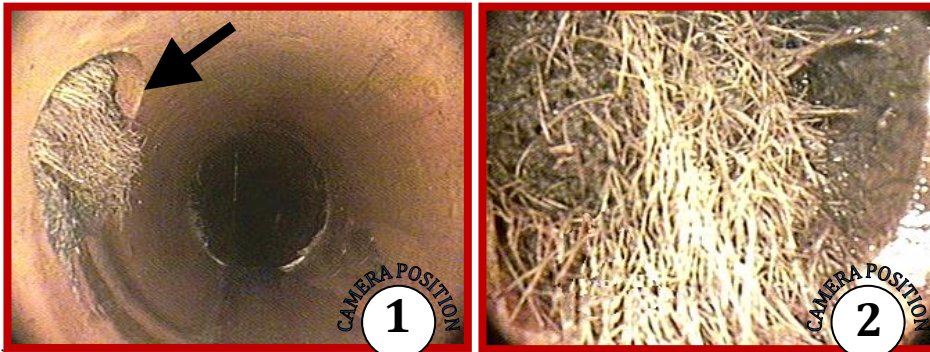
Service 'wye' connection and up to 10 feet of service pipe are replaced during Upcoming construction project

Sanitary Sewer Televising DIAGRAM

Service "A" None (ideal)



Service "B" Severe roots



Where does your service rate?

The severity of roots in your sanitary service is described as either *none*, *light*, *moderate*, or *severe*. These conditions vary from connection to connection. In fact, these two services are located 100 feet apart on the same mainline. Also, having a tree in your front yard doesn't guarantee you will or will not have root damage.



APPENDIX F

MINNESOTA STATUTE 16A.642 STATE BONDS: REPORTS: CANCELLATIONS, PART 1

CHAPTER 8--H.F.No. 5

An act relating to capital investment; authorizing spending to acquire and better public land and buildings and other improvements of a capital nature with certain conditions; modifying previous appropriations; establishing new programs and modifying existing programs; authorizing the sale and issuance of state bonds; appropriating money; amending Minnesota Statutes 2016, sections 15B.32, subdivision 4; 16A.967; 84.946, subdivision 2; 85.34, subdivision 1; 116J.8738, subdivisions 2, 3; 174.50, subdivisions 5, 6b, 6c, 7, by adding a subdivision; 326B.124; 446A.072; 446A.073; 446A.081, subdivision 9; 446A.12, subdivision 1; 462A.37, subdivisions 2a, 2b, 5, by adding a subdivision; Laws 2006, chapter 258, section 18, subdivision 6, as amended; Laws 2012, chapter 293, sections 7, subdivision 3; 17, subdivision 4; Laws 2014, chapter 294, article 1, sections 7, subdivisions 11, 15; 17, subdivisions 6, 12; 21, subdivision 12, as amended; Laws 2015, First Special Session chapter 5, article 1, section 10, subdivisions 3, 7; proposing coding for new law in Minnesota Statutes, chapters 16C; 219; repealing Minnesota Statutes 2016, section 123A.446.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

ARTICLE 1

APPROPRIATIONS

Section 1. **CAPITAL IMPROVEMENT APPROPRIATIONS.**

The sums shown in the column under "Appropriations" are appropriated from the bond proceeds fund, or another named fund, to the state agencies or officials indicated, to be spent for public purposes. Appropriations of bond proceeds must be spent as authorized by the Minnesota Constitution, article XI, section 5, paragraph (a), to acquire and better public land and buildings and other public improvements of a capital nature, or as authorized by the Minnesota Constitution, article XI, section 5, paragraphs (b) to (j), or article XIV. Unless otherwise specified, money appropriated in this article for a capital program or project may be used to pay state agency staff costs that are attributed directly to the capital program or project in accordance with accounting policies adopted by the commissioner of management and budget. Unless otherwise specified, the appropriations in this act are available until the project is completed or abandoned subject to Minnesota Statutes, section 16A.642. Unless otherwise specified in this article, money appropriated in this article for activities under Minnesota Statutes, sections 16B.307, 84.946, and 135A.046, should not be used for projects that can be financed within a reasonable time frame under Minnesota Statutes, section 16B.322 or 16C.144.

APPROPRIATIONS

Sec. 2. **UNIVERSITY OF MINNESOTA**

Subdivision 1. Total Appropriation **\$ 119,934,000**

To the Board of Regents of the University of Minnesota for the purposes specified in this section.

Subd. 2. Higher Education Asset Preservation and Replacement (HEAPR) **20,600,000**

the city of Bloomington throughout the design and construction process.

Subd. 6. St. Paul - Como Zoo

15,000,000

For a grant to the city of St. Paul for predesign, design, engineering, and construction of Phase I of the renovation of seal and sea lion habitat at the Como Zoo. The renovated habitat will support the zoo education programs. This appropriation is not available until the commissioner of management and budget determines that at least \$1,100,000 is committed to the project from nonstate sources.

Subd. 7. White Bear Lake Multiuse Trails

255,000

To develop a multiuse pedestrian and bicycle path around White Bear Lake. Of this amount, \$130,000 is for a grant to the city of White Bear Lake to construct, furnish, and equip a multiuse trail for pedestrians and bicycles on Old White Bear Avenue between Lion's Park and South Shore Boulevard/Hazel; \$38,000 is for grants to the cities of Mahtomedi and Dellwood for preliminary engineering of a multiuse trail for pedestrians and bicycles near White Bear Lake in the cities of Mahtomedi and Dellwood to be located within the right-of-way to marked Trunk Highway 244; \$15,000 is for a grant to the city of Mahtomedi for preliminary engineering for a multiuse trail for pedestrians and bicycles near White Bear Lake within the right-of-way to Birchwood Road in the city of Mahtomedi and Hall Avenue in the city of Birchwood; and \$50,000 is for a grant to Ramsey County for preliminary engineering of a multiuse trail for pedestrians and bicycles to South Shore Boulevard between White Bear Avenue and Trunk Highway 120.

Subd. 8. West St. Paul - River to River Regional Greenway

200,000

For a grant to the city of West St. Paul to predesign, design, and construct a grade separated crossing of Robert Street in the area near Wentworth Avenue in West St. Paul for the River to River Regional Greenway. This appropriation may also be used to acquire property or purchase rights-of-way needed for construction. This appropriation is in addition to the appropriation in Laws 2014, chapter 294, article 1, section 17, subdivision 12, as amended by article 2.

Sec. 17. HUMAN SERVICES

16A.642 STATE BONDS: REPORTS; CANCELLATIONS.

Subdivision 1. **Reports.** (a) The commissioner of management and budget shall report to the chairs of the senate Committee on Finance and the house of representatives Committees on Ways and Means and Capital Investment by January 1 of each odd-numbered year on the following:

(1) all laws authorizing the issuance of state bonds, bonds supported by a state appropriation, or appropriating general fund money for state or local government capital investment projects enacted more than four years before January 1 of that odd-numbered year; the projects authorized to be acquired and constructed for which less than 100 percent of the authorized total cost has been expended, encumbered, or otherwise obligated; the cost of contracts to be let in accordance with existing plans and specifications shall be considered expended for this report; and the amount of general fund money appropriated but not spent or otherwise obligated, and the amount of bonds not issued and bond proceeds held but not previously expended, encumbered, or otherwise obligated for these projects; and

(2) all laws authorizing the issuance of state bonds, bonds supported by a state appropriation, or appropriating general fund money for state or local government capital programs or projects other than those described in clause (1), enacted more than four years before January 1 of that odd-numbered year; and the amount of general fund money appropriated but not spent or otherwise obligated, and the amount of bonds not issued and bond proceeds held but not previously expended, encumbered, or otherwise obligated for these programs and projects.

(b) The commissioner shall also report on general fund appropriations for capital projects, bond authorizations or bond proceed balances that may be canceled because projects have been canceled, completed, or otherwise concluded, or because the purposes for which the money was appropriated or bonds were authorized or issued have been canceled, completed, or otherwise concluded. The general fund appropriations, bond authorizations or bond proceed balances that are unencumbered or otherwise not obligated that are reported by the commissioner under this subdivision are canceled, effective July 1 of the year of the report, unless specifically reauthorized by act of the legislature.

(c) The reports required by this subdivision shall only contain bond authorizations supported by a state appropriation and their associated general fund appropriations for projects authorized or amended after December 31, 2013.

Subd. 2. **Cancellation.** (a) If the commissioner determines that the purposes for which general obligation bonds of the state or bonds supported by a state appropriation have been issued or for which general fund monies were appropriated are accomplished or abandoned, after consultation with the affected agencies, and there is a remaining authorization or appropriation for a specific project of \$500 or less, the commissioner may cancel the remaining authorization or appropriation for that project. Bonds supported by a state appropriation shall only be canceled if they were authorized or amended after December 31, 2013.

(b) If a premium received on the sale of bonds is credited to the bond proceeds fund, pursuant to section 16A.641, subdivision 7, paragraph (b), the corresponding bond authorization to which the premium is attributable must be reduced accordingly by the commissioner.

(c) The commissioner must notify the chairs of the senate Finance Committee and the house of representatives Capital Investment Committee of any bond authorizations, including bond authorizations supported by a state appropriation, or general fund appropriations canceled under this subdivision.

Subd. 3. **Application of unused bond proceeds.** All canceled bond proceeds shall be transferred to the state bond fund and used to pay or redeem bonds from which they were derived.

Subd. 4. **General fund cancellations.** All canceled general fund appropriations for capital improvement projects under this section are canceled to the general fund.

History: *1Sp1995 c 2 art 1 s 16; 1997 c 202 art 2 s 20,21; 2000 c 492 art 1 s 29; 2003 c 112 art 1 s 13; 1Sp2003 c 1 art 2 s 38; 2009 c 101 art 2 s 109; 1Sp2011 c 12 s 27; 2014 c 294 art 2 s 2,3*

APPENDIX G

SURVEY RESULTS REGARDING TRAIL CONNECTIONS



City of White Bear Lake
Community Development Department

MEMORANDUM

To: Daniel Holzemer, Senior Engineering Tech

From: Michael Hermann, Planning Intern

Date: October 5, 2017

Subject: **Discussion**

Since January of 2017 staff has been collecting survey data regarding Transportation, Land Use, Housing and Parks, Economic Competitiveness and Resilience. Citizens had the opportunity to view maps and to provide staff with comments. Pedestrian safety and trail connections were recognized to be a high priority in the survey.

During this time staff has collected over 100 responses on questions regarding priorities for the City of White Bear Lake and challenges the City may face over the next 20 years. Out of 112 responses regarding the biggest priority for citizens; 61% of those surveyed indicated that the City needs to prioritize walkability/pedestrian safety higher.

During the comments portion of the survey residents stated that they were concerned about pedestrian safety, intermittent trail connections and walkability. Survey data also showed that citizens prefer mixed use trails over sidewalks or bike lanes.

The new survey is still accepting responses and can be found on the City webpage. If needed survey response data can be provided upon request.

APPENDIX H

RESIDENTIAL DRIVEWAY REPLACEMENT PROGRAM

Private Driveway Specifications



Bituminous Driveways

Bituminous driveways will be replaced with MnDOT Bituminous Mix 2360 wear. Thickness after compaction shall be a minimum of 2 inches. Base material shall meet MnDOT Standards for Class 7 aggregate and shall be a minimum of 6 inches thick.



Concrete Driveways

Concrete driveways will be replaced in accordance with MnDOT Specification 2531 at a minimum thickness of 6 inches. Base material shall be MnDOT Class 7 aggregate and shall be a minimum of 6 inches thick.



All questions regarding the Driveway Replacement Program can be directed to the City of White Bear Lake Engineering Department at **651-429-8531**.



WHITE BEAR LAKE
MINNESOTA

DRIVEWAY REPLACEMENT PROGRAM

White Bear Lake residents who live on streets scheduled for reconstruction may take advantage of a unique opportunity to replace their driveways during the street construction process.

If your driveway connects with one of the reconstructed streets, you can have it replaced (in blacktop or concrete) as part of the project.

During street reconstruction, a portion of every driveway will be removed and replaced to properly conform to the new construction (shown here). The removal limits (typically 5-15 feet) are based on the grade of your existing driveway, surrounding yard and other factors that vary for each driveway. The City of White Bear Lake pays to replace that portion of your driveway (also referred to as the "City's portion").



Property owners will have the opportunity to have their driveways replaced during the construction process by the General Contractor responsible for the entire project. **The City will notify all property owners of the driveway reconstruction program schedule with specific deadlines.** All property owners desiring to replace their driveways must notify the City by the specified deadline. Requests after the specified deadline **will not** be processed.

October 2011

PRIVATE DRIVEWAY REPLACEMENT DONE BY CITY CONTRACTOR

Cost estimates for the optional complete driveway replacement are based on the unit prices for driveway work outlined in the street reconstruction contract. Estimates will be based on either 6-inch thick concrete pavement or 2-inch thick asphalt pavement. Both the standard asphalt and concrete will include 6 inches of compacted aggregate base. The costs available through this program may or may not be a savings from hiring your own contractor. Therefore, if you are considering this program, you are strongly encouraged to seek private competitive bids.

At the property owner's request, the Engineering Department will measure the area of a private driveway to be replaced and provide a written quote based on the contract unit price. This quote will delineate the areas to be paid by the property owner and the areas paid for by the City. Property owners desiring to proceed with construction of a new driveway will be required to return a signed authorization form and payment for the full amount of the driveway improvement to the City's Engineering Department by the specified deadline. Driveway replacement costs cannot be put on your assessment.

A driveway construction permit will be required for driveways constructed through this program, but there will be no fee charged due to City supervision of construction of the driveway. This permit will be given to you for signature as part of the paperwork you receive.

Requests received after the specified deadline will not be processed and will be returned.

Provision for Driveways with Poor Drainage

The Engineering Department will evaluate all driveways proposed for reconstruction. If driveways are found to have poor drainage and the new driveway would have a grade of 1% or less, the Engineering Department will recommend replacing the driveway with concrete rather than asphalt to improve the drainage characteristics on these flat surfaces. If this situation pertains to you, City staff will discuss options with you on an individual basis.

Other Provisions

Property owners desiring an upgrade of materials for their driveway and/or apron (i.e. bituminous to concrete) will be given credit for the cost differential on the City portion of the driveway. For example, if the entire driveway was upgraded from bituminous to concrete, the City would credit the property owner for the cost of replacing the City portion in bituminous.

Other Provisions (con't)

Property owners desiring to widen their driveway will be billed for 100 percent of all construction beyond what existed prior to the project. There will be no charge to property owners for widening of curb openings for driveways if work is coordinated with street curb replacement by calling our office or speaking to a City representative in the field. By City Code, residential curb openings are limited to a maximum width of 24 feet.

SOD RESTORATION

The quoted price **DOES NOT** include restoration of sod disturbed during the driveway reconstruction work. The Contractor makes every effort to minimize the disturbance to the surrounding yard, however it is likely that some restoration may be required. Restoration will vary for each driveway, but averages about 4 feet wide on each side of the driveway. Restoration costs are quoted by the square foot and consist of 4" of graded topsoil and sod placed along the edges of the driveway. Residents can choose to either add this cost to their total estimate or forego this restoration and complete the work on their own.

PRIVATE DRIVEWAY REPLACEMENT DONE BY OTHER PRIVATE CONTRACTORS

If property owners desire to have another contractor replace their driveway, that contractor will need to coordinate the work schedule with the City's contractor. **A driveway replacement permit and fee of \$30.00 will be applicable.** The permit will require that the driveway cannot be removed or replaced until after the new curb has been placed and cured. In addition, the permit will need to be obtained by the same specified deadline as those driveways being reconstructed by the City contractor. No credit will be given for the portion of the driveway that would have otherwise been replaced by the City.

PAYMENT FOR PRIVATE DRIVEWAY WORK

Payment in full (check or cash only) for requested driveway improvements shall be made to the City of White Bear Lake by the specified deadline. REPLACEMENT OF DRIVEWAYS CANNOT BE PUT ON YOUR ASSESSMENTS.

APPENDIX I

**LETTER ANNOUNCING OCTOBER 4TH
INFORMATIONAL MEETINGS,
CITY PROJECT NO. 17-06 & 18-06 PUBLIC
MEETING OUTLINE,
LETTER ANNOUNCING NOVEMBER 1, 2017
INFORMATIONAL MEETING,
AND
CITY PROJECT 18-01 PUBLIC MEETING OUTLINE**



WHITE BEAR LAKE *a City of Lakes & Legends*
MINNESOTA

2018 STREET RECONSTRUCTION PROJECT

September 12, 2017

RE: Informational Meeting – October 4, 2017 at 6:30 p.m.
Proposed 2018 Street Reconstruction Project
City Project Nos. 18-06

Dear Property Owners:

During the 2018 construction season, the City of White Bear Lake is considering full reconstruction on the following streets:

- Old White Bear Avenue (from Cottage Park Drive to South Shore Boulevard)
- Birch Lake Boulevard South (from Otter Lake Road to County Rd 96)

This project would be undertaken in the summer of 2018 if approved by the City Council. We are conducting an informational meeting on October 4th to review the project and answer questions.

The Street Reconstruction Program emphasizes rebuilding existing roads that are at the end of their useful life, expensive to maintain and are not providing good service. Through 2017, over 75 miles (about 88%) of our streets have been improved, including construction of new bituminous pavements with concrete curb and gutter. When streets are reconstructed, other City-owned infrastructure facilities (watermains, sanitary sewers, storm sewers and stormwater treatment facilities) are also examined and improved as necessary. Private utilities in the street right-of-way are also reviewed by the appropriate companies (electric, gas, telephone and cable TV) for maintenance activities which can be coordinated with a street reconstruction project.

In order to prepare plans and estimate construction costs, the Engineering Department has been performing survey work in your neighborhood. We also had a soil boring contractor take soil samples to assist with our design work. You will notice paint markings on various infrastructure components (manholes, gate valves, property irons, etc.) that the survey crew locates and needs to identify. If you have any questions about the work, please ask our engineering technicians in the field or call our office at (651) 429-8531 for more information.

As the City prepares to reconstruct the streets and public infrastructure in your neighborhood, it is good opportunity for property owners to evaluate their private driveways and water and sanitary sewer services. If you are experiencing problems with your water or sanitary sewer services, it will be a good time to have them repaired while

the streets are under construction. If you think you might have a problem, call us and we will help you evaluate your particular service.

The informational meeting on **Wednesday, October 4th at 6:30 p.m. in the Council Chambers at City Hall** will provide you with information on the proposed improvements, how they may impact your property, and how street rehabilitation projects are funded and financed in the City. We would like to receive comments regarding the project from residents and will provide further information on possible driveway and utility service repairs and upgrades.

The City pays for street rehabilitation projects with a combination of City funds and assessments to property owners. At this meeting, the proposed projects will be discussed in detail, including the formal legal process which the City follows when assessing a portion of the cost of the improvements to adjacent property owners. We will have a preliminary assessment roll detailing the projected amount to be assessed to each parcel, providing the street reconstruction project is approved by the City Council. We will discuss the City's assessment policy in detail and answer everyone's questions at the October 4th informational meeting.

We look forward to discussing the City's street rehabilitation project at the informational meeting on **Wednesday, October 4th at 6:30 p.m. at City Hall**. If you cannot attend the meeting, but would like additional information or have comments to share, there are several ways to do this:

- contact our Engineering Department via phone at (651) 429-8531
- send an email to cvermeersch@whitebearlake.org
- mail written correspondence to 4701 Highway 61

The Engineering Department staff will be available to answer your questions or meet with you to review any portion of the proposed project. In addition, the information presented at the meeting—as well as ongoing project news—will be posted on the City's website for your review (www.whitebearlake.org → click on “**Your Government**” and then “**Engineering**”).

We look forward to meeting with you on October 4th.

Sincerely,



Mark L. Burch, P.E.
Public Works Director/City Engineer

MLB/cav



City of White Bear Lake

Birch Lake Boulevard South & Old White Bear Avenue
City Project Nos.: 17-06 and 18-06
Public Informational Meeting
for 2018 Street Reconstruction Projects



October 4, 2017
6:30 p.m.
City Hall Council Chambers

CITY PROJECT NOS.: 17-06 AND 18-06

I. OVERVIEW

Annual reconstruction program proceeding to improve all City streets to a standard which includes concrete curb and gutter, bituminous pavements, stormwater collection and treatment facilities.

- Approximately 2-3 miles per year (over 75 miles reconstructed thru 2017 = 88%)
- Reconstruction and mill/overlay

Prioritization by rating system (pavement condition, drainage problems, etc), area, special projects and/or request of property owners.

Process includes public informational meetings, preliminary engineering design and estimates, soil borings, TV inspections of sanitary sewers, preparation of plans and preliminary assessment rolls.

Provide feasibility report to City Council on February 13th. A public improvement hearing could be held by City Council on March 13, 2018 at 7:00 p.m. Notification procedures are adhered to via newspaper, website updates, e-mail notifications, letters, and the Engineering Department's Facebook page. If project proceeds, the next steps will be final design, plans and specifications, advertisement for bids and award of contract by City Council.

Construction takes place during the summer, followed by a final assessment hearing in the fall of 2018. Assessments will be payable in October 2018 or put on real estate taxes for 10 or 20 years starting in 2019.

- Deadlines

Communication:

- Construction updates via newsletters on regular basis.
- City website at **www.whitebearlake.org**. Click on YOUR GOVERNMENT tab found on the top right of the home page and then click on ENGINEERING under the Departments heading.
- E-mail the Engineering Department at **cvermeersch@whitebearlake.org**.
- Call the Engineering Department at 651-429-8531.

II. PROPOSED 2018 STREET IMPROVEMENT PROJECT

City Project No. 17-06

- **Old White Bear Avenue** (Cottage Park Road to South Shore Blvd)

City Project No. 18-06

- **Birch Lake Boulevard South** (Otter Lake Road to end cul-de-sac)

III. CONSTRUCTION PROCESS

- Reconstruction projects include utility improvements (water, sanitary sewer, storm sewer as well as gas, electric, telephone and CATV) and trail construction, in addition to the street reconstruction.
- Ask property owners if they are aware of any problems (water – frozen lines), sanitary sewer (sewer backups), surface drainage problems, etc.
- Vibration from compactors will translate to shaky walls – make sure hanging items are secure or removed.
- Talk to staff **after meeting** about specific problems regarding:
 - Water service
 - Sanitary sewer service/backups (televise sewer services)
 - Drainage problems
 - Tree trimming of branches over streets
 - Other utilities
 - Specific events (weddings, graduations, etc., garage sales not included)
 - Special medical problems/hardships
 - Driveway problems (drainage, etc.)

Property owners responsible for relocating private improvements on public right-of-way:

- Landscaping, fences, irrigation systems, dog fences, sump drains, decorative mailboxes, etc.

Improvements MAY include:

- **Watermain** repair of gate valves and hydrants
- **Water service** repair
- **Sanitary sewer** main repair
- **Sanitary sewer** service wye repair
- **Storm sewer** new catch basins and leads, storm water treatment structures as well as sump catch basins
- New concrete **curb and gutter**
- **Gas** main replacement (Xcel Energy)
- **Electric** line upgrades (Xcel Energy)
- **Telephone** and **CATV** by private companies

Construction Scheduling/Staging/Communication

- **Construction** will be staged in segments to minimize impacts to residents and businesses
- **Communication** – newsletters, City website, e-mail, telephone, on-site Engineering staff, etc.
- **Construction schedules** are impacted by weather here and elsewhere

Driveway Replacement Program:

- Driveway permit fee waived if driveways are reconstructed by City contractor during the project. Permit fee for driveways (concrete or asphalt) reconstructed by non-City contractor or not inspected by Engineering Department during project is \$50.00.
- Driveways will be evaluated by the Engineering Department. If driveways have poor drainage, we will recommend concrete over asphalt to improve drainage characteristics of new driveway.
- The cost of new private driveways **cannot** be put on your assessment.

Residential Sanitary Sewer Wye Replacement Program:

- Sanitary Sewer Main televising reports will be reviewed by the Engineering Department. Pictures of each individual sewer wye connection will be mailed to property owners with an evaluation of its condition.
- If property owners are interested in participating in the program, we require that the entire sewer service be televised from the house out towards the street.
- Property owners can then decide if they wish to participate in the program at a maximum cost of \$1,000.

Raingarden Opportunity

- Cost share grants are available for property owners interested in a rain garden.
- As part of the street reconstruction, the City will provide a curb-cut for the raingarden at no cost.

IV. PROJECT FUNDING/ASSESSMENT POLICY

Funding:

Water System Improvements	Water Improvement Fund
Sanitary Sewer System Improvements	Sewer Improvement Fund
Sidewalk and Trail Improvements	Interim Construction Fund and grants
Storm Sewer and Stormwater Treatment Systems	Special Assessments and Surface Water Pollution Prevention Fund
Street and Curb & Gutter	Special Assessments, Municipal State Aid (MSA) (the City's share of gas taxes collected by the State) and the City's Infrastructure Reinvestment Fund.

- Funding for private utilities (gas, electric, phone, CATV) by utility company.

Assessments:

- Special Assessment Process Overview
 - Chapter 429 and City Assessment Policy
 - Uniform, fair and benefits the property
 - Appraisal report to verify benefit
- Assessment Policy has special considerations for large lots, irregular shaped lots, corner lots, etc. to keep assessments fair and uniform. Assessment must also benefit the property by amount assessed. Assessment rates for 2018 will be determined by the City Council. We are proposing a 3% increase to \$38.19. (2017 rate was \$37.08 per assessable foot)

- Storm sewer is assessed on an area basis. (The present maximum rate is \$0.12 per square foot for residential and \$0.24 for commercial. Properties that have paid previous storm sewer assessments are credited with those amounts).
- Senior deferments/hardship circumstances.
- Updated property owner's list (Ramsey County records are used).
- Assessments may be tax deductible (law revised in 2004). Please refer to IRS Publication 530.

V. NEXT STEPS

- Feasibility Report to City Council on February 13, 2018
- Public Hearing on Tuesday, March 13, 2018
- Construction approximately May - September of 2018

VI. COMMENTS

- Design ideas
 - Two way or one way with parking on Old White Bear Avenue
 - Type of curb on Birch Lake Boulevard South
- Questions?



WHITE BEAR LAKE *a City of Lakes & Legends*
MINNESOTA

2018 STREET RECONSTRUCTION PROJECT

October 20, 2017

RE: Informational Meeting – November 1, 2017 at 6:30 p.m.
Proposed 2018 Street Reconstruction Project
City Project No. 18-01

Dear Property Owners:

During the 2018 construction season, the City of White Bear Lake is considering full reconstruction on the following streets:

- Eighth Street (from Stewart Ave to Lake Ave N)
- Ninth Street (from Stewart Ave to Lake Ave N)
- Tenth Street (from T.H. 61 to Alley East of Stewart Ave)
- Tenth Street (from Morehead Ave to Johnson Ave)
- Eleventh Street (from T.H. 61 to Johnson Ave)
- Morehead Avenue (from Seventh St to Tenth St)
- Morehead Avenue (from Eleventh St to State Hwy 96)
- Johnson Avenue (from Seventh St to Eleventh St)
- Alleys (Various Alleys throughout the project area)

This project would be undertaken in the summer of 2018 if approved by the City Council. We are conducting an informational meeting on November 1st to review the project and answer questions.

The Street Reconstruction Program emphasizes rebuilding existing roads that are at the end of their useful life, expensive to maintain and are not providing good service. Through 2017, over 75 miles (about 88%) of our streets have been improved, including construction of new bituminous pavements with concrete curb and gutter. When streets are reconstructed, other City-owned infrastructure facilities (alleys, watermains, sanitary sewers, storm sewers and stormwater treatment facilities) are also examined and improved as necessary. Private utilities in the street right-of-way are also reviewed by the appropriate companies (electric, gas, telephone and cable TV) for maintenance activities which can be coordinated with a street reconstruction project.

In order to prepare plans and estimate construction costs, the Engineering Department has been performing survey work in your neighborhood. We also had a soil boring contractor take soil samples to assist with our design work. You will notice paint markings on various infrastructure components (manholes, gate valves, property irons, etc.) that the survey crew locates and needs to identify. If you have any questions about the work, please ask

our engineering technicians in the field or call our office at (651) 429-8531 for more information.

As the City prepares to reconstruct the streets and public infrastructure in your neighborhood, it is good opportunity for property owners to evaluate their private driveways and water and sanitary sewer services. If you are experiencing problems with your water or sanitary sewer services, it will be a good time to have them repaired while the streets are under construction. If you think you might have a problem, call us and we will help you evaluate your particular service.

The informational meeting on **Wednesday, November 1st at 6:30 p.m. in the Council Chambers at City Hall** will provide you with information on the proposed improvements, how they may impact your property, and how street rehabilitation projects are funded and financed in the City. We would like to receive comments regarding the project from residents and will provide further information on possible driveway and utility service repairs and upgrades.

The City pays for street rehabilitation projects with a combination of City funds and assessments to property owners. At this meeting, the proposed projects will be discussed in detail, including the formal legal process which the City follows when assessing a portion of the cost of the improvements to adjacent property owners. We will have a preliminary assessment roll detailing the projected amount to be assessed to each parcel, providing the street reconstruction project is approved by the City Council. We will discuss the City's assessment policy in detail and answer everyone's questions at the November 1st informational meeting.

We look forward to discussing the City's street rehabilitation project at the informational meeting on **Wednesday, November 1st at 6:30 p.m. at City Hall**. If you cannot attend the meeting, but would like additional information or have comments to share, there are several ways to do this:

- contact our Engineering Department via phone at (651) 429-8531
- send an email to cvermeersch@whitebearlake.org
- mail written correspondence to 4701 Highway 61

The Engineering Department staff will be available to answer your questions or meet with you to review any portion of the proposed project. In addition, the information presented at the meeting—as well as ongoing project news—will be posted on the City's website for your review (www.whitebearlake.org → click on “**Your Government**” and then “**Engineering**”).

We look forward to meeting with you on November 1st.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark L. Burch". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mark L. Burch, P.E.
Public Works Director/City Engineer

MLB/cav



City of White Bear Lake

City Project No.: 18-01
Public Informational Meeting
for 2018 Street Reconstruction Projects



November 1, 2017
6:30 p.m.
City Hall Council Chambers

CITY PROJECT NOS.: 18-01

I. OVERVIEW

Annual reconstruction program proceeding to improve all City streets to a standard which includes concrete curb and gutter, bituminous pavements, stormwater collection and treatment facilities.

- Approximately 2-3 miles per year (over 75 miles reconstructed thru 2017 = 88%)
- Reconstruction and mill/overlay

Prioritization by rating system (pavement condition, drainage problems, etc), area, special projects and/or request of property owners.

Process includes public informational meetings, preliminary engineering design and estimates, soil borings, TV inspections of sanitary sewers, evaluation of water infrastructure, preparation of plans and preliminary assessment rolls.

Provide feasibility report to City Council on February 13th. A public improvement hearing could be held by City Council on March 13, 2018 at 7:00 p.m. Notification procedures are adhered to via newspaper, website updates, e-mail notifications, and letters. If project proceeds, the next steps will be final design, plans and specifications, advertisement for bids and award of contract by City Council.

Construction takes place during the summer, followed by a final assessment hearing in the fall of 2018. Assessments will be payable in October 2018 or put on real estate taxes for 15 years for residential property and 20 years for commercial properties starting in 2019.

- Deadlines

Communication:

- Construction updates via newsletters on regular basis.
- City website at www.whitebearlake.org. Click on YOUR GOVERNMENT tab found on the top right of the home page and then click on ENGINEERING under the Departments heading.
- E-mail the Engineering Department at cvermeersch@whitebearlake.org.
- Call the Engineering Department at 651-429-8531.

II. PROPOSED 2018 STREET IMPROVEMENT PROJECT

City Project No. 18-01

- **Eighth Street** (Stewart Ave to Lake Ave N)
- **Ninth Street** (Stewart Ave to Lake Ave N)
- **Tenth Street** (T.H. 61 to Alley East of Stewart Ave)
- **Tenth Street** (Morehead Ave to Johnson Ave)
- **Eleventh Street** (T.H. 61 to Morehead Ave)
- **Morehead Ave** (Seventh St to Tenth St)
- **Morehead Ave** (Eleventh St to State Hwy 96)
- **Johnson Ave** (Seventh St to Tenth St)
- **Alleys** (Various Alleys throughout the project area)

III. GENERAL INFORMATION

- Reconstruction projects include utility improvements (water, sanitary sewer, storm sewer as well as gas, electric, telephone and CATV) and trail construction, in addition to the street reconstruction.
- Ask property owners if they are aware of any problems (water – frozen lines), sanitary sewer (sewer backups), surface drainage problems, etc.
- Vibration from compactors will translate to shaky walls – make sure hanging items are secure or removed.
- Talk to staff **after meeting** about specific problems regarding:
 - Water service
 - Sanitary sewer service/backups (televise sewer services)
 - Drainage problems
 - Tree trimming of branches over streets
 - Other utilities
 - Specific events (weddings, graduations, etc., garage sales not included)
 - Special medical problems/hardships
 - Driveway problems (drainage, etc.)

Property owners responsible for relocating private improvements on public right-of-way:

- Landscaping, fences, irrigation systems, dog fences, sump drains, decorative mailboxes, etc.

Improvements MAY include:

- **Watermain** repair of gate valves and hydrants
- **Water service** repair / replacement
- **Sanitary sewer** main repair
- **Sanitary sewer** service wye repair
- **Storm sewer** new catch basins and leads, storm water treatment structures as well as sump catch basins
- New concrete **curb and gutter**
- **Gas** main replacement (Xcel Energy)
- **Electric** line upgrades (Xcel Energy)
- **Telephone** and **CATV** by private companies

Construction Scheduling/Staging/Communication

- **Construction** will be staged in segments as much as possible to minimize impacts to residents and businesses
- **Communication** – newsletters, City website, e-mail, telephone, on-site Engineering staff, etc.
- **Construction schedules** are impacted by weather here and elsewhere

Driveway Replacement Program:

- Driveway permit fee waived if driveways are reconstructed by City contractor during the project. Permit fee for driveways (concrete or asphalt) reconstructed by non-City contractor or not inspected by Engineering Department during project is \$50.00.

- Driveways will be evaluated by the Engineering Department. If driveways have poor drainage, we will recommend concrete over asphalt to improve drainage characteristics of new driveway.
- The cost of new private driveways **cannot** be put on your assessment.

Residential Sanitary Sewer Wye Replacement Program:

- Sanitary Sewer Main televising reports will be reviewed by the Engineering Department. Pictures of each individual sewer wye connection will be mailed to property owners with an evaluation of its condition.
- If property owners are interested in participating in the program, we require that the entire sewer service be televised from the house out towards the street.
- Property owners can then decide if they wish to participate in the program at a maximum cost of \$1,000.

Residential Water Service Replacement Program (NEW):

- Water services which are not constructed with copper pipe will be replaced. Services installed generally before the 1960's used galvanized pip which corrodes and becomes brittle increasing risk of leaks.
- City will share cost of water service upgrades with property owners. Property owners cost is estimated to be \$1,200.

IV. PROJECT FUNDING/ASSESSMENT POLICY

Funding:

Water System Improvements	Water Improvement Fund
Water Service Replacement	Special Assessment / Water Improvement Fund
Sanitary Sewer System Improvements	Sewer Improvement Fund
Sanitary Sewer Service Replacement	Special Assessment / Sewer Improvement Fund
Sidewalk and Trail Improvements	Interim Construction Fund and grants
Storm Sewer and Stormwater Treatment Systems	Special Assessments and Surface Water Pollution Prevention Fund
Street and Curb & Gutter	Special Assessments, Municipal State Aid (MSA) (the City's share of gas taxes collected by the State) and the City's Infrastructure Reinvestment Fund.
Alley Improvements	Special Assessment

- Funding for private utilities (gas, electric, phone, CATV) by utility company.

Assessments:

- Special Assessment Process Overview
 - Chapter 429 and City Assessment Policy
 - Uniform, fair and benefits the property
 - Appraisal report to verify benefit
- Assessment Policy has special considerations for large lots, irregular shaped lots, corner lots, etc. to keep assessments fair and uniform. Assessment must also benefit the property by amount assessed. Assessment rates for 2018 will be determined by the City Council. We are proposing a 3% increase to \$38.19. (2017 rate was \$37.08 per assessable foot)
- Storm sewer is assessed on an area basis. (The present maximum rate is \$0.12 per square foot for residential and \$0.24 for commercial. Properties that have paid previous storm sewer assessments are credited with those amounts).
- Alley assessment is proposed to be \$2,200 per lot.
- Senior deferments/hardship circumstances.
- Updated property owner's list (Ramsey County records are used).
- Assessments may be tax deductible (law revised in 2004). Please refer to IRS Publication 530.

V. CONSTRUCTION PROCESS

- Private Utility Work
- Tree Removal (if necessary)
- Pavement Removal
- Underground Utility Work
- Subgrade Compaction and Gravel Base Placement
- Install Curb and Gutter
- Install New Concrete Driveways and Aprons
- Pave First Lift of Bituminous Pavement
- Install New Bituminous Driveways and Aprons
- Sold Installation/Restoration
- Final Life of Bituminous Pavement

VI. RAINGARDEN OPPORTUNITY

- Cost share grants are available for property owners interested in a rain garden.
- As part of the street reconstruction, the City will provide a curb-cut for the raingarden at no cost.

VII. NEXT STEPS

- Feasibility Report to City Council on February 13, 2018
- Public Hearing on Tuesday, March 13, 2018
- Construction approximately May – September of 2018

VIII. COMMENTS

- Design ideas
- Questions?

APPENDIX J

PROJECT FINANCING SUMMARY

2018 STREET RECONSTRUCTION PROJECT

City Projects 17-06, 18-01, & 18-06

PROJECT FINANCING SUMMARY

IMPROVEMENT COSTS:

	CONSTRUCTION COST
Street Reconstruction	\$ 1,259,650
Watermain	\$ 342,469
Sanitary Sewer	\$ 94,005
Storm Sewer	\$ 147,696
Stormwater Treatment	\$ 157,266
Trail	\$ 230,645
Decorative Lighting Trail	\$ 80,000
Sidewalk	\$ 72,727
Alley Reconstruction	\$ 270,804
<hr/>	
Construction Cost	\$ 2,655,262
10% Contingency	\$ 265,526
18% Engineering, Legal, Fiscal	\$ 477,948
<hr/>	
Total Estimated Improvement Costs:	\$ 3,398,736

FUNDING SUMMARY:

ASSESSMENTS:

Street Assessment	\$ 437,543
Storm Assessment	\$ 146,510
Alley Assessment	\$ 226,600
<hr/>	
Special Assessments	\$ 810,653

CITY FUNDS: (Costs Include 18% Engineering, Legal, & Fiscal Costs)

Municipal State Aid	\$ 350,000
Community Reinvestment	\$ 50,000
Trail Grant	\$ 135,000
Interest	\$ 43,083
Bonding	\$ 2,010,000
<hr/>	
Estimated City Funds:	\$ 2,588,083

TOTAL PROJECT FUNDING:

Estimated Special Assessments	\$ 810,653	(23.9%)
Estimated Other Resources	\$ 2,588,083	(76.1%)
TOTAL	\$ 3,398,736	

APPENDIX K

PRELIMINARY ASSESSMENT ROLLS

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS**

OLD WHITE BEAR AVE (COTTAGE PARK RD - SOUTH SHORE BLVD)

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 17-06**

CREATED:	9/13/2017
UPDATED:	2/1/2018

County Data Current 1/30/18

ASSESSMENT CODE 93201706

	PIN	NOTE *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS			SANITARY SEWER WYE ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT		PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT				
1	233022130033	1, 5	4395 Cottage Park Rd	294.54	93.58	\$2,692.42	18,555.40	18,555.40	\$0.00	\$2,226.65		\$4,919.07	1
2	233022130034		4350 White Bear Ave	61.64	61.64	\$2,354.03	8,681.51	8,681.51	\$0.00	\$1,041.78		\$3,395.81	2
3	233022130035	2	4351 Circle Dr	152.38	50.88	\$1,942.92	17,423.56	6,420.00	\$0.00	\$770.40		\$2,713.32	3
4	233022130036	2	4345 Circle Dr	204.00	76.00	\$2,902.44	20,834.44	10,417.22	\$0.00	\$1,250.07		\$4,152.51	4
5	233022130037		4330 Old White Bear Ave	150.00	56.25	\$2,148.19	14,609.23	7,304.61	\$0.00	\$876.55		\$3,024.74	5
6	233022130041	3	4324 Old White Bear Ave	127.00	100.00	\$3,819.00	12,403.17	12,403.17	\$0.00	\$1,488.38		\$5,307.38	6
7	233022420013	2	4282 Old White Bear Ave	193.44	50.06	\$1,911.79	8,282.63	4,141.32	\$0.00	\$496.96		\$2,408.75	7
8	233022420014	2	4292 Old White Bear Ave	162.76	60.46	\$2,308.78	8,424.72	4,212.36	\$0.00	\$505.48		\$2,814.26	8
9	233022420016	3	4300 Old White Bear Ave	100.00	100.00	\$3,819.00	7,971.23	7,971.23	\$0.00	\$956.55		\$4,775.55	9
10	233022420017	3	4310 Old White Bear Ave	102.64	100.00	\$3,819.00	8,803.76	8,803.76	\$0.00	\$1,056.45		\$4,875.45	10
11	233022420021	1,5	4256 White Bear Ave	335.00	90.00	\$2,692.42	12,104.49	12,104.49	\$0.00	\$1,452.54		\$4,144.96	11
12	233022420022	1,5	2140 Lakeview Ave	300.00	90.00	\$2,692.42	9,713.16	9,713.16	\$0.00	\$1,165.58		\$3,858.00	12
13	233022420027	2, 21	0 Cottage Park Rd	206.18	74.78	\$2,855.94	6,784.52	3,392.26	\$0.00	\$407.07		\$3,263.01	13
14	233022420028	3, 21	4278 Cottage Park Rd	293.00	100.00	\$3,819.00	14,657.04	4,867.00	\$0.00	\$584.04		\$4,403.04	14
15	233022420029	3, 21	4264 Cottage Park Rd	268.09	54.45	\$2,079.45	25,671.10	3,059.00	\$0.00	\$367.08		\$2,446.53	15
						\$41,856.79				\$14,645.58	\$0.00	\$56,502.37	

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS**

OLD WHITE BEAR AVE (COTTAGE PARK RD - SOUTH SHORE BLVD)

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 17-06**

CREATED:	9/13/2017
UPDATED:	2/1/2018

County Data Current 1/30/18

ASSESSMENT CODE 93201706

PIN	NOTE *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS			SANITARY SEWER WYE ASSESSMENT	TOTAL ASSESSMENT
			FRONT FOOTAGE	ASSESSABLE FOOTAGE	ASSESSABLE AREA			PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT			

Assessments for Commercial owned parcels being reviewed.

	Residential street assessment	\$	38.19
1	Corner lot		
2	Bound by streets on 2, 3 or all sides		
3	Interior lot 100 ft maximum	\$	3,819.00
4	Maximum residential corner lot assessment	\$	5,384.00
5	1/2 maximum residential corner lot assessment	\$	2,692.42
6	Commercial lot per front foot assessment	\$	60.95
7	Apartment/Townhome per foot assessment	\$	50.22
8	Lot splits in future to be assessed at future rate per front foot		
9	Lot split in future will be assessed at future rate per sq ft		
10	Cul de sac lot		
11	Residential irregular interior lot		
12	Lot has been assessed maximum storm sewer rate		
13	Residential storm sewer rate		\$0.12
14	Commercial storm sewer rate		\$0.24
15	Park & public storm sewer rate		\$0.06
16	Sanitary sewer service repair		varies on repairs
17	Assessment in lieu of charges		
18	Residential Street Mill & Overlay Rate		
19	Apartment/Town Home Mill & Overlay Rate		
20	Commercial Mill and Overlay Rate		
21	Appraiser's Opinion		

NON-RESIDENT PROPERTY ADDRESS			
5	233022130037		9370 96th St N, Mahtomedi MN 55115-1394
11	233022420021	1	4701 Highway 61 N, WBL MN 55110
13	233022420027	2	4292 Cottage Park Rd, WBL MN 55110
14	233022420028	3	10040 Happy Valley Rd E Unit 8, Scottsdale AZ 85255-2395

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 18-01**

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 18-01**

CREATED: 5/5/2017
UPDATED: 1/31/2018

ASSESSMENT CODE 93201801

County Data Current 1/30/18

NO	PIN	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS			ALLEY ASSESSMENT CALCULATIONS			SEWER WYE ASSESSMENT	WATER SERVICE ASSESSMENT	TOTAL ASSESSMENT	
			FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT		ASSESSABLE AREA	STORM SEWER ASSESSMENT	STORM ASSESSMENT	FRONT FOOTAGE	ASSESSABLE FOOTAGE	ALLEY ASSESSMENT				
1	133022210010	20	5009 Lake Ave Unit 103	160.00	6.15	\$107.75									\$107.75	1
2	133022210012		5011 Lake Ave Unit 105	160.00	6.15	\$107.75									\$107.75	2
3	133022210025		5011 Lake Ave Unit 305	160.00	6.15	\$107.75									\$107.75	3
4	133022210028		5009 Lake Ave Unit G1	160.00	6.15	\$107.75									\$107.75	4
5	133022210042		5009 Lake Ave Unit G15	160.00	6.15	\$107.75									\$107.75	5
6	133022210043		5009 Lake Ave Unit G16	160.00	6.15	\$107.75									\$107.75	6
7	133022210044		5009 Lake Ave Unit G17	160.00	6.15	\$107.75									\$107.75	7
8	133022210052		5009 Lake Ave Unit G25	160.00	6.15	\$107.75									\$107.75	8
9	133022210053		5009 Lake Ave Unit G26	160.00	6.15	\$107.75									\$107.75	9
10	133022210067		5009 Lake Ave Unit G40	160.00	6.15	\$107.75									\$107.75	10
11	133022210071		5011 Lake Ave Unit 106	160.00	6.15	\$107.75									\$107.75	11
12	133022210072		5011 Lake Ave Unit 207	160.00	6.15	\$107.75									\$107.75	12
13	133022210075		5009 Lake Ave Unit 301	160.00	6.15	\$107.75									\$107.75	13
14	133022210076		5011 Lake Ave Unit 306	160.00	6.15	\$107.75									\$107.75	14
15	133022210078		5009 Lake Ave Unit 203	160.00	6.15	\$107.75									\$107.75	15
16	133022210079		5011 Lake Ave Unit 208	160.00	6.15	\$107.75									\$107.75	16
17	133022210080		5009 Lake Ave Unit 104	160.00	6.15	\$107.75									\$107.75	17
18	133022210081		5009 Lake Ave Unit 303	160.00	6.15	\$107.75									\$107.75	18
19	133022210082		5011 Lake Ave Unit 205	160.00	6.15	\$107.75									\$107.75	19
20	133022210083		5009 Lake Ave Unit 201	160.00	6.15	\$107.75									\$107.75	20
21	133022210084		5011 Lake Ave Unit 107	160.00	6.15	\$107.75									\$107.75	21
22	133022210085		5011 Lake Ave Unit 308	160.00	6.15	\$107.75									\$107.75	22
23	133022210086		5009 Lake Ave Unit 101	160.00	6.15	\$107.75									\$107.75	23
24	133022210087		5011 Lake Ave Unit 108	160.00	6.15	\$107.75									\$107.75	24
25	133022210089		5009 Lake Ave Unit 304	160.00	6.15	\$107.75									\$107.75	25
26	133022210090		5011 Lake Ave Unit 206	160.00	6.15	\$107.75									\$107.75	26
27	133022220009	16	0 11th St (Memorial Beach Park)	260.80	260.80	\$9,959.95	16913.00	16913.00	\$0.00	\$1,014.78					\$10,974.73	27
28	133022220015	6	2300 Hwy 96	118.91	118.91	\$7,247.56	40597.18	17975.00	\$0.00	\$4,314.00					\$11,561.56	28
29	133022220021	1	4996 Stewart Ave	191.23	60.34	\$2,304.38	6906.83	6906.83	\$810.75	\$18.07	50.13	1.00	\$2,200.00		\$4,522.45	29
30	133022220022		5008 Stewart Ave	0.00	0.00	\$0.00	14297.62	14297.62	\$1,621.50		100.26	1.00	\$2,200.00		\$2,200.00	30
31	133022220023		5020 Stewart Ave	0.00	0.00	\$0.00	8843.87	8843.87	\$810.75		64.42	1.00	\$2,200.00		\$2,200.00	31
32	133022220027	1	2262 11th St	200.00	62.50	\$2,386.88	8230.98	8230.98	\$1,035.00	\$0.00			\$0.00		\$2,386.88	32
33	133022220029	1	4959 Stewart Ave	236.00	51.00	\$1,947.69	7285.55	7285.55	\$844.56	\$0.00			\$0.00		\$1,947.69	33
34	133022220030	1	2286 11th St	191.82	60.55	\$2,312.40	7298.90	7298.90	\$182.60	\$693.27	50.39	1.00	\$2,200.00		\$5,205.67	34
35	133022220031		4985 Morehead Ave	0.00	0.00	\$0.00	7042.08	7042.08	\$182.60	\$662.45	50.39	1.00	\$2,200.00		\$2,862.45	35
36	133022220033	1	4958 Stewart Ave	191.61	60.51	\$2,310.88	6826.03	6826.03	\$810.76	\$8.36	50.41	1.00	\$2,200.00		\$4,519.24	36
37	133022220034		4962 Stewart Ave	0.00	0.00	\$0.00	5898.26	5898.26	\$729.68		43.00	1.00	\$2,200.00		\$2,200.00	37
38	133022220035		4976 Stewart Ave	0.00	0.00	\$0.00	7749.52	7749.52	\$940.47		57.82	1.00	\$2,200.00		\$2,200.00	38
39	133022220036		4980 Stewart Ave	0.00	0.00	\$0.00	7038.14	7038.14	\$810.76		50.41	1.00	\$2,200.00		\$2,200.00	39
40	133022220039		4975 Johnson Ave	0.00	0.00	\$0.00	9180.55	9180.55	\$1,101.66		20.00	1.00	\$2,200.00		\$2,200.00	40
41	133022220040		4969 Johnson Ave	0.00	0.00	\$0.00	8361.78	8361.78	\$1,003.42		20.00	1.00	\$2,200.00		\$2,200.00	41
42	133022220041	1	2309 10th St	213.02	70.51	\$2,692.78	10074.35	10074.35	\$1,208.92	\$0.00	72.00	1.00	\$2,200.00		\$4,892.78	42
43	133022220044	1	2291 10th St	99.83	47.04	\$1,796.46	3535.55	3535.55	\$101.04	\$323.23			\$0.00		\$2,119.68	43
44	133022220049	1	4935 Lake Ave	148.49	74.25	\$2,835.61	11105.49	11105.49	\$1,332.66	\$0.00			\$0.00		\$2,835.61	44
45	133022220050		2345 9th St	56.25	56.25	\$2,148.19	9355.99	9355.99	\$211.79	\$910.93			\$0.00		\$3,059.12	45
46	133022220051		2341 9th St	56.25	56.25	\$2,148.19	8928.03	8928.03	\$109.99	\$961.37			\$0.00		\$3,109.56	46
47	133022220052	1	2337 9th St	156.35	100.50	\$3,838.10	5702.52	5702.52	\$61.40	\$622.90			\$0.00		\$4,461.00	47
48	133022220053		4942 Johnson Ave	60.02	60.02	\$2,292.16	3473.41	3473.41	\$34.11	\$382.70			\$0.00		\$2,674.86	48
49	133022220056	1	4955 Johnson Ave	141.39	90.92	\$3,472.23	4580.04	4580.04	\$120.20	\$429.40			\$0.00		\$3,901.64	49
50	133022220057		4951 Johnson Ave	50.47	50.47	\$1,927.45	5385.94	5385.94	\$56.54	\$589.77	12.00	1.00	\$2,200.00		\$4,717.22	50
51	133022220058		2302 10th St	50.00	50.00	\$1,909.50	4147.58	4147.58	\$132.09	\$365.62	88.91	1.00	\$2,200.00		\$4,475.12	51
52	133022220059		4947 Johnson Ave	50.47	50.47	\$1,927.45	7000.30	7000.30	\$85.88	\$754.16	50.47	1.00	\$2,200.00		\$4,881.61	52
53	133022220060		4943 Johnson Ave	50.47	50.47	\$1,927.45	7037.42	7037.42	\$85.88	\$758.61	50.47	1.00	\$2,200.00		\$4,886.06	53
54	133022220061		4937 Johnson Ave	50.47	50.47	\$1,927.45	6990.46	6990.46	\$85.88	\$752.98	50.47	1.00	\$2,200.00		\$4,880.42	54
55	133022220062	1	4935 Johnson Ave	201.39	130.93	\$5,000.22	7755.24	7755.24	\$103.06	\$827.57	60.47	1.00	\$2,200.00		\$8,027.79	55
56	133022220063	1	2287 9th St	201.16	130.66	\$4,989.91	7927.63	7927.63	\$219.11	\$732.21	60.20	1.00	\$2,200.00		\$7,922.11	56
57	133022220064	3	4942 Morehead Ave	100.40	100.00	\$3,819.00	14311.17	14311.17	\$365.19	\$1,352.15	100.40	1.00	\$2,200.00		\$7,371.15	57
58	133022220065	1	4964 Morehead Ave	221.06	145.76	\$5,228.00	10634.60	10634.60	\$271.95	\$1,004.20			\$0.00		\$6,232.20	58
59	133022220066		2298 10th St	70.46	70.46	\$2,690.87	10458.57	10458.57	\$271.95	\$983.08	150.60	1.00	\$2,200.00		\$5,873.95	59
60	133022220069		4947 Morehead Ave	50.20	50.20	\$1,917.14	7102.53	7102.53	\$182.60	\$669.70	50.20	1.00	\$2,200.00		\$4,786.84	60
61	133022220070		4943 Morehead Ave	50.20	50.20	\$1,917.14	7074.73	7074.73	\$182.60	\$666.37	50.20	1.00	\$2,200.00		\$4,783.51	61
62	133022220071		4939 Morehead Ave	50.20	50.20	\$1,917.14	7459.83	7459.83	\$182.60	\$712.58	50.20	1.00	\$2,200.00		\$4,829.72	62
63	133022220072	1	2287 9th St	201.16	130.78	\$4,994.49	8099.01	8099.01	\$182.60	\$789.28	60.20	1.00	\$2,200.00		\$7,983.77	63
64	133022220077	1	4927 Morehead Ave	201.67	131.05	\$5,004.80	8240.46	8240.46	\$182.60	\$806.26	60.42	1.00	\$2,200.00		\$8,011.05	64
65	133022220078		4921 Morehead Ave	50.42	50.42	\$1,925.54	7116.78	7116.78	\$182.60	\$671.41	50.42	1.00	\$2,200.00		\$4,796.95	65
66	133022220079		4922 Stewart Ave	60.39	60.39	\$2,306.29	8501.34	8501.34	\$972.90	\$47.26	60.39	1.00	\$2,200.00		\$4,553.55	66
67	133022220080	1	2268 9th St	121.02	60.51	\$2,310.88	6672.96	6672.96	\$810.76	\$0.00	50.39	1.00	\$2,200.00		\$4,510.88	67

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 18-01**

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 18-01**

CREATED: 5/5/2017
UPDATED: 1/31/2018

ASSESSMENT CODE 93201801

County Data Current 1/30/18

NO	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS			ALLEY ASSESSMENT CALCULATIONS			SEWER WYE ASSESSMENT	WATER SERVICE ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT		ASSESSABLE AREA	STORM SEWER ASSESSMENT	PREVIOUS ASSESSMENT	STORM ASSESSMENT	FRONT FOOTAGE	ASSESSABLE FOOTAGE				
68	13302220081	1	4927 Johnson Ave	206.20	135.80	\$5,186.20	8994.71	8994.71	\$237.37		\$841.99	65.40	1.00	\$2,200.00		\$8,228.20	68
69	13302220082		4920 Morehead Ave	50.48	50.48	\$1,927.83	6914.81	6914.81	\$182.60		\$647.18	50.48	1.00	\$2,200.00		\$4,775.01	69
70	13302220083	1	4930 Morehead Ave	201.28	130.88	\$4,998.31	8394.89	8394.89	\$0.00		\$1,007.39	60.48	1.00	\$2,200.00		\$8,205.69	70
71	13302220084	1	4927 Lake Ave	255.58	85.00	\$3,246.15	15038.64	15038.64	\$1,804.64		\$0.00			\$0.00		\$3,246.15	71
72	13302220085	1	4926 Johnson Ave	225.92	150.46	\$5,746.07	11910.35	11910.35	\$0.00		\$1,429.24	75.00	1.00	\$2,200.00		\$9,375.31	72
73	13302220086		2344 9th St	75.00	75.00	\$2,864.25	11434.92	11434.92	\$0.00		\$1,372.19	75.00	1.00	\$2,200.00		\$6,436.44	73
74	13302220087		0 9th St	25.00	25.00	\$954.75	5574.82	5574.82	\$0.00		\$668.98	56.35	1.00	\$2,200.00		\$3,823.73	74
75	13302220096	1	4949 Stewart Ave	176.65	47.94	\$1,830.83	6394.49	6394.49	\$782.23		\$0.00			\$0.00		\$1,830.83	75
76	13302220108		2278 10th St	70.00	70.00	\$2,673.30	11685.26	11685.26	\$0.00		\$1,402.23			\$0.00		\$4,075.53	76
77	13302220109		2277 9th St	70.00	70.00	\$2,673.30	12358.95	12358.95	\$0.00		\$1,483.07	180.00	1.00	\$2,200.00		\$6,356.37	77
78	13302220110	1	2264 10th St	198.27	63.00	\$2,405.97	8610.00	8610.00	\$1,043.28		\$0.00			\$0.00		\$2,405.97	78
79	13302220111	1	2269 9th St	259.50	82.67	\$3,157.17	13260.76	13260.76	\$1,535.02		\$56.27			\$0.00		\$3,213.44	79
80	13302220112		0 11th St (Old RR R/W)	0.00	0.00	\$0.00	20152.17	20152.17	\$0.00		\$2,418.26			\$0.00		\$2,418.26	80
81	13302220113		2292 11th St	141.67	100.00	\$3,819.00	17630.53	17630.53	\$0.00		\$2,115.66			\$0.00		\$5,934.66	81
82	13302220120		4975 Morehead Ave	0.00	0.00	\$0.00	13973.71	13973.71	\$361.92		\$1,314.93	100.00	1.00	\$2,200.00		\$3,514.93	82
83	13302220123	1	2295 11th St	172.26	100.76	\$3,848.02	7077.46	7077.46	\$0.00		\$849.30			\$0.00		\$4,697.32	83
84	13302220124		2299 11th St	89.55	89.55	\$3,419.91	8886.43	8886.43	\$0.00		\$1,066.37			\$0.00		\$4,486.29	84
85	13302220125		0 11th St	52.07	52.07	\$1,988.55	10053.69	10053.69	\$0.00		\$1,206.44			\$0.00		\$3,195.00	85
86	13302220127		2293 10th St	47.04	47.04	\$1,796.46	8159.08	8159.08	\$0.00		\$979.09			\$0.00		\$2,775.55	86
87	13302220128	1	2287 11th St	342.62	201.52	\$7,696.05	28545.50	28545.50	\$0.00		\$3,425.46	201.52	1.00	\$2,200.00		\$13,321.51	87
88	13302220129		2298 11th St	73.00	73.00	\$2,787.87	7226.81	7226.81	\$86.49		\$780.73			\$0.00		\$3,568.60	88
89	13302220130	1	4985 Johnson Ave	177.00	50.00	\$1,909.50	7786.79	7786.79	\$934.41		\$0.00			\$0.00		\$1,909.50	89
90	13302220131		2299 10th St	47.04	47.04	\$1,796.46	11209.38	11209.38	\$163.12		\$1,182.01	172.75	1.00	\$2,200.00		\$5,178.46	90
91	13302220132		0 Moothed Ave	0.00	0.00	\$0.00	8754.27	8754.27	\$0.00		\$1,050.51			\$0.00		\$1,050.51	91
92	13302220133		4984 Stewart Ave	0.00	0.00	\$0.00	6919.49	6919.49	\$810.75		\$19.59	50.41	1.00	\$2,200.00		\$2,219.59	92
93	13302220134		4986 Stewart Ave	191.54	60.49	\$2,310.11	7312.80	7312.80	\$810.75		\$66.79	50.41	1.00	\$2,200.00		\$4,576.90	93
94	13302220136	3.20	4995 Johnson Ave Unit 101	390.00	50.00	\$875.50	50571.09	50571.09	\$0.00		\$6,068.53			\$0.00		\$6,944.03	94
95	13302220137	3.20	4997 Johnson Ave Unit 102	390.00	50.00	\$875.50	50571.09	50571.09	\$0.00		\$6,068.53			\$0.00		\$6,944.03	95
96	13302220138		4959 Morehead Ave	130.00	80.00	\$3,055.20	19723.99	19723.99	\$137.33		\$2,229.55	130.00	1.00	\$2,200.00		\$7,484.75	96
97	13302220139		4955 Morehead Ave	67.10	67.10	\$2,562.55	11237.18	11237.18	\$641.52		\$706.94	20.00	1.00	\$2,200.00		\$5,469.49	97
98	13302220140		4951 Morehead Ave	65.20	65.20	\$2,489.99	9649.43	9649.43	\$249.92		\$908.01	50.20	1.00	\$2,200.00		\$5,598.00	98
99	13302220143		2340 10th St	234.27	70.26	\$2,683.23	13818.78	13818.78	\$1,658.25		\$0.00			\$0.00		\$2,683.23	99
100	13302220145	1	2261 11th St	200.00	62.50	\$2,386.88	8276.40	8276.40	\$786.60		\$206.57			\$0.00		\$2,593.44	100
101	133022230001		4921 Lake Ave	0.00	0.00	\$0.00	13512.90	13512.90	\$1,102.53		\$0.00	20.00	1.00	\$2,200.00		\$2,200.00	101
102	133022230002		4911 Lake Ave	0.00	0.00	\$0.00	12465.57	12465.57	\$975.74		\$0.00	20.00	1.00	\$2,200.00		\$2,200.00	102
103	133022230003		4905 Lake Ave	0.00	0.00	\$0.00	9500.77	9500.77	\$1,140.09		\$0.00	20.00	1.00	\$2,200.00		\$2,200.00	103
104	133022230004	1	4901 Lake Ave	231.69	57.93	\$2,212.35	17358.97	17358.97	\$1,281.03		\$0.00			\$0.00		\$2,212.35	104
105	133022230005		2351 8th St	40.00	40.00	\$1,527.60	7447.51	7447.51	\$0.00		\$893.70	40.00	1.00	\$2,200.00		\$4,621.30	105
106	133022230006		2345 8th St	40.00	40.00	\$1,527.60	5763.58	5763.58	\$0.00		\$691.63	40.00	1.00	\$2,200.00		\$4,419.23	106
107	133022230007	1	4906 Johnson Ave	240.92	140.92	\$5,381.73	14413.18	14413.18	\$0.00		\$1,729.58	100.00	1.00	\$2,200.00		\$9,311.32	107
108	133022230008		4921 Johnson Ave	95.80	95.80	\$3,658.60	13642.82	13642.82	\$0.00		\$1,637.14	95.80	1.00	\$2,200.00		\$7,495.74	108
109	133022230009		4911 Johnson Ave	50.40	50.40	\$1,924.78	7135.88	7135.88	\$0.00		\$856.31	50.40	1.00	\$2,200.00		\$4,981.08	109
110	133022230010		4905 Johnson Ave	50.40	50.40	\$1,924.78	7004.89	7004.89	\$0.00		\$840.59	50.40	1.00	\$2,200.00		\$4,965.36	110
111	133022230011	1	4901 Johnson Ave	191.27	120.84	\$4,614.88	7524.44	7524.44	\$0.00		\$902.93	50.40	1.00	\$2,200.00		\$7,717.81	111
112	133022230012	1	4902 Morehead Ave	191.35	120.92	\$4,617.93	7566.88	7566.88	\$182.60		\$725.43	50.48	1.00	\$2,200.00		\$7,543.36	112
113	133022230013		4906 Morehead Ave	50.48	50.48	\$1,927.83	7049.07	7049.07	\$182.60		\$663.29	50.48	1.00	\$2,200.00		\$4,791.12	113
114	133022230014		4910 Morehead Ave	50.48	50.48	\$1,927.83	7215.58	7215.58	\$182.60		\$683.27	50.48	1.00	\$2,200.00		\$4,811.10	114
115	133022230015		4916 Morehead Ave	50.48	50.48	\$1,927.83	7334.95	7334.95	\$182.60		\$697.59	50.48	1.00	\$2,200.00		\$4,825.43	115
116	133022230016		4915 Morehead Ave	50.42	50.42	\$1,925.54	7116.78	7116.78	\$182.60		\$671.41	50.42	1.00	\$2,200.00		\$4,796.95	116
117	133022230017		4911 Morehead Ave	50.42	50.42	\$1,925.54	7116.78	7116.78	\$182.60		\$671.41	50.42	1.00	\$2,200.00		\$4,796.95	117
118	133022230018		4905 Morehead Ave	50.42	50.42	\$1,925.54	7116.78	7116.78	\$182.60		\$671.41	50.42	1.00	\$2,200.00		\$4,796.95	118
119	133022230019	1	2287 8th St	191.57	121.00	\$4,620.99	7116.78	7116.78	\$182.60		\$671.41	50.42	1.00	\$2,200.00		\$7,492.40	119
120	133022230021		4912 Stewart Ave	50.39	0.00	\$0.00	7248.61	7248.61	\$810.76		\$0.00	50.39	1.00	\$2,200.00		\$2,200.00	120
121	133022230022		4916 Stewart Ave	50.39	0.00	\$0.00	7469.97	7469.97	\$810.76		\$0.00	50.39	1.00	\$2,200.00		\$2,200.00	121
122	133022230023	1	4895 Morehead Ave	191.65	121.04	\$4,622.52	7121.72	7121.72	\$182.60		\$672.01	50.43	1.00	\$2,200.00		\$7,494.52	122
123	133022230024		4891 Morehead Ave	50.43	50.43	\$1,925.92	7121.72	7121.72	\$182.60		\$672.01	50.43	1.00	\$2,200.00		\$4,797.93	123
124	133022230025		4885 Morehead Ave	50.43	50.43	\$1,925.92	7121.72	7121.72	\$182.60		\$672.01	50.43	1.00	\$2,200.00		\$4,797.93	124
125	133022230026		4881 Morehead Ave	50.43	50.43	\$1,925.92	7121.72	7121.72	\$182.60		\$672.01	50.43	1.00	\$2,200.00		\$4,797.93	125
126	133022230027		4877 Morehead Ave	50.43	50.43	\$1,925.92	7121.72	7121.72	\$182.60		\$672.01	50.43	1.00	\$2,200.00		\$4,797.93	126
127	133022230028	1	4871 Morehead Ave	191.63	121.03	\$4,622.14	7121.72	7121.72	\$182.60		\$672.01	50.43	1.00	\$2,200.00		\$7,494.14	127
128	133022230029	1	4872 Stewart Ave	191.61	60.50	\$2,310.50	7326.07	7326.07	\$810.75		\$68.38	50.41	1.00	\$2,200.00		\$4,578.87	128
129	133022230030	7	4878 Stewart Ave	0.00	0.00	\$0.00	14174.54	14174.54	\$1,637.37		\$0.00	100.82	1.00	\$2,200.00		\$2,200.00	129
130	133022230031		4884 Stewart Ave	0.00	0.00	\$0.00	7263.67	7263.67	\$810.75		\$0.00	50.41	1.00	\$2,200.00		\$2,200.00	130
131	133022230033	1	4891 Johnson Ave	292.55	151.65	\$5,228.00	21424.52	21424.52	\$0.00		\$2,570.94	151.65	1.00	\$2,200.00		\$9,998.94	131
132	133022230034		4881 Johnson Ave	50.55	50.55	\$1,930.50	7336.04	7336.04	\$0.00		\$880.32	50.55	1.00	\$2,200.00			

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 18-01**

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 18-01**

CREATED: 5/5/2017
UPDATED: 1/31/2018

County Data Current 1/30/18

ASSESSMENT CODE 93201801

NO	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS			ALLEY ASSESSMENT CALCULATIONS			SEWER WYE ASSESSMENT	WATER SERVICE ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT		ASSESSABLE AREA	STORM SEWER ASSESSMENT	PREVIOUS	STORM ASSESSMENT	FRONT FOOTAGE	ASSESSABLE FOOTAGE				
135	133022230037		2299 7th St	70.40	70.40	\$2,688.58	6947.24	6947.24	\$0.00		\$833.67	100.92	1.00	\$2,200.00		\$5,722.24	135
136	133022230038	1	2291 7th St	171.32	120.86	\$4,615.64	7288.14	7288.14	\$0.00		\$874.58			\$0.00		\$5,490.22	136
137	133022230039		4880 Morehead Ave	50.46	50.46	\$1,927.07	7348.61	7348.61	\$181.30		\$700.53	50.46	1.00	\$2,200.00		\$4,827.60	137
138	133022230040		4884 Morehead Ave	50.46	50.46	\$1,927.07	7074.47	7074.47	\$181.30		\$667.64	50.46	1.00	\$2,200.00		\$4,794.70	138
139	133022230041		4890 Morehead Ave	50.46	50.46	\$1,927.07	7469.26	7469.26	\$184.15		\$712.16	50.46	1.00	\$2,200.00		\$4,839.23	139
140	133022230042	1	2292 8th St	191.36	120.91	\$4,617.55	6938.60	6938.60	\$182.60		\$650.03	50.46	1.00	\$2,200.00		\$7,467.59	140
141	133022230043	1	4893 Lake Ave	300.00	93.75	\$3,580.31	22237.37	22237.37	\$1,991.61		\$676.87			\$0.00		\$4,257.19	141
142	133022230048		2335 7th St	0.00	0.00	\$0.00	15127.28	15127.28	\$0.00		\$0.00	20.00	1.00	\$2,200.00		\$2,200.00	142
143	133022230049	1	4870 Johnson Ave	150.00	50.00	\$1,909.50	5286.19	5286.19	\$0.00		\$634.34			\$0.00		\$2,543.84	143
144	133022230050		4880 Johnson Ave	41.30	41.30	\$1,577.25	1899.57	1899.57	\$0.00		\$227.95	50.00	1.00	\$2,200.00		\$4,005.20	144
145	133022230051		4890 Johnson Ave	70.65	70.65	\$2,698.12	7099.85	7099.85	\$0.00		\$851.98	100.00	1.00	\$2,200.00		\$5,750.11	145
146	133022230052	1	4898 Johnson Ave	170.65	100.00	\$3,819.00	7238.82	7238.82	\$0.00		\$868.66			\$0.00		\$4,687.66	146
147	133022230053		2344 8th St	50.00	68.75	\$2,625.56	10460.87	10460.87	\$0.00		\$1,255.30	50.00	1.00	\$2,200.00		\$6,080.87	147
148	133022230119		0 8th St	66.30	66.30	\$2,532.00	6848.93	6848.93	\$810.75		\$11.12	100.78	1.00	\$2,200.00		\$4,743.12	148
149	133022230120	1	2279 8th St	175.63	50.39	\$1,924.39	7784.62	7784.62	\$810.75		\$123.40			\$0.00		\$2,047.80	149
150	133022230123	1	2280 8th St	191.63	121.02	\$4,621.75	6969.02	6969.02	\$810.75		\$25.53	50.41	1.00	\$2,200.00		\$6,847.29	150
151	133022230124		4890 Stewart Ave	0.00	0.00	\$0.00	7356.64	7356.64	\$810.75		\$72.05	50.41	1.00	\$2,200.00		\$2,272.05	151
152	143022110003	A	2243 11th St	47.00	47.00	\$1,794.93	5275.55	5275.55	\$0.00		\$633.07			\$0.00		\$2,428.00	152
153	143022110004		2243 11th St	47.00	47.00	\$1,794.93	7036.78	7036.78	\$0.00		\$844.41			\$0.00		\$2,639.34	153
154	143022110005		2243 11th St	47.00	47.00	\$1,794.93	7042.03	7042.03	\$0.00		\$845.04			\$0.00		\$2,639.97	154
155	143022110006		2258 11th St	50.00	50.00	\$1,909.50	7497.51	7497.51	\$0.00		\$899.70			\$0.00		\$2,809.20	155
156	143022110007		2254 11th St	50.00	50.00	\$1,909.50	7492.57	7492.57	\$0.00		\$899.11			\$0.00		\$2,808.61	156
157	143022110008		2250 11th St	50.00	50.00	\$1,909.50	7487.59	7487.59	\$0.00		\$898.51			\$0.00		\$2,808.01	157
158	143022110009		2244 11th St	50.00	50.00	\$1,909.50	7482.67	7482.67	\$0.00		\$897.92			\$0.00		\$2,807.42	158
159	143022110010	A	2238 11th St	50.00	50.00	\$1,909.50	7477.71	7477.71	\$0.00		\$897.32			\$0.00		\$2,806.82	159
160	143022110011	A	2235 10th St	46.00	46.00	\$1,756.74	6880.07	6880.07	\$0.00		\$825.61			\$0.00		\$2,582.35	160
161	143022110012		2239 10th St	46.00	46.00	\$1,756.74	6883.68	6883.68	\$0.00		\$826.04			\$0.00		\$2,582.78	161
162	143022110013		2243 10th St	72.00	72.00	\$2,749.68	10797.15	10797.15	\$0.00		\$1,295.66			\$0.00		\$4,045.34	162
163	143022110014		2251 10th St	66.00	66.00	\$2,520.54	9875.53	9875.53	\$0.00		\$1,185.06			\$0.00		\$3,705.60	163
164	143022110015		2254 10th St	90.00	90.00	\$3,437.10	8681.86	8681.86	\$0.00		\$1,041.82			\$0.00		\$4,478.92	164
165	143022110016		2244 10th St	75.00	75.00	\$2,864.25	7378.68	7378.68	\$0.00		\$885.44			\$0.00		\$3,749.69	165
166	143022110056	24	4950 Highway 61	152.45	152.45	\$5,822.07	43920.01	43920.01	\$515.69		\$4,754.71			\$0.00		\$10,576.78	166
167	143022110058	24	0 10th St	4.00	4.00	\$152.76	694.14	694.14	\$0.00		\$83.30			\$0.00		\$236.06	167
168	143022110078		0 11th St	47.00	47.00	\$1,794.93	6969.60	6969.60	\$662.40		\$173.95			\$0.00		\$1,968.88	168
169	143022140001		4917 Stewart Ave	0.00	0.00	\$0.00	7858.71	7858.71	\$859.39		\$83.65	50.00	1.00	\$2,200.00		\$2,283.65	169
170	143022140002		4911 Stewart Ave	0.00	0.00	\$0.00	6955.32	6955.32	\$810.76		\$23.88	50.00	1.00	\$2,200.00		\$2,223.88	170
171	143022140003		4907 Stewart Ave	0.00	0.00	\$0.00	7164.48	7164.48	\$810.76		\$48.98	50.00	1.00	\$2,200.00		\$2,248.98	171
172	143022140004		4901 Stewart Ave	0.00	0.00	\$0.00	6895.64	6895.64	\$1,010.08		\$0.00	50.00	1.00	\$2,200.00		\$2,200.00	172
173	143022140005		2245 8th St	0.00	0.00	\$0.00	10720.18	10720.18	\$1,286.42		\$0.00	203.90	1.00	\$2,200.00		\$2,200.00	173

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 18-01**

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 18-01**

CREATED: 5/5/2017
UPDATED: 1/31/2018

County Data Current 1/30/18

ASSESSMENT CODE 93201801

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			STORM SEWER ASSESSMENT CALCULATIONS			ALLEY ASSESSMENT CALCULATIONS			SEWER WYE ASSESSMENT	WATER SERVICE ASSESSMENT	TOTAL ASSESSMENT		
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	ASSESSABLE AREA	STORM SEWER ASSESSMENT	STORM ASSESSMENT	FRONT FOOTAGE	ASSESSABLE FOOTAGE					ALLEY ASSESSMENT
174	143022140017		2247 7th St	0.00	0.00	\$0.00	6380.87	6380.87	\$765.71	\$0.00	100.72	1.00	\$2,200.00			\$2,200.00	174
175	143022140018		4880 Cook Ave	0.00	0.00	\$0.00	14080.07	14080.07	\$1,689.61	\$0.00	100.72	1.00	\$2,200.00			\$2,200.00	175
176	143022140019		4886 Cook Ave	0.00	0.00	\$0.00	7199.38	7199.38	\$863.93	\$0.00	50.36	1.00	\$2,200.00			\$2,200.00	176
177	143022140020		4890 Cook Ave	0.00	0.00	\$0.00	6849.07	6849.07	\$821.89	\$0.00	50.36	1.00	\$2,200.00			\$2,200.00	177
178	143022140022		4887 Stewart Ave	0.00	0.00	\$0.00	7226.09	7226.09	\$810.76	\$56.37	50.39	1.00	\$2,200.00			\$2,256.37	178
179	143022140023		4883 Stewart Ave	0.00	0.00	\$0.00	7051.54	7051.54	\$810.75	\$35.43	50.39	1.00	\$2,200.00			\$2,235.43	179
180	143022140024		4879 Stewart Ave	0.00	0.00	\$0.00	7280.34	7280.34	\$810.75	\$62.89	50.39	1.00	\$2,200.00			\$2,262.89	180
181	143022140025		2253 7th St	0.00	0.00	\$0.00	5044.71	5044.71	\$605.37	\$0.00	100.78	1.00	\$2,200.00			\$2,200.00	181
182	143022140126		2246 8th St	0.00	0.00	\$0.00	2563.86	2563.86	\$602.50	\$0.00	50.39	1.00	\$2,200.00			\$2,200.00	182
						\$345,107.55				\$114,030.55				\$226,600.00			

Assessments for Commercial owned parcels being reviewed.

Sewer Wye Assessments will be a 50/50 split with the City, capped at \$1,000.00

Water Service Assessments will be a 50/50 split with the City, capped at \$1,200.00

	Residential street assessment	\$ 38.19
1	Corner lot	
2	Bound by streets on 3 or all sides	
3	Interior lot 100 ft maximum	\$ 3,819.00
4	Maximum residential corner lot assessment	\$ 5,228.00
5	1/2 maximum residential corner lot assessment	\$ 2,614.00
6	Commercial lot per front foot assessment	\$ 60.95
7	Apartment/Townhome per foot assessment	\$ 50.22
8	Lot splits in future to be assessed at future rate per front foot	
9	Lot split in future will be assessed at future rate per sq ft	
10	Cul de sac lot	
11	Residential irregular interior lot	
12	Lot has been assessed maximum storm sewer rate	
13	Alley Assessment (Each)	\$ 2,200.00
14	Residential storm sewer rate	\$ 0.12
15	Commercial storm sewer rate	\$ 0.24
16	Park & public storm sewer rate	\$ 0.06
17	Sanitary sewer service repair	varies on repairs
18	Assessment in lieu of charges	
19	Residential Street Mill & Overlay Rate	\$ 13.39
20	Apartment/Town Home Mill & Overlay Rate	\$ 17.51
21	Commercial Mill and Overlay Rate	\$ 21.32
22	Residential Total Pavement Replacement Rate	
23	Apartment Total Pavement Replacement Rate	
24	Commercial Total Pavement Replacement Rate	
25	Appraiser's Opinion	

ASSESSMENT PERIOD - 15 YEARS FOR RESIDENTIAL - 20 YEARS FOR APARTMENTS AND COMMERCIAL

INTEREST RATE (2017) - 5.0%

RAMSEY COUNTY ADMINISTRATIVE FEE (\$2.50 PER YEAR FOR 10 YEARS = \$25.00)

RAMSEY COUNTY ADMINISTRATIVE FEE (\$2.50 PER YEAR FOR 15 YEARS = \$37.50)

NON-RESIDENT PROPERTY ADDRESS		
2	133022210012	15 Bluebill Ave Unit 304, Naples FL 34108-1759
3	133022210025	5802 North Dragon Ln, Paradise Valley AZ 85253-5210
4	133022210028	5009 Lake Ave #103, Saint Paul MN 55110-2668
5	133022210042	5802 North Dragon Ln, Paradise Valley AZ 85253-5210
6	133022210043	5802 North Dragon Ln, Paradise Valley AZ 85253-5210
7	133022210044	5802 North Dragon Ln, Paradise Valley AZ 85253-5210
8	133022210052	15 Bluebill Ave Unit 304, Naples FL 34108-1759
9	133022210053	15 Bluebill Ave Unit 304, Naples FL 34108-1759
10	133022210067	15 Bluebill Ave Unit 304, Naples FL 34108-1759
15	133022210078	180 Island Sanctuary, Vero Beach FL 32963-3950
20	133022210083	180 Island Sanctuary, Vero Beach FL 32963-3950
22	133022210085	Po Box 842, Tesuque NM 87574-0842
23	133022210086	13093 Keystone Ave N, Hugo MN 55038-9432

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS**

BIRCH LAKE BOULEVARD SOUTH (OTTER LAKE ROAD - END CUL-DE-SAC)

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 18-06**

CREATED:	9/13/2017
UPDATED:	2/1/2018

County Data Current 1/30/18

ASSESSMENT CODE 93201806

	PIN	NOTE *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS			SANITARY SEWER WYE ASSESSMENT	TOTAL ASSESSMENT	
				FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT		ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT			
1	153022340009	3	1455 Birch Lake Blvd S	385.00	100.00	\$3,819.00	28,748.93	14,374.47	\$0.00	\$1,724.94	\$0.00	\$5,543.94	1
2	153022340010	10	1437 Birch Lake Blvd S	100.00	80.00	\$3,055.20	21,889.92	10,944.96	\$0.00	\$1,313.40	\$0.00	\$4,368.60	2
3	153022340011	10, 21	1425 Birch Lake Blvd S	100.00	50.00	\$1,909.50	25,000.00	15,000.00	\$1,175.00	\$0.00	\$0.00	\$1,909.50	3
4	153022340014		1512 Birch Lake Blvd S	90.71	90.71	\$3,983.98	24,926.43	21,498.43	\$0.00	\$2,579.81	\$0.00	\$6,563.79	4
5	153022340030	3	1474 Birch Lake Blvd S	116.00	100.00	\$4,392.00	16,790.08	13,448.08	\$0.00	\$1,613.77	\$0.00	\$6,005.77	5
6	153022340031		1494 Birch Lake Blvd S	90.00	90.00	\$3,952.80	17,781.59	15,565.59	\$0.00	\$1,867.87	\$0.00	\$5,820.67	6
7	153022340032		1484 Birch Lake Blvd S	90.00	90.00	\$3,952.80	15,330.06	12,889.06	\$0.00	\$1,546.69	\$0.00	\$5,499.49	7
8	153022340033		1504 Birch Lake Blvd S	90.07	90.07	\$3,955.87	21,003.53	17,970.53	\$0.00	\$2,156.46	\$0.00	\$6,112.34	8
9	153022340036	6,14	1447 Highway 96	419.15	209.57	\$12,773.29	47,035.00	47,035.00	\$10,843.05	\$0.00	\$0.00	\$12,773.29	9
10	153022340039	3, 21	1520 Birch Lake Blvd S	171.11	100.00	\$4,392.00	26,739.81	19,704.81	\$0.00	\$2,364.58	\$0.00	\$6,756.58	10
11	153022340040	1,5, 21	1528 Birch Lake Blvd S	486.36	100.00	\$4,392.00	32,157.43	22,228.43	\$0.00	\$2,667.41	\$0.00	\$7,059.41	11
						\$50,578.45				\$17,834.92	\$0.00	\$68,413.37	

**PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS**

BIRCH LAKE BOULEVARD SOUTH (OTTER LAKE ROAD - END CUL-DE-SAC)

**CITY OF WHITE BEAR LAKE
2018 STREET RECONSTRUCTION PROJECT
CITY PROJECT NO. 18-06**

CREATED:	9/13/2017
UPDATED:	2/1/2018

County Data Current 1/30/18

ASSESSMENT CODE 93201806

PIN	NOTE *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS			LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS			SANITARY SEWER WYE ASSESSMENT	TOTAL ASSESSMENT
			FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT		ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT		

Assessments for Commercial owned parcels being reviewed.

	Residential street assessment	\$	38.19
	Residential street assessment, with Lake Side Property	\$	43.92
1	Corner lot		
2	Bound by streets on 2, 3 or all sides		
3	Interior lot 100 ft maximum	\$	3,819.00
4	Maximum residential corner lot assessment	\$	5,384.84
5	1/2 maximum residential corner lot assessment	\$	2,692.42
6	Commercial lot per front foot assessment	\$	60.95
7	Apartment/Townhome per foot assessment	\$	50.22
8	Lot splits in future to be assessed at future rate per front foot		
9	Lot split in future will be assessed at future rate per sq ft		
10	Cul de sac lot		
11	Residential irregular interior lot		
12	Lot has been assessed maximum storm sewer rate		
13	Residential storm sewer rate		\$0.12
14	Commercial storm sewer rate		\$0.24
15	Park & public storm sewer rate		\$0.06
16	Sanitary sewer service repair	varies on repairs	
17	Assessment in lieu of charges		
18	Residential Street Mill & Overlay Rate		
19	Apartment/Town Home Mill & Overlay Rate		
20	Commercial Mill and Overlay Rate		
21	Appraiser's Opinion		

NON-RESIDENT PROPERTY ADDRESS

9	153022340036	11995 El Camino Real Ste 101, San Diego CA 92130-2565
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APPENDIX L

SAMPLE ASSESSMENT BREAKDOWNS

SAMPLE Assessment Breakdown

(based on 10 years with an **assumed** interest rate of 5.0%)

ASSESSMENT AMOUNT	\$500.00		ASSESSMENT AMOUNT	\$1,000.00	
COUNTY FEE \$2.50/15YR	\$37.50		COUNTY FEE \$2.50/15YR	\$37.50	
TOTAL ASSESSMENT	\$537.50		TOTAL ASSESSMENT	\$1,037.50	
PRINCIPAL PER YEAR	\$53.75		PRINCIPAL PER YEAR	\$103.75	
ASSUMED INTEREST RATE	5.0%		ASSUMED INTEREST RATE	5.0%	
	ANNUAL	PRINCIPAL		ANNUAL	PRINCIPAL
YEAR	PAYMENT	BALANCE	YEAR	PAYMENT	BALANCE
		\$537.50			\$1,037.50
1	\$87.34	\$483.75	1	\$168.59	\$933.75
2	\$77.94	\$430.00	2	\$150.44	\$830.00
3	\$75.25	\$376.25	3	\$145.25	\$726.25
4	\$72.56	\$322.50	4	\$140.06	\$622.50
5	\$69.88	\$268.75	5	\$134.88	\$518.75
6	\$67.19	\$215.00	6	\$129.69	\$415.00
7	\$64.50	\$161.25	7	\$124.50	\$311.25
8	\$61.81	\$107.50	8	\$119.31	\$207.50
9	\$59.13	\$53.75	9	\$114.13	\$103.75
10	\$56.44	\$0.00	10	\$108.94	\$0.00
ASSESSMENT AMOUNT	\$1,500.00		ASSESSMENT AMOUNT	\$2,000.00	
COUNTY FEE \$2.50/15YR	\$37.50		COUNTY FEE \$2.50/15YR	\$37.50	
TOTAL ASSESSMENT	\$1,537.50		TOTAL ASSESSMENT	\$2,037.50	
PRINCIPAL PER YEAR	\$153.75		PRINCIPAL PER YEAR	\$203.75	
ASSUMED INTEREST RATE	5.0%		ASSUMED INTEREST RATE	5.0%	
	ANNUAL	PRINCIPAL		ANNUAL	PRINCIPAL
YEAR	PAYMENT	BALANCE	YEAR	PAYMENT	BALANCE
		\$1,537.50			\$2,037.50
1	\$249.84	\$1,383.75	1	\$331.09	\$1,833.75
2	\$222.94	\$1,230.00	2	\$295.44	\$1,630.00
3	\$215.25	\$1,076.25	3	\$285.25	\$1,426.25
4	\$207.56	\$922.50	4	\$275.06	\$1,222.50
5	\$199.88	\$768.75	5	\$264.88	\$1,018.75
6	\$192.19	\$615.00	6	\$254.69	\$815.00
7	\$184.50	\$461.25	7	\$244.50	\$611.25
8	\$176.81	\$307.50	8	\$234.31	\$407.50
9	\$169.13	\$153.75	9	\$224.13	\$203.75
10	\$161.44	\$0.00	10	\$213.94	\$0.00
ASSESSMENT AMOUNT	\$3,000.00		ASSESSMENT AMOUNT	\$4,000.00	
COUNTY FEE \$2.50/15YR	\$37.50		COUNTY FEE \$2.50/15YR	\$37.50	
TOTAL ASSESSMENT	\$3,037.50		TOTAL ASSESSMENT	\$4,037.50	
PRINCIPAL PER YEAR	\$303.75		PRINCIPAL PER YEAR	\$403.75	
ASSUMED INTEREST RATE	5.0%		ASSUMED INTEREST RATE	5.0%	
	ANNUAL	PRINCIPAL		ANNUAL	PRINCIPAL
YEAR	PAYMENT	BALANCE	YEAR	PAYMENT	BALANCE
		\$3,037.50			\$4,037.50
1	\$493.59	\$2,733.75	1	\$656.09	\$3,633.75
2	\$440.44	\$2,430.00	2	\$585.44	\$3,230.00
3	\$425.25	\$2,126.25	3	\$565.25	\$2,826.25
4	\$410.06	\$1,822.50	4	\$545.06	\$2,422.50
5	\$394.88	\$1,518.75	5	\$524.88	\$2,018.75
6	\$379.69	\$1,215.00	6	\$504.69	\$1,615.00
7	\$364.50	\$911.25	7	\$484.50	\$1,211.25
8	\$349.31	\$607.50	8	\$464.31	\$807.50
9	\$334.13	\$303.75	9	\$444.13	\$403.75
10	\$318.94	\$0.00	10	\$423.94	\$0.00

APPENDIX M

LOCAL IMPROVEMENT GUIDE (CITY ASSESSMENT POLICY)

City of White Bear Lake

LOCAL IMPROVEMENT GUIDE

Adopted by the City Council
April 1983

REVISED
January 22, 2008

REVISED
April 26, 2011



Policies for Public Improvements

INTRODUCTION

The City Charter of the City of White Bear Lake assigns to the City Council the responsibility for making public improvements. It has been and will continue to be the policy of the City Council of White Bear Lake that when such improvements are made which are of benefit to certain areas, special assessments will be levied not to exceed benefits received. The procedures used by the City are those specified for Minnesota Statutes, Chapter 429, which provide that all, or part, of the cost of improvements may be assessed against benefiting properties in accordance up to the benefits received. The statute, however, provides no statutory guide as to how these benefits are measured or how the costs are to be apportioned. Those actual assessment apportionments must be made in accordance with policies adopted by the City Council. The purpose of this general policy is to establish a consistent standard for the apportionment of special assessments, and to provide the public with basic information on the improvement process and financing procedures. Therefore, it is understood the following shall constitute a statement of the policy of the City Council regarding improvements and assessments. It is also intended that the policies shall be applicable to all land within the City, platted or unplatted, and shall be complimentary to the City Subdivision Regulations, City Code Sections 1101-1105 and Ordinance No. 438, as amended.

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1 GENERAL POLICIES

1.1 Types of Improvements

This policy shall relate only to those public improvements allowable under Chapter 429, Minnesota Statutes. These public improvements may include the following:

- a) Sanitary sewer utility system improvements
- b) Water utility system improvements
- c) Storm sewer, holding pond and drainage systems
- d) Streets, curb and gutters, grading, graveling
- e) Pedestrian ways
- f) Tree trimming, care and removal
- g) Abatement of nuisances
- h) Public malls, plazas and courtyards
- i) Service charges which are unpaid for the cost of rubbish removal from sidewalks, weed elimination, and the elimination of public health or safety hazards, upon passage of appropriate ordinances (M.S.A. 429.101).

1.2 Definitions

Special Assessment – A charge against a property which benefits from the existence of a public capital improvement, the amount of which may reach the value of the benefit.

Project Cost – The cost of actually constructing the improvement, and to include, but not limited to, the following: Engineering, Legal, Administrative, Land or Easement Acquisition, Fiscal, Capitalized Interest, Data Processing, and Publication Fees.

Assessable Cost – Up to the value of the benefit received by properties affected by the improvement, which may or may not equal the project cost.

Assessment Rate – A charge per property (or per property dimension) which is determined by dividing the total dollars to be assessed by all properties (or by the sum of a particular property dimension) benefiting from the improvement on a uniform basis.

Connection Charge – A lump-sum charge collected at the time a property connects to the sewer or water system, the proceeds of which go to finance system-wide improvements not readily identifiable to particular properties.

Operating Revenue – A fee for consumption of the water utility’s product of the sanitary sewer utility’s service paid by the user.

1.3 Initiation of Public Improvement Project

The public improvement project may be initiated by petition of affected property owners or by direct action of the City Council. Petitions for public improvement should be received by the City Council until the first day of February each year for action in that year. Petitions for public improvement submitted after that date may be received and acted upon during that year only by special consent of the Council, or may be received and considered the following year. The annual improvement calendar below is incorporated into this policy, and applies to both petitioned and Council initiated improvements.

CONSTRUCTION IMPROVEMENT PROGRAM TIME SCHEDULE

1.	Deadline for Petition Submittal	February 1
2.	Petition Review with the City Council and Council Authorization of Feasibility Report	February Council Meeting
3.	Completion of Engineer’s Feasibility Report	March 1
4.	City Council Receipt of Engineer’s Report and Ordering of Improvement Hearing	March Council Meeting
5.	Preparation for Improvement Hearing	Last two weeks of March and first week of April
6.	Improvement Hearing	April Council Meeting
7.	Preparation of Plans and Specifications, Advertisement for Bids, Taking of Bids	Month of April
8.	Opening of Bids	Late May
9.	Award of Bids	June Council Meeting
10.	Construction Begins and Proceeds	July 1 through August 1 (following year: 14 month construction)
11.	Assessment Hearing Process	August 1 through September 10 (year following initiation of construction)
12.	Certification of Assessment Roll to County	October 10 (year following initiation of construction)

1.4 Developer’s Agreements

Private property owners may elect to construct certain public improvements themselves without participation in the City's improvement process. Such improvements shall only be constructed upon execution of a developer's agreement between the City and the private party. This developer's agreement shall be in a form prescribed by the City Attorney, but shall include sections on City review and approval of construction plans, and City inspection and approval of the construction process. The agreement shall also provide for a fee to the private party in the amount of five (5) percent of the estimated construction cost as reimbursement for these services.

2 GUIDELINES FOR DETERMINING ASSESSABLE AMOUNT

2.1 General Statement

When an improvement is constructed which benefits properties within a definable area, the City Council intends that special assessments be levied against the benefiting properties within that area. The total of all special assessments levied shall not exceed the value of the benefit to all assessed properties. The base for determining the value of benefit received shall be the cost of providing the improvement, namely, the project cost. This base may be adjusted by consideration of other available revenues or a determination that the benefit of the project extends beyond the immediate project area.

2.2 Determination of Project Cost

The project cost of an improvement shall be the actual cost of construction plus associated costs as listed below. Associated costs shall be determined either on an actual cost basis or as a percentage of construction cost. As a general rule, the project cost shall be calculated as follows:

1.	Final Construction Contract	\$ _____
2.	Engineering Consultant _____ In-House _____	_____
3.	Project Administration (1% of line 1)	_____
4.	Bonding Cost (Fiscal and Legal)	_____
5.	Land and Easement Acquisition	_____
6.	Legal Cost	_____
7.	Capitalized Interest (1% on bonds)	_____
8.	Miscellaneous Costs	_____
	TOTAL PROJECT COST	\$ _____

2.3 Determination of Assessable Cost

The project cost shall form the basis for determining the benefit and then the assessable cost. The value of the benefit received related directly to the cost of providing the benefit, while the benefit may greatly exceed the project costs. However, improvements may occur which provide a benefit to an area extending beyond the immediate project area. In such cases, the City shall pursue other funding options and, where available, the assessable cost shall be reduced below the project cost to a point equaling but not exceeding the benefit received. When other funding options are not available, the City shall determine advisability of constructing the project as originally designed or consult with property owners in the project area as to the value of the benefit they place on the improvement.

The City has available a number of funding options, each of which is limited as to both, and applicability to certain types of improvements and the monies available to participate in project financing. Generally, these options reduce the overall assessable cost, while, as a general rule, increase the benefit to the affected property.

a) General Property Taxation: If an improvement extends a benefit to all property owners in the City, the Council could supplement assessable cost with property taxation. By Chapter 429, the City must assess at least 20 percent of the project cost, leaving a maximum of 80 percent to be otherwise funded. Also, this option would not be allowable for utility system improvements. A tax levy affects all property owners, and not all property owners benefit from these public utilities. This option must be carefully considered because, first, few improvements proved City-wide benefit and, secondly, increasing controls by the State of tax levies may cause a reduction in basic services if this source is used for improvement cost participation.

b) Utility Connection Funds: Connection charges as previously defined are lump sum fees paid by property owners at the time the property connects to the utility system. The purpose of these funds is two-fold: First, to provide funding for improvements which enhance the operation of the entire system "looping"; and, second, to provide a contingency reserve for immediate financing of improvements where non-anticipated or accidental loss of the system has occurred. In the former case, smaller scale improvements are here defined as looping of a utility system, which causes properties to abut a utility system which would not have otherwise abutted the utility system had not the looping proved necessary. In such cases, the utility connection fund would contribute to financing the project cost either in the full amount of the assessments on relevant abutting properties, or in the amount of the incremental increase in project cost necessitated by the looping with all abutting properties being assessed a basic benefit.

c) Utility Operating Revenues: Once individuals are connected to the utility systems, their usage of the water product or sewer service is charged per unit of consumption. These fees are primarily dedicated to meet operational expenditures. The utility system requires certain public improvements to be made which benefit all users of the system, i.e., water towers, treatment plants, sewer lift stations. Minnesota Statutes, Chapter 444, provide the City with the authority to issue bonds for such improvements and use the proceeds of user fee to retire the bonds. Utility operating revenues, therefore, shall not be used to reduce the assessable cost below the project cost for improvements constructed under the Improvement Guide.

d) Minnesota State Aid Road Funds (MSA): The City is eligible for and annually receives funds from the State for the construction of roadways and related systems which are designed to specific standards. The State Aid procedures do not dictate how the City expends its annual appropriation, but rather it approves proposed City expenditures for eligible projects. Therefore, the City has the latitude to define how much MSA funding could be used in a given project. Stated differently, the City has the ability to define a project's assessable cost, and if the assessable cost is below the project cost, fund the difference with MSA monies. This policy shall provide for two standards of defining assessable costs for MSA eligible roadways; one of which is for residential, and one of which is for commercial/industrial roadways. The assessable cost for residential roadways shall be the project cost of providing a 5 ton, 32 feet in width, street surface with associated concrete curb and gutter. The assessable cost for commercial/industrial roadways shall be the project cost of providing a 7 or 9 ton, 36 feet in width, street surface with associated concrete curb and gutter. The project costs for improvements providing more than those basic benefits shall be funded by MSA financing for that portion which is not assessable cost. Properties abutting any road improvements shall be assessed according to the present zoning of property (see Section 3.B.i.). Generally, State Aid funds will reduce the cost on assessable property while increasing and not reducing the benefit to said property.

3 METHOD OF ASSESSMENT AND APPORTIONMENT

3.1 Method of Assessment by Type of Improvement

The nature of an improvement lends itself to a particular manner in determining the apportionment of the assessable cost to benefiting properties. Besides the nature of the improvement, consideration of the apportionment of assessable cost must be given to both an equitable treatment of properties and an efficient manner of administration. This policy employs three bases for apportionment of assessable cost to benefiting properties. The front footage basis divides the assessable cost by the total front footage of all benefiting properties at a distance of 30 feet from the public right-of-way to determine the assessment rate. The area basis divides the assessable cost by the total square footage of all benefiting properties to determine the assessment rate. The unit basis divides the assessable cost by the total number of units benefiting, urban lots or urban lot equivalent for unplatted areas, to determine the assessment rate. These methods shall define the standard situation; however, particular cases are defined in Part B of this section. In no case shall benefiting properties be defined as extending beyond the existent jurisdictional limits of the City.

Improvements provided for in this policy, Section 1-A, the following methods of apportionment shall be used:

1. Sanitary sewer utility system improvements:
 - a. New and replacement mains and services – front footage basis or unit basis
2. Main oversizing – area basis
 - a) Water utility system improvements:

- i. New and replacement mains and services – front footage basis or unit basis
 - ii. Main oversizing – area basis
- b) Storm sewer systems – area basis and/or tax district
- c) Street systems:
 - i. Streets – front footage or unit basis
 - ii. Curb and Gutter – front footage or unit basis
- d) Pedestrian ways (sidewalks) – front footage and/or area basis and/or tax district
- e) Tree trimming – unit basis
- f) Abatement of nuisances – unit basis
- g) Public malls, plazas – individual situation
- h) Service charges – unit basis

Certain improvements allow the Council discretion as to the method of apportionment used. Also, in the cases of tree trimming, abatement of nuisances, and service charges, the assessable cost is attributable to individual properties and, therefore, the unit should normally be on an individual parcel.

3.2 Apportionment of Non-Standard and Public Parcels

The character of this City is such that many parcels are of irregular configuration or have particular circumstances. This section establishes a policy for apportionment of assessments to these properties in conjunction with standard parcels.

a) For rectangular corner lots: The “frontage” shall be equal to the dimension of the smaller of the two sides of the lot abutting the improvement. If both sides of the lot are improved, the “frontage” shall be the dimension of the smaller of the two sides of the lot plus one-half of the dimension of the larger of the two sides provided, however, that in no case shall the sum of the two dimensions exceed the long side dimension of the lot. When a corner lot has the abutting streets improved in different years, the total assessable footage is determined and one half (1/2) assessed with each project.

b) For irregular shaped interior lots: (non-cul de sac parcels): The “frontage” shall be equal to the average width of the lot measured in at least two locations preferably along the front lot line and the rear lot line. Cul-de-sac lots shall be assessed 80 feet of assessable footage. For platted interior lots with frontage less than 80 feet and rear lot dimensions greater than 80 feet so that when assessment policy rules are applied for irregular shaped lots the assessable footage would be greater than

80 feet; such lots shall be assessed as standard 80 foot lots for street reconstruction assessments.

c) For irregular shaped corner lots: The “frontage” shall be equal to the average width of the lot as determined in “b” above plus one-half of the average length of the lot as determined in “be” above, provided, however, that the total “frontage” shall not exceed the dimension of the average length of the long side as determined in “b” above.

d) For interior lots less than 220 feet in depth, which abut two parallel improvements: The ‘frontage’ shall be equal to the lot width abutting the street, plus one-half of the lot width abutting the other street. Where the two lot widths are not equal, the full width of the smaller of the two shall be added to one-half of the other width.

e) For end lots less than 220 feet in depth, which abut three improvements: The “frontage” for a given type of surface improvement shall be calculated on the same basis as if such lot were a corner lot abutting the improvement on two sides only.

f) For lots greater than 220 feet in depth, which abut two parallel improvements: The “frontage” for improvements shall be calculated independently for each “frontage” unless other City regulations prohibit the use of the lot for anything but a single-family residence, in which case the average width is the total “frontage”.

g) In the above cases, a, c, e and f, the assessment practices noted in such sections shall apply in the event that improvements do not occur simultaneously. The assessment of a replacement improvement shall be determined using the same dimensions as the original improvement which would be replaced.

h) City properties with the exception of street rights-of-way shall not be considered as part of the project area in cases where the total relevant physical dimension of such properties do not exceed 25 percent of the total project’s relevant physical dimension. In such cases where City properties exceed 25 percent, the City shall participate in calculation of projected area.

i) In cases where the improvement installed is designed to satisfy a particular land use, the assessment shall be based on the current zoning of the property or where a specially permitted use exists at that use.

j) Improvements benefiting unplatted properties where necessary shall be assessed on the basis of equivalent platted lots with minimum lot area as defined by the zoning ordinances.

k) Properties abutting street system improvements shall have a basic benefit for special assessment purposes. Properties having a residential zoning use shall have a basic benefit defined as a 5 ton, 32 feet wide street surface with associated concrete curb and gutter. Properties having a commercial-industrial zoning use shall have a basic benefit defined as a 7 to 9 ton, 36 feet wide street surface with associated concrete curb and gutter.

4 DESIGN STANDARDS

4.1 Surface Improvements

Surface improvements shall include grading and base construction, sidewalks, curb and gutter, surfacing, resurfacing, and ornamental street lighting in the downtown business district area.

a.) Standards for surface improvements – In all streets prior to street construction and surfacing, or prior to resurfacing, all utilities and utility service lines (including sanitary sewer, water lines, storm sewers, gas and electric service) shall be installed to serve each known or assumed building location. No surface improvements to less than both sides of a full block of street shall be approved except as necessary to finish the improvement of a block which has previously been partially completed. Concrete curbing or curb and gutter shall be installed at the same time as the street surfacing except that where a permanent “rural” street design is approved by the City Council, concrete curb or curb and gutter will not be required. In this instance, no curb or a lesser type curb may be installed for “rural” streets at the City Council direction.

b.) Arterial Streets – shall be of “9 ton” design of adequate width to accommodate projected 20-year traffic volumes. Sidewalks shall be provided on at least one side of all arterial streets unless specifically omitted by the City Council, and the sidewalk shall be at least 5 feet in width unless otherwise approved by the City Council. Arterial streets shall be resurfaced at or near their expected service life depending upon existing conditions.

c.) Collector Streets (including commercial and industrial access streets) – shall be of “7 ton” design based on anticipated usage and traffic, and shall normally be 44 feet in width measured between faces of curbs unless permanent parking restrictions are imposed on the roadway or the roadway is a limited access industrial roadway, in which case the roadway width shall be reduced in width to 36 feet. Sidewalks may be installed when required by the City Council on collector streets and shall be at least 5 feet in width unless otherwise approved by the City Council. Wherever feasible a boulevard at least 5 feet in width shall be provided measured from the street face of curb to the street face of the sidewalk, or the property line. Collector streets shall be resurfaced at or near their expected service life or at such time as the Council determines it is necessary to raise the structure value of the street.

d.) Residential Streets – shall be of “5 ton” design, 32 feet in width measured between faces of curb unless specifically required by the Council. Sidewalks shall not be provided on residential streets. Residential streets shall be resurfaced at or near their expected service life depending upon existing conditions.

e.) Alleys – Residential areas shall be constructed of sufficient design based on the anticipated usage of the alley. Alleys which are surfaced shall be resurfaced at or near their expected service life depending upon existing conditions.

f.) Ornamental Street Lighting – When installed shall be installed in accordance with the most recent standards as established by the Illuminating Engineers Society.

4.2 Subsurface Improvements

Subsurface improvements shall include water distribution lines, sanitary sewer lines and storm sewer lines.

a.) Standards – Subsurface improvement shall be made to serve current and projected land use based upon current zoning. All installations shall conform to the minimum standards as established by those State or Federal agencies having jurisdiction over the proposed installations. All installations shall also comply, to the maximum extent feasible, to such quasi-official nationally recognized standards as those of the American Insurance Association (formerly National Board of Fire Underwriters). Service lines to every known or assumed location should be installed in conjunction with the construction of the mains and assessed in a manner similar to the mains. This service line construction shall, to the maximum extent feasible, be completed prior to the installation of planned surface improvements. Minimum standard for residential utility main service shall be an 8” main for water and a 9” main for sanitary sewer.

5 STORM SEWER ASSESSMENT

Storm sewer improvements present particular problems for assessment in terms of defining project area, drainage coefficients, and contributing drainage area. The particular problem of defining the project area is aggravated by the fact that often times a number of individual project are required to solve one drainage problem.

5.1 Project Area

The project area shall be defined as either a specific improvement or a series of improvements coordinated to solve one drainage problem.

5.2 Specific Land Use

In recognition of the fact that different land uses contribute separate drainage problems, the assessment rates for specific land uses shall be weighted according to such contributions. The weighting factors to be applied are as follows:

- a.) Commercial, multiple and industrial land uses – 2.0
- b.) Residential uses including property zoned R1, R2, R3, R4, and public property including schools and churches -1.0
- c.) Open space including parks, golf courses and other public open areas -0.5

This weighted area computation shall apply to all properties including platted property and all unplatted parcels according to the current property zoning (see Section 3.B.i.)

6 CONDITIONS OF PAYMENT OF ASSESSMENT

Minnesota Statutes, Chapter 429, provide the City with considerable discretion in establishing the terms and conditions of payment of special assessment by property owners. Chapter 429 does establish two precise requirements regarding payment. First, the property owner has 30 days from the date of adoption of the assessment roll to

pay the assessment in full without interest charge (429.061, subd. 3). Second, all assessments shall be payable in equal annual installments extending over a period not exceeding 30 years from the date of adoption of the assessment roll (429.061, subd. 2). The conditions of payment established in this section follow the requirements of Chapter 429 and seek to balance the burden of payment of the property owner with the financing requirements imposed by debt issuance.

6.1 Term of Assessment

The City shall collect payment of special assessments in equal annual installments of principal for the period of years indicated from the year of adoption of the assessment roll by the following types of improvements:

- a) Sanitary sewer system improvements – 10 years*
- b) Water system improvements – 10 years*
- c) Storm sewer systems – 10 years*
- d) Street systems: Street, alley, curb and gutter – 10 years*
- e) Pedestrian ways – 10 years*
- f) Tree trimming and removal – 1 year
- g) Abatement of nuisance – 1 year
- h) Public malls, plazas – up to 30 years
- i) Service charges, delinquent utilities – 1 year

* Or a term coincident with the duration of the debt issued to finance the improvement.

6.2 Interest Rate

The City most often finds itself required to issue debt in order to finance improvements. Such debt requires that the City pay an interest cost to the holders of the debt with such interest cost varying on the timing, bond rating, size and type of bond issue. In addition, the city experiences problems with delinquencies in payment of assessment by property owners or the inability to invest prepayments of assessments at an interest rate sufficient to meet the interest cost of the debt. These situations create immediate cash flow problems in the timing and ability to make scheduled bond payments. Therefore, for all projects financed by debt issuance, the interest rate charged on assessments shall be 2.0 percent greater than the rate allowable on the bond issue as determined by the State Commissioner of Finance (M.S.A. 475.55, Subd. 1 and 4). This interest rate shall be defined as the current rate for all improvements assessed in that year.

The assessment of certain improvements, such as tree trimming and removal, abatement of nuisances, and service charges, to include delinquent utilities, does not

usually require debt issuance. However, the City is making expenditures in one year and not receiving payment until the following year for improvements having a benefit to a specific property owner. In such cases, the City is not able to earn interest on the amount of the expenditures. State Statute provides the interest rate charge on such improvements shall not exceed eight (8) percent

6.3 Connection Charge in Lieu of Assessment (Ordinance 638)

At various times properties request to join the City utility system which have no record of ever being specially assessed for a public improvement abutting the property. The parcel is receiving a benefit from the existence of the improvement. Properties in such cases shall be charged a connection charge in lieu of assessment. The amount of this connection charge shall be the current assessment rate for that type of improvement discounted to allow for depreciation of the improvement. In the case of utility systems, the useful life is defined as 40 years with the discount allowed on a straight-line depreciation method for the years of useful life expended. The term of the assessment here shall be 10 years. The interest rate charged shall be the current rate.

6.4 Deferment of Current Payment of Special Assessment

Deferment of Current Payment of Special Assessment: State law permits property owners to be deferred from the current payment of special assessment in three cases: agricultural uses "green acres", senior citizens, and disabled retired persons. Green acres is administered by the County and is beyond the control of the City. Senior citizen deferments are at the jurisdiction of the City, and this City has adopted such policy in Ordinance 612. Disabled, retired persons are provided deferments under conditions established in Resolution 4131. The City at times has gone beyond State law to grant deferments in other cases. The two present policies regarding deferments shall continue; first, that all existent deferments and any future deferments would be subject to an interest charge payable with the amount of the deferment equal to the current rate on the assessment roll, and that the payment term of deferment plus accumulated interest charges would coincide with the debt service schedule of the original financing. However, in no case would the term exceed 30 years from the date of assessment adoption. Furthermore, with the exception of senior citizen deferments, this policy provides that for any deferment granted after the adoption of this document, the term of such deferment shall not exceed five years.

6.5 Assessment of Connection Charges

Assessment of Connection Charges: The City has adopted a policy (Resolution 3958) which allows the special assessment of the one-time fee for connection to the City sewer and water utilities. To be eligible for such assessment, the property owner must demonstrate a financial hardship in the immediate payment. The following conditions must be met in order for a hardship to exist: one, the applicant must satisfy be a resident of the City and reside at the affected property; two, applicant must satisfy the income requirements for eligibility under the Minnesota Housing Finance Agency guidelines as witnessed by Federal Income Tax return; three, the applicant must agree to the conditions of assessment. Application is made to the City Finance Director. The term of assessment under this provision is two years. State Statute provides that the interest rate shall not exceed eight (8) percent.

7 RELATED ISSUES

7.1 Connection to Utility System

This policy provides that all properties abutting the City utility system, whether such system is new or a replacement shall connect to such system within one year from date of availability. All such properties not so connecting shall be connected by the City with the costs of such connection being assessed against the property over a one-year term at the current rate. The sole exception to this provision is properties which abut a utility system as a result of system-wide looping requirements, which shall have five years to make such connections.

7.2 Payment of Connection Fees

This policy provides that each property connecting to the utility system, whether such system is new or a replacement, shall be charged a connect fee for water and for sewer, if said property has not previously paid such a connection fee or if the improvement replaces a system which has completed its useful life. The useful life of a sewer or water lateral system is here defined as 40 years.

Payment of connection fees shall not be affected by existent or anticipated area assessments for sewer and water utilities. No reduction in the amount charged for these fees shall occur as a result of an area assessment because the present dedicated use of each financing method is independent of the other.

7.3 Replacement of Previously Constructed Improvements

The need may arise to rebuild a previously constructed public improvement before the conclusion of its intended service life. If such replacement is caused by actions of a contractor, the City shall make every effort to finance such replacement by actions on the contractor. If financing by the responsible contractor is not found possible, the replacement project shall be treated in a manner similar to any other project with related financing following the policies in the relevant sections of this guide.

8 AMENDMENTS

8.1 Resolution Updating the City's Special Assessment Policy – January 22, 2008 (see Appendix C)

APPENDIX A

Ordinance Allowing Deferment of the Payment of Special Assessments for Local Improvements on Certain Homestead Property

APPENDIX B

Resolution Establishing Guidelines for Senior Citizen or Disabled Retiree Hardship Deferral

APPENDIX C

Resolution Updating the City's Special Assessment Policy – January 22, 2008

APPENDIX D

Resolution Amending the City's Assessment Policy – April 26, 2011

AN ORDINANCE ALLOWING DEFERMENT OF THE PAYMENT OF SPECIAL ASSESSMENTS FOR LOCAL IMPROVEMENTS ON CERTAIN HOMESTEAD PROPERTY.

The Council of the City of White Bear Lake does ordain:

1. That the Municipal Code of the City of White Bear Lake be and is hereby amended so as to add a new section thereto to read as follows:

Deferred Assessments; Senior Citizens.

Pursuant to the authority granted by Minnesota Statutes, Section 435.193, any person 65 years of age or older owning and homesteading property, which property is subject to the levying of a special assessment after the effective date of this ordinance, and which person meets the qualifications of hardship as defined herein, may apply for and receive deferred payment of special assessments so levied by making application therefor to the Department of Property Taxation, Ramsey County, Minnesota in accordance with Minnesota Statutes, Section 435.194. A hardship shall be deemed to exist when the average annual payment for all assessments levied against the subject property exceeds one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent Federal Income Tax return.

Deferred assessments shall be subject to interest at the rate of 8% per annum on the remaining unpaid balance. The option to defer payment of special assessments shall terminate and all amounts accumulated, including accrued interest, shall become due upon the occurrence of any of the following events:

- (a) the death of the owner, provided that the spouse is otherwise not eligible for the benefits hereunder;
- (b) the sale, transfer or subdivision of the property or any part thereof; or
- (c) if the property should for any reason lose its homestead status.

2. This Ordinance shall take effect and be in force after its passage, approval and publication.

Passed by the City Council of the City of White Bear Lake, Minnesota this 13th day of June, 1978.


Robert J. Hansen, Mayor

ATTEST:


Raymond R. Siebenaler, City Clerk

RESOLUTION ESTABLISHING GUIDELINES FOR SENIOR CITIZEN
OR DISABLED RETIREE HARDSHIP DEFERRAL

APPENDIX B

WHEREAS, Minnesota Statutes 435.193 through 435.195 provides that deferment of a special assessment may be granted to a senior citizen or a person retired because of a permanent and total disability;

WHEREAS, the Statutes provide that this privilege of deferment shall be extended only to those for whom it would be a hardship to pay the special assessment;

WHEREAS, it is the responsibility of the City to specify the terms;

NOW, THEREFORE BE IT RESOLVED BY the City Council of White Bear Lake that:

1. A hardship may be granted only on the homestead property of a person at least 65 years of age or a person retired because of a permanent and total disability.

2. A hardship shall be deemed to exist if at the time of application the sum of all annual installments levied against the homestead property exceeds one percent (1%) of the adjusted gross income of the property owner(s). Evidence of adjusted gross income will be as shown on the most recent Federal or State Income Tax return.

3. Interest shall accrue on the unpaid principal amount deferred from the date of the deferment until December 31st of the year when the deferment shall cease. The interest rate shall be as specified in the resolution originally adopting the assessment.

4. The deferment shall cease when any one of the following occurs:

(a) Death of the property owner provided the spouse is not eligible.

(b) The sale, transfer or subdivision of the property.

(c) If the property should for any reason lose its homestead status.

5. Nothing in this resolution shall be construed to prohibit the determination of hardship on the basis of exceptional and unusual circumstance not covered by the above guidelines.

6. This resolution shall supersede all earlier resolutions or ordinances.

The foregoing resolution, offered by Chesebrough and supported by Rask was declared carried on the following vote:

Ayes: Auger, Rask, Chesebrough, Ditzrich, McCarty

Nays: None

Passed: October 13, 1981


Brad Stanis, Mayor

ATTEST:


Raymond R. Siebenaler, City Clerk

An owner may appeal an assessment to District Court pursuant to Minnesota Statutes Section 429.081 by serving notice of the appeal upon the Mayor or Clerk of the City within thirty (30) days after the adoption of the assessment and filing such notice with the District Court within ten (10) days after service upon the Mayor or Clerk; however, no appeal may be taken as to the amount of any individual assessment unless a written objection signed by the affected property owner is filed with the City Clerk prior to the assessment hearing or presented to the presiding officer at the hearing.

Pursuant to the authority granted by Minnesota Statutes, Section 435.193, any person 65 years of age or older owning and homesteading property, and which person meets the qualifications of hardship as defined herein, may apply for and receive deferred payment of special assessments so levied by making application therefor to the City of White Bear Lake, Minnesota in accordance with Minnesota Statutes 435.194. A hardship shall be deemed to exist when the average annual payment for all assessments levied against the subject property exceeds one percent of the adjusted gross income of the applicant as evidenced by the applicant's most recent Federal Income Tax return. Deferred assessments shall be subject to interest at the rate of 8.28 percent per annum of the remaining unpaid balance. The option to defer payment of special assessments shall terminate and all amounts accumulated, including accrued interest, shall become due upon the occurrence of any of the following events:

- (a) The death of the owner, provided that the spouse is otherwise not eligible for the benefits hereunder;
- (b) The sale, transfer or subdivision of the property or any part thereof; or,
- (c) If the property should for any reason lose its homestead status.

If you have any questions regarding the proposed assessment, please contact Diana Miller, Assessment Clerk at 429-8565 or Steve Duff, Engineering Technician at 429-8531.

Sincerely,



Sharon Legg
Finance Director

SL/el
Attachments

RESOLUTION NO.: 10261

RESOLUTION UPDATING THE CITY'S SPECIAL ASSESSMENT POLICY

WHEREAS, the City Council desires to use special assessments to fund a portion of certain infrastructure improvement projects as provided for in Minnesota State Statutes; Chapter 429; and

WHEREAS, the City has adopted a Special Assessment Policy which specifies how special assessments are levied against various parcels; and

WHEREAS, the City's Special Assessment Policy was last updated in 1983; and


WHEREAS, the Council desires to formally update the City's Assessment Policy to incorporate revisions which have been made to accommodate non-standard parcels.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake, Minnesota that:


- 1. The City's Assessment Policy is hereby updated as of January, 2008.

The foregoing resolution offered by Council Member BELISLE, and supported by Council Member JONES, was declared carried on the following vote:

Ayes: BELISLE, FRAZER, JOHNSON, JONES, TESSIER
Nays: NONE
Passed: JANUARY 22, 2008


Paul L. Auger, Mayor

ATTEST:


Cory L. Vadnais, City Clerk

RESOLUTION NO.: 10836

RESOLUTION AMENDING THE CITY’S SPECIAL ASSESSMENT POLICY

WHEREAS, the City Council desires to use special assessments to fund a portion of certain infrastructure improvement projects as provided for in Minnesota State Statutes; Chapter 429; and

WHEREAS, the City has adopted a Special Assessment Policy which specifies how special assessments are levied against various parcels; and

WHEREAS, the City’s Special Assessment Policy was last updated in 2008; and

WHEREAS, a residential street built to current engineering standards is expected to have a useful life of 25 years before a mill and overlay may be required; and

WHEREAS, the Council desires to maintain a uniform and fair assessment policy for property owners on Mill & Overlay projects and believes the best method for doing such is to adjust the assessment rates for streets which are milled and overlaid at different ages (length of time since total reconstruction); and

WHEREAS, the Council desires to formally amend the City’s Assessment Policy to incorporate revisions which have been made regarding assessing mill and overlay projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake, Minnesota that:

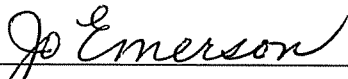
1. The City’s Assessment Policy is hereby updated as of April 26, 2011.
2. This resolution is incorporated into the Assessment Policy as Appendix “D”.
3. The Mill & Overlay assessment rate is proposed to be based on assessing 33% of the total improvement project cost at the 25 year mark to benefitting properties, with the assessment rate established by the City Council each year.
4. If in the opinion of the City Engineer a street requires milling and overlaying prior to 25 years since its construction to current engineering standards, the assessment rates shall be adjusted based on the following table:

Mill & Overlay Assessment Adjustment Table

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay rate assessed</u>
0-9	0%
10	5%
11	11.4%
12	17.8%
13	24.2%
14	30.6%
15	37%
16	43.4%
17	49.8%
18	56.2%
19	62.6%
20	69%
21	75.4%
22	81.8%
23	88.2%
24	94.6%
25	100%

The foregoing resolution offered by Council Member Belisle and supported by Council Member Tessier, was declared carried on the following vote:

Ayes: BELISLE, BIEHN, EDBERG, JONES, TESSIER
Nays: NONE
Passed: APRIL 26, 2011


Jo Emerson, Mayor

ATTEST:


Ellen Richter, City Clerk

APPENDIX N

TRAFFIC ENGINEERING CONSULTANT OPINION

Jesse Farrell

From: Bryant Ficek <bficek@spackconsulting.com>
Sent: Friday, January 19, 2018 10:29 AM
To: Jesse Farrell
Subject: RE: Old White Bear Avenue

Good morning Jesse,

We discussed this issue yesterday afternoon and have the following comments:

- We see three potential options for you: remain as two-way, change to one-way between S Shore and Cottage Park as you stated, or change to one-way between Lakeview and Cottage Park, a slight variation that allows for increased neighborhood connectivity and less traffic on Lakeview off S Shore.
- The road itself is local with access to relatively limited residential areas. The volume of the road is likely low even if some traffic is cut-thru between S Shore and the retail area by White Bear and Old White Bear.
- Shifting to one-way displaces that northbound traffic from S Shore to a right turn on White Bear and a right turn on Lake Ave if headed to the retail area. Residents off Cottage Park, Circle Dr, Old White Bear, etc. would also have the option to use Lakeview Ave from S Shore.
- Capacity-wise, none of the area roadways would be compromised with shifting traffic.
- Regarding livability, residents off Lakeview and Cottage Park would see an uptick in traffic, potentially noticeable given the likely low volume today, which may result in calls even if the road can easily accommodate the volume.
- With the relatively low volumes, I could see residents slowly start to disregard the one-way designation and treat it like a narrow width two-way road in the future.

Technically, providing one-way operation on all or a portion of the corridor is feasible. The likely routes around the new one-way road have right turn movements, which would not be a capacity or safety issue on those other roads. Volumes are low for the residential houses only with no retail or large traffic generator to worry about.

That being said, we don't see a compelling reason or issue being solved by a switch to one-way. If cut-thru traffic was a problem, it is likely the residents would have raised the concern and been receptive to one-way as a solution. With space between White Bear and Old White Bear where the County and City likely split right-of-way (and from the drawing provided), right-of-way does not seem to be an issue.

Unless there is another compelling reason to go to one-way traffic that we missed, this seems like a solution in search of a problem. Our opinion is you could do it, but we would not recommend it unless there's a good specific reason.

A couple of other thoughts for you from the drawing:

- As a local road with low volumes and few trucks, you could reduce the width more to 10- or 10.5-foot wide lanes without a significant issue.
- I'm sure you've considered this already, but your trail crosses all the residential driveways and your parking areas mean people need to cross the street to get to the homes. The low volumes and closeness to White Bear are obviously factors, but we thought we'd point out those two items.

Hope that helps. Let me know if you would like to discuss more.

BJF

Bryant Ficek, PE, PTOE | Vice President



O: 888.232.5512

bficek@spackconsulting.com | www.SpackConsulting.com



From: Jesse Farrell [mailto:jfarrell@whitebearlake.org]

Sent: Tuesday, January 16, 2018 2:32 PM

To: Bryant Ficek <bficek@spackconsulting.com>

Subject: Old White Bear Avenue

Bryant – Mark and I were wondering if you’d provide an opinion on Old White Bear Avenue (between South Shore Blvd and Cottage Park Drive), specifically the traffic impacts of potentially converting from 2-way to 1-way southbound traffic.

Based on public feedback and our intuition of traffic impacts, we generally do not support the elimination of 2-way traffic.



Jesse Farrell, P.E.
Assistant City Engineer

City of White Bear Lake

Office: (651) 429-8531

Direct: (651) 407-5361

Fax: (651) 429-8500

jfarrell@whitebearlake.org | www.whitebearlake.org



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APPENDIX O

**E-MAIL CORRESPONDENCE FROM XCEL ENERGY
DETAILING COST OF BURING OVERHEAD POWER**

AND

**E-MAIL CORRESPONDENCE FROM COMCAST DETAILING
COST OF BURING OVERHEAD POWER**

Jesse Farrell

From: Nathan Christensen
Sent: Thursday, October 05, 2017 2:29 PM
To: Mark Burch; Dan Holzemer; Jesse Farrell
Subject: FW: 2017 Street Reconstruction

From: Hughes, Zachery T [mailto:Zachery.T.Hughes@xcelenergy.com]
Sent: Monday, February 29, 2016 2:05 PM
To: Nathan Christensen <nchristensen@whitebearlake.org>
Subject: RE: 2017 Street Reconstruction

Nate,

It will cost approximately \$450,000 to convert the overhead power lines to underground power lines from Cottage Park Road to South Shore Boulevard. If you have some questions feel free to ask.

Thanks,

Zach

Zachery Hughes

Xcel Energy | Responsible By Nature

Electrical Designer

1700 East County Road E, White Bear Lake, MN 55110

P: 651-779-3169 C: 507-269-1616 F: 651-779-3139

E: Zachery.T.Hughes@xcelenergy.com

From: Nathan Christensen [mailto:nchristensen@whitebearlake.org]
Sent: Monday, February 29, 2016 10:30 AM
To: Hughes, Zachery T
Subject: 2017 Street Reconstruction

XCEL ENERGY SECURITY NOTICE: This email originated from an external sender. Exercise caution before clicking on any links or attachments and consider whether you know the sender. For more information please visit the Phishing page on XpressNET.

Zach,

We plan on reconstructing a segment of Old White Bear Avenue shown on the attached map. This could happen as soon as the fall of 2016, but will most likely be a 2017 project. We do have an Xcel electric utility map for this project. We are considering burying all overhead wires/cables as we did on Lake Avenue South in 2008. Could you put together a rough estimate of what it would cost to bury all overhead from Cottage Park Road to South Shore Boulevard? Feel free to call me with any questions.

Thanks,

Nate Christensen | Engineering Technician III

Jesse Farrell

From: Rademacher, Eric <Eric_Rademacher@comcast.com>
Sent: Thursday, November 30, 2017 8:43 AM
To: Jesse Farrell
Subject: RE: Old White Bear Avenue - Between Cottage Park and South Shore Blvd

It's not really easy but not too difficult. A good rough cost would be in the \$35,000 neighborhood.

Eric Rademacher

Comcast

Construction Coordinator

4255 Lexington Ave, Suite 100

Arden Hills, MN 55126

Office: (651) 493-5143

Cell: (612) 290-3009

From: Jesse Farrell [mailto:jfarrell@whitebearlake.org]
Sent: Thursday, November 30, 2017 8:29 AM
To: Rademacher, Eric <Eric_Rademacher@cable.comcast.com>
Subject: RE: Old White Bear Avenue - Between Cottage Park and South Shore Blvd

Thanks for the info Eric. If it is easy, it'd be good for me to know just a really rough cost of burying (in case someone asks).



Jesse Farrell, P.E.
Assistant City Engineer

City of White Bear Lake

Office: (651) 429-8531

Direct: (651) 407-5361

Fax: (651) 429-8500

jfarrell@whitebearlake.org | www.whitebearlake.org



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From: Rademacher, Eric [mailto:Eric_Rademacher@comcast.com]
Sent: Wednesday, November 29, 2017 4:34 PM
To: Jesse Farrell <jfarrell@whitebearlake.org>
Subject: RE: Old White Bear Avenue - Between Cottage Park and South Shore Blvd

Hi Jesse,

The bundle of cable that is below power is very much active. It is actually what provides those residents with our services. There is also 2 very large fibers on that run that service a lot of other portions of the city and other cities. If the residents want to get together and pay for the undergrounding of the cable/fibers I could put together an estimate?

Eric Rademacher

Comcast

Construction Coordinator

4255 Lexington Ave, Suite 100
Arden Hills, MN 55126
Office: (651) 493-5143
Cell: (612) 290-3009

From: Jesse Farrell [<mailto:jfarrell@whitebearlake.org>]
Sent: Wednesday, November 29, 2017 11:38 AM
To: Rademacher, Eric <Eric.Rademacher@cable.comcast.com>
Subject: Old White Bear Avenue - Between Cottage Park and South Shore Blvd

Eric – Good morning. Please see below, mainly item 2. We are very unlikely to ever proceed with any sort of undergrounding project, so we do not need an estimate. But I have a different question for you.

The residents main concern with the power lines in this area is actually the communication lines underbuild that hangs lower. It hangs down fairly low, and when people look out their living rooms that's what obscures their view of Goose Lake. Does Comcast actually even own and utilize the old, large 4"-5" cable?

It would be a tremendous benefit if we determined that the large cable is no longer being used and could be removed. The residents would be extremely grateful.

Thanks, Jesse



Jesse Farrell, P.E.
Assistant City Engineer

City of White Bear Lake
Office: (651) 429-8531
Direct: (651) 407-5361
Fax: (651) 429-8500

jfarrell@whitebearlake.org | www.whitebearlake.org



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From: Mark Burch
Sent: Wednesday, November 29, 2017 11:18 AM
To: Jesse Farrell <jfarrell@whitebearlake.org>; Nathan Christensen <nchristensen@whitebearlake.org>; Dan Holzemer <dholzemer@whitebearlake.org>; Jayson Stejskal <jstejskal@whitebearlake.org>
Subject: FW: White Bear Lake: Undergrounding Inquiry - Cottage Park Road

From: Jurek, Colette C [<mailto:colette.c.jurek@xcelenergy.com>]
Sent: Wednesday, October 18, 2017 12:00 PM
To: Mark Burch <mburch@whitebearlake.org>
Cc: Hughes, Zachery T <Zachery.T.Hughes@xcelenergy.com>; Blom, Jeffrey R <jeffrey.r.blom@xcelenergy.com>; Fedor, Debra J <debra.j.fedor@xcelenergy.com>
Subject: White Bear Lake: Undergrounding Inquiry - Cottage Park Road

Mark,

Thank you for sharing Mr. Bartsch's letter with Xcel Energy. I have reviewed the matter with our electric design and engineering staff and I wanted to provide you with additional information so that you can respond to Mr. Bartsch's inquiry.

1. Electric undergrounding request: In order to better refine the original rough cost undergrounding estimate that was originally provided to you last year (@ \$400,000), the city has the option to request an engineering estimate from Xcel Energy. The cost for an engineering estimate will be \$8,000.00. The engineering estimate takes about 3 months to complete. If the city elects to proceed with the undergrounding project, the estimate cost of \$8,000.00 will be credited toward the entire project cost. If the city does not proceed with the underground project, the \$8,000.00 is retained by Xcel Energy.
2. Undergrounding project scope: Prior to work beginning on the engineering estimate, we would appreciate meeting with city staff to verify the scope of the undergrounding request so that our estimate is accurate and reflective of the city's objective. Comcast is the only company using our pole line in that area. The city might wish to include Comcast on the scope meeting in order to ascertain their independent burial costs. Comcast contact: Eric Rademacher at 651/493-5143.
3. Road project timing: Our current information states that the road project along Old White Bear Avenue is scheduled for 2018 and the road project along Cottage Park Road is scheduled for 2019. Our electric designer Zach Hughes had information indicating that Old White Bear Avenue was to be reconstructed in 2017 and Cottage Park Road, Circle Drive and Lakeview Way were scheduled for 2019. We will need verification from your department as to the correct reconstruction timeline.
4. Xcel Energy's standard form of electric construction is overhead in compliance with its MN PUC operating tariffs. Our maintenance and repair work is conducted in a "like for like" manner in order to maintain cost effective rates for our customers. When we are requested to install what are deemed "excess facilities" such as undergrounding, the cost for doing such work is paid by the requesting party.

Mark, please feel free to contact me directly if you have any questions regarding this undergrounding request. Thanks!

Colette Jurek

Manager – Community Relations & Economic Development

Xcel Energy

1700 East County Road E

White Bear Lake, MN 55110

Business: (651) 779-3105

Fax: (612) 573-4039

Cell: (612) 209-3501

colette.c.jurek@xcelenergy.com



City of White Bear Lake
(651) 429-8531

nchristensen@whitebearlake.org | www.whitebearlake.org

EXHIBITS

EXHIBIT 1	2018 PAVEMENT CONDITION MAP
EXHIBIT 2	STREET RECONSTRUCTION MAP – CITY PROJECT 17-06
EXHIBIT 3	STREET RECONSTRUCTION MAP – CITY PROJECT 18-01
EXHIBIT 4	STREET RECONSTRUCTION MAP – CITY PROJECT 17-10
EXHIBIT 5	WATERSHED DISTRICT BOUNDARY MAP
EXHIBITS 6A – 6C	MAP OF HISTORICAL WATERMAIN BREAKS
EXHIBITS 7A – 7C	SANITARY SEWER REPAIR MAPS
EXHIBITS 8	TYPICAL STREET CROSS SECTIONS CITY PROJECT 17-06
EXHIBITS 9A – 9D	TYPICAL STREET CROSS SECTIONS CITY PROJECT 18-01
EXHIBIT 10	TYPICAL STREET CROSS SECTIONS CITY PROJECT 18-06
EXHIBIT 11	PROPOSED OLD WHITE BEAR AVENUE TRAIL

EXHIBIT 12

**PROPOSED BIRCH LAKE
BOULEVARD SOUTH TRAIL**

EXHIBIT 13

**2030 COMPREHENSIVE PLAN MAP
“PLAIN FOR BICYCLES,
PEDESTRIANS AND TRAILS “**

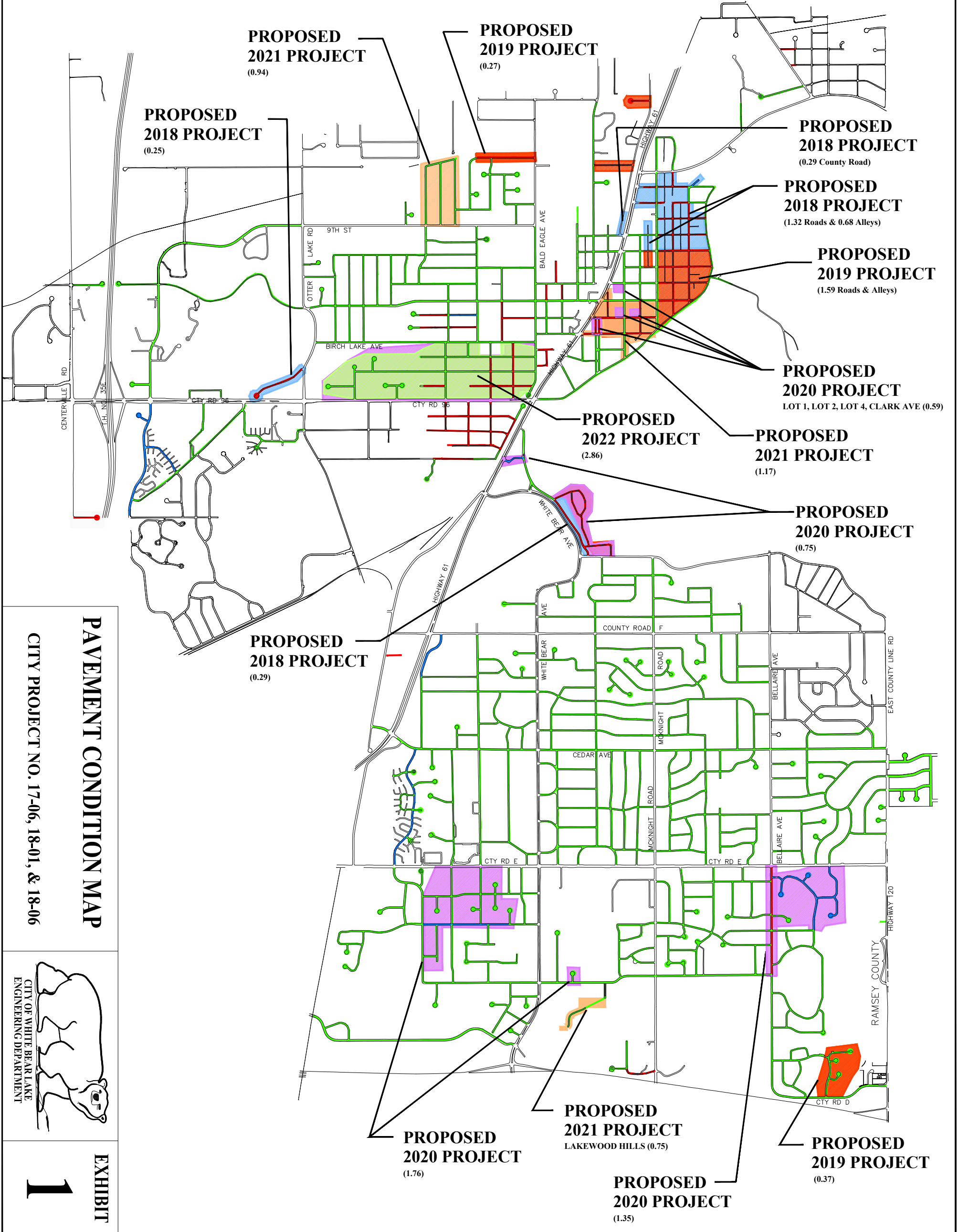
EXHIBIT 14

**PROPOSED NINTH STREET
SIDEWALK**

CITY OF WHITE BEAR LAKE PROPOSED STREET RECONSTRUCTION PROGRAM 2018-2022

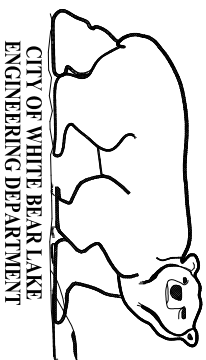
PAVEMENT CONDITION

- LEVEL 1** █
(RECONSTRUCTED TO CURRENT
ENGINEERING STANDARDS)
- LEVEL 2** █
(DEVELOPER-BUILT STREETS WITH
CONCRETE CURB & GUTTER)
- LEVEL 3** █
(BITUMINOUS STREETS)



PAVEMENT CONDITION MAP

CITY PROJECT NO. 17-06, 18-01, & 18-06

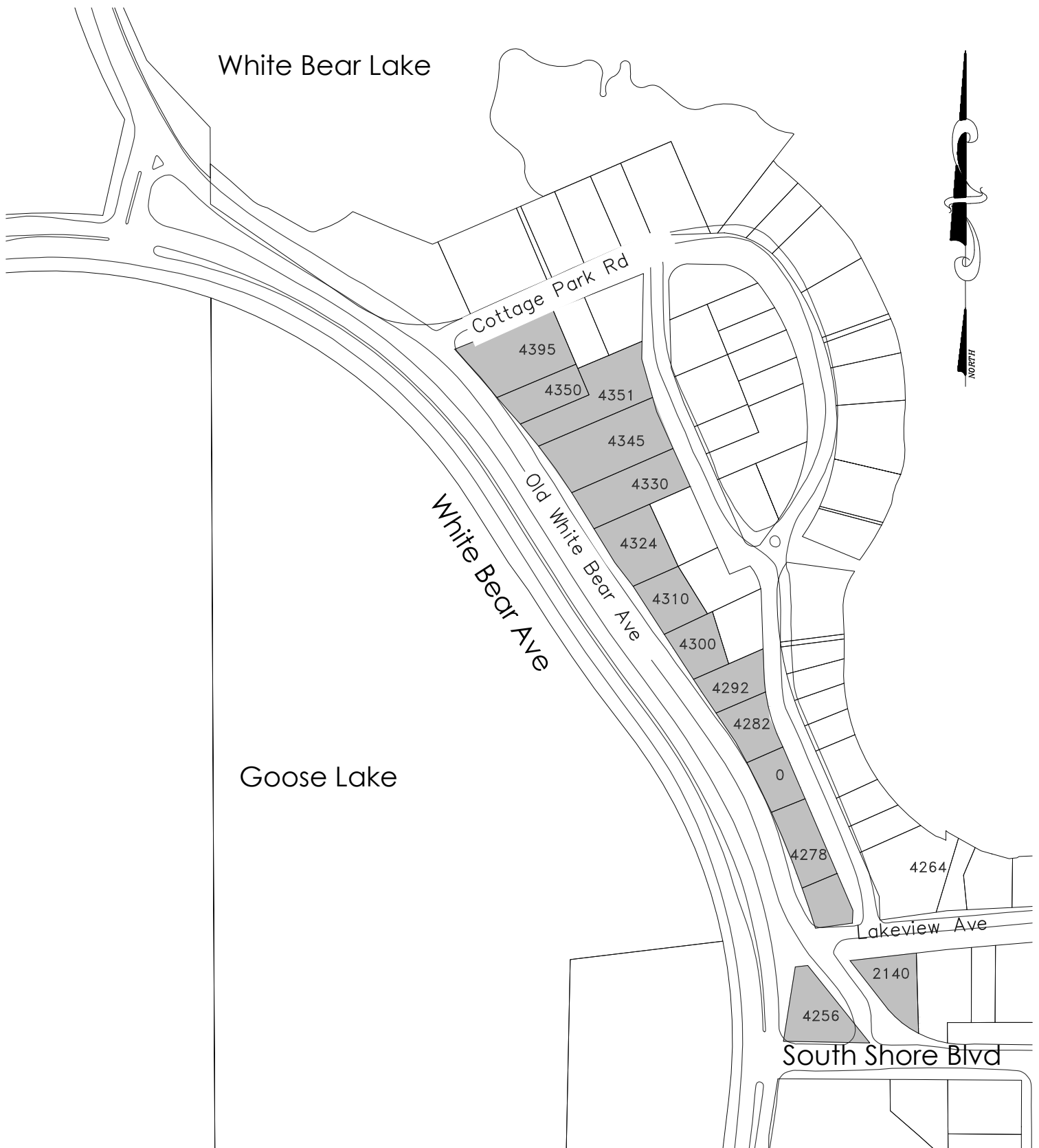


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

1

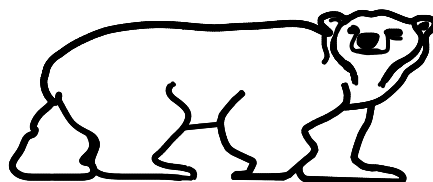
EXHIBIT

CITY PROJECT 17-06



STREET RECONSTRUCTION PROJECT MAP

CITY PROJECT NO. 17-06

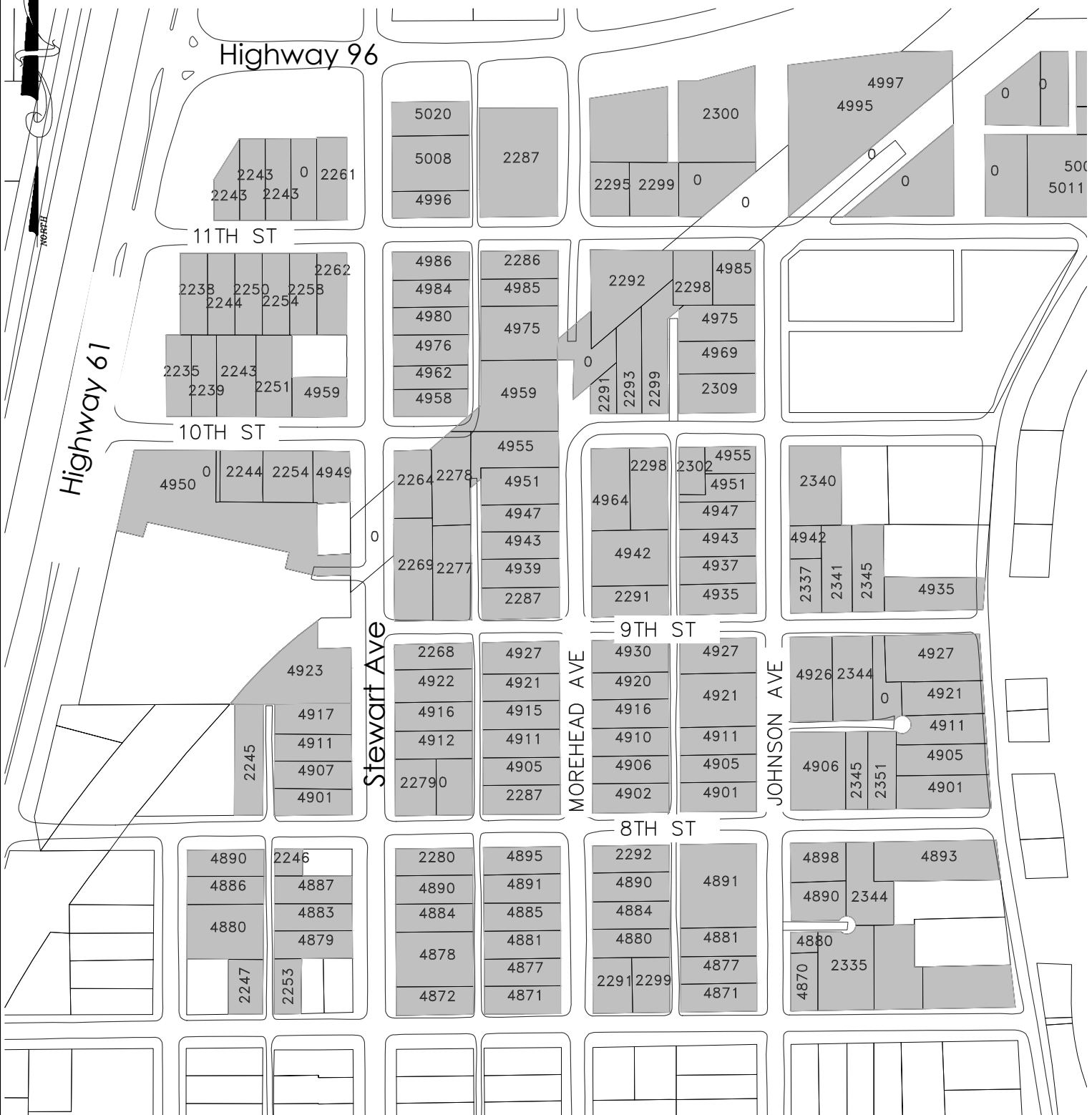


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

2

CITY PROJECT 18-01



**STREET RECONSTRUCTION
PROJECT MAP**
CITY PROJECT NO. 18-01

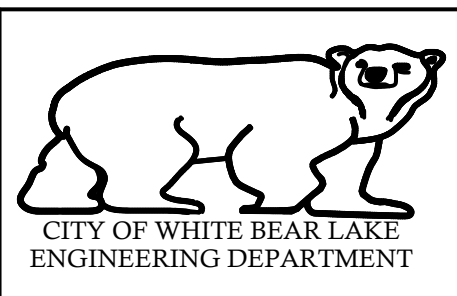


EXHIBIT
3

CITY PROJECT 18-06

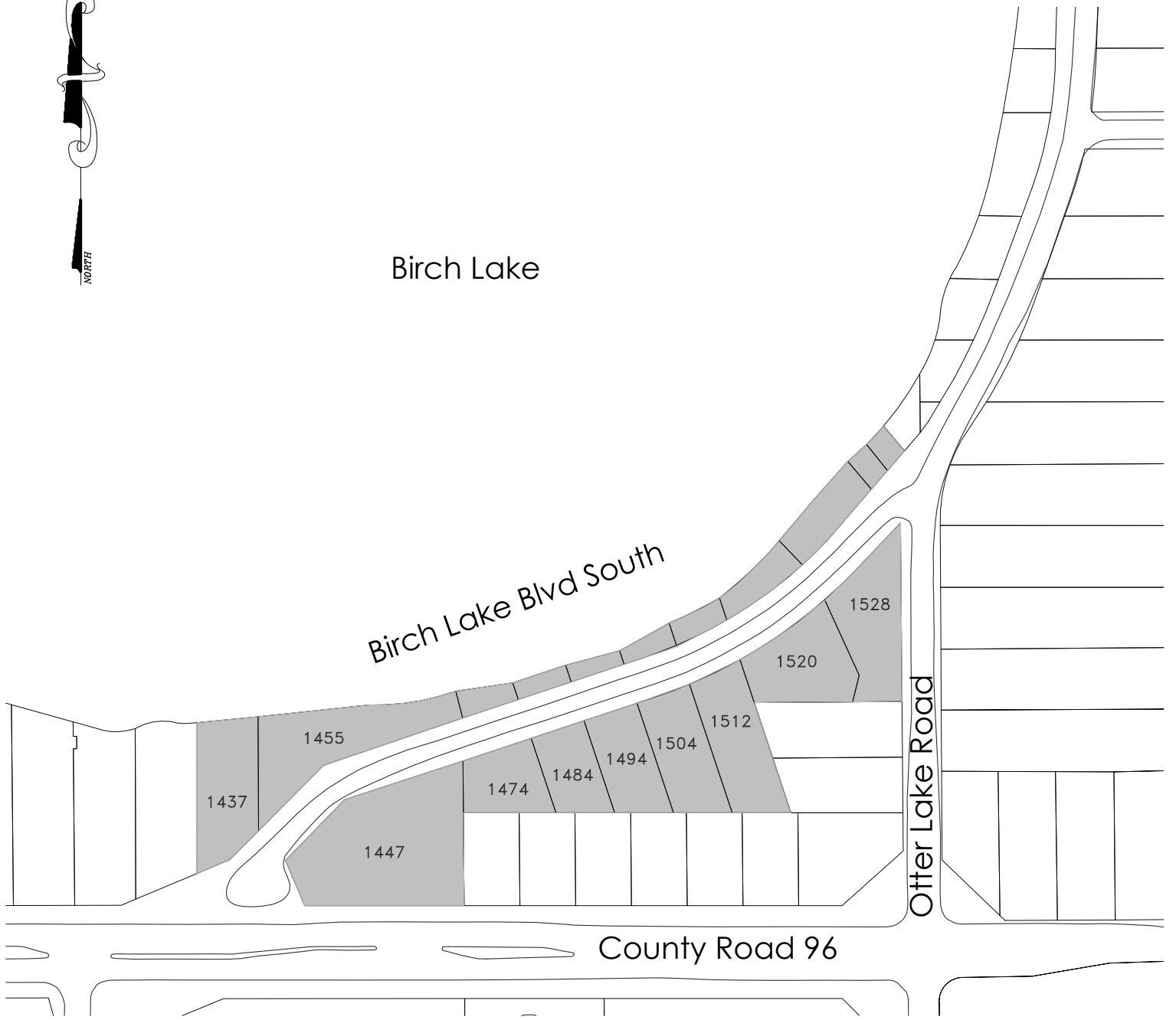


Birch Lake

Birch Lake Blvd South

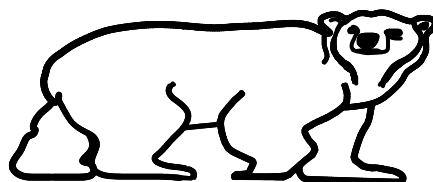
Offer Lake Road

County Road 96



STREET RECONSTRUCTION
PROJECT MAP

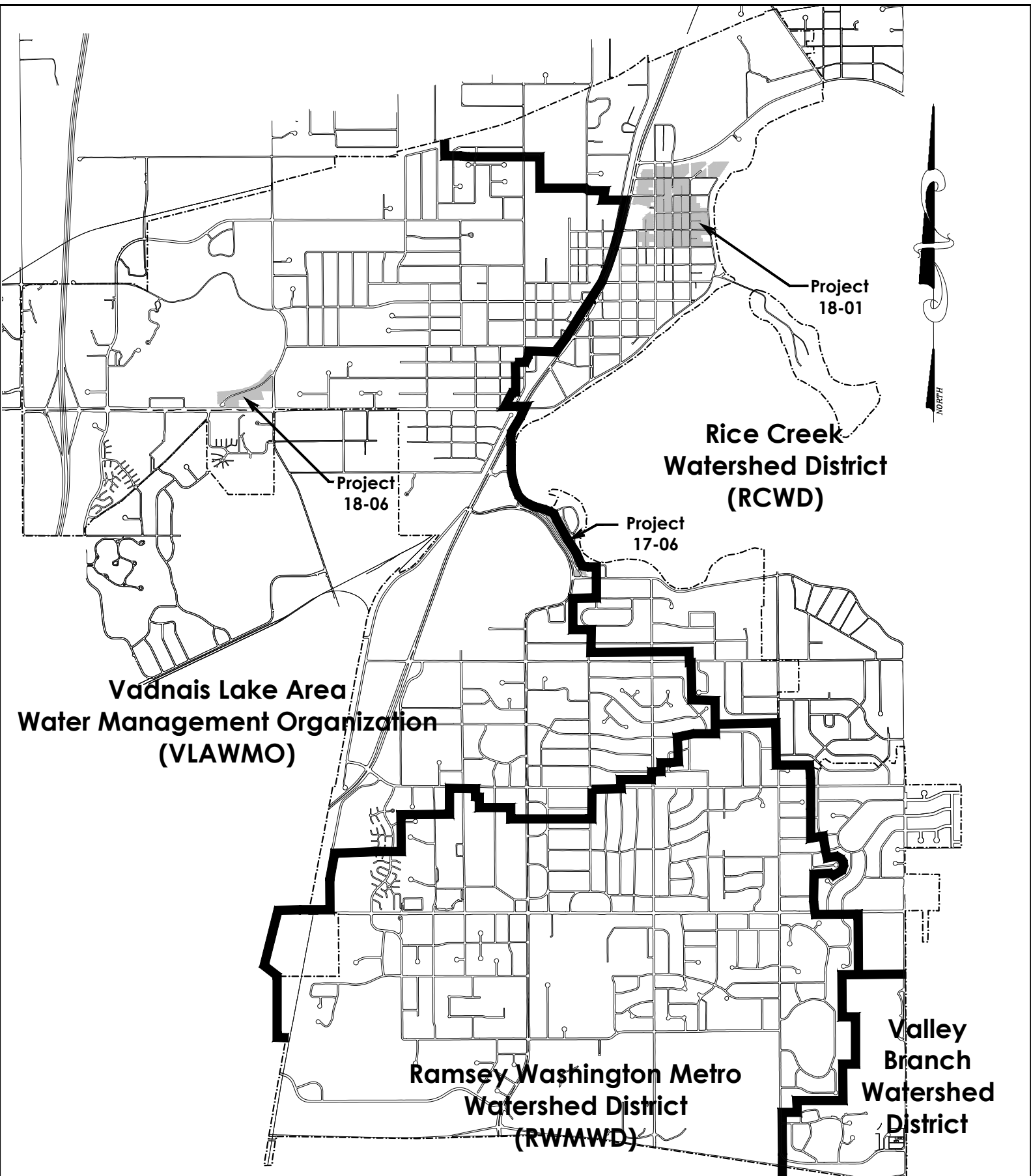
CITY PROJECT NO. 18-06



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

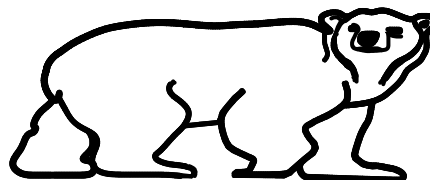
EXHIBIT

4



**WATERSHED DISTRICT
BOUNDARY MAP**

CITY PROJECT NO. 17-06/18-01/18-06

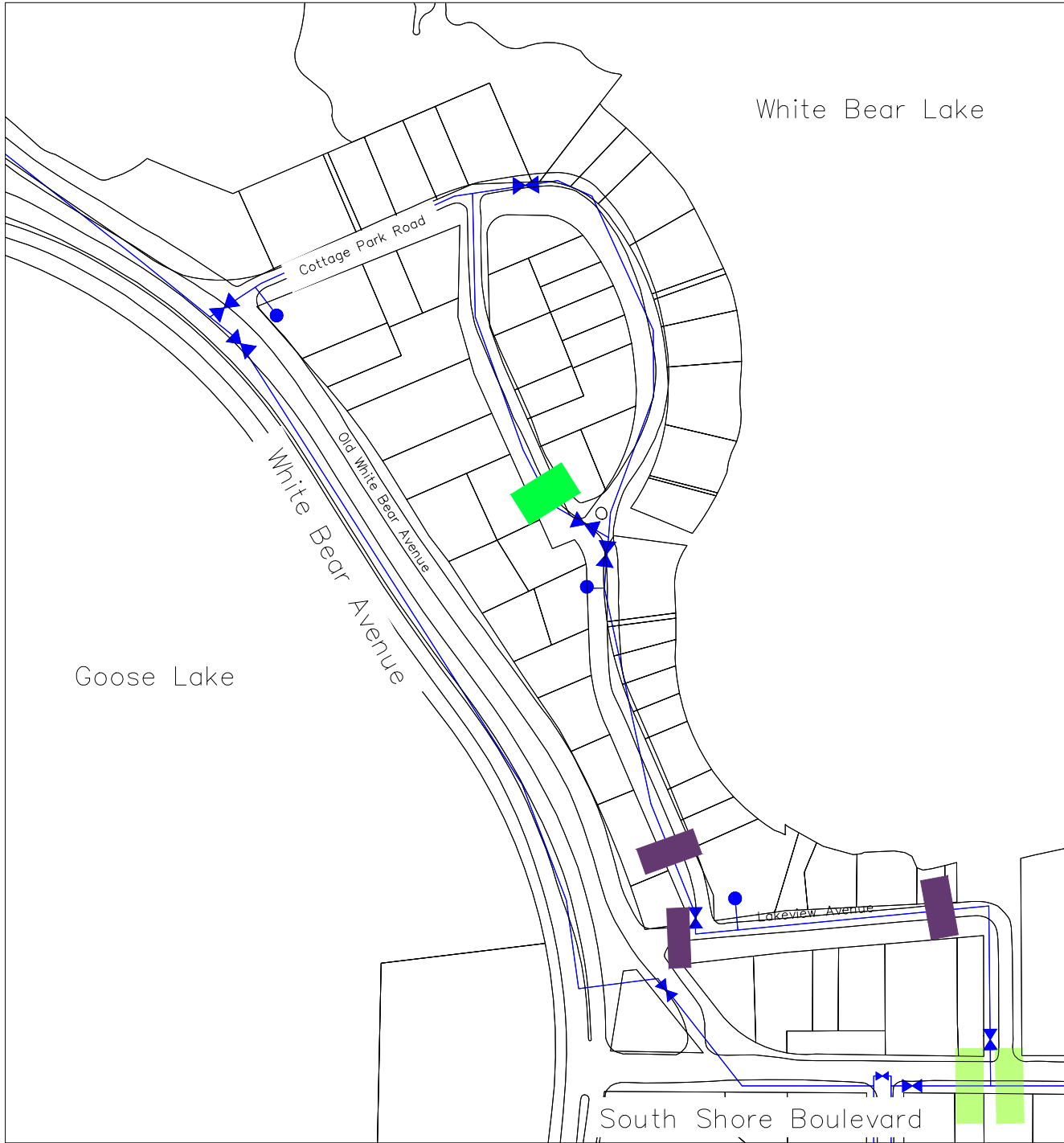


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

5

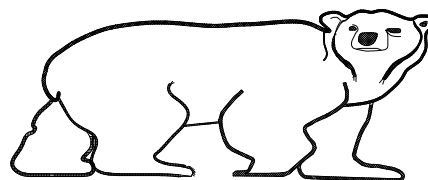
Project Area 17-06



1991-2002 BREAKS		2006 BREAKS		2010 BREAKS		2014 BREAKS	
2003 BREAKS		2007 BREAKS		2011 BREAKS		2015 BREAKS	
2004 BREAKS		2008 BREAKS		2012 BREAKS		2016 BREAKS	
2005 BREAKS		2009 BREAKS		2013 BREAKS		2017 BREAKS	

HISTORICAL WATERMAIN BREAKS PROJECT MAP

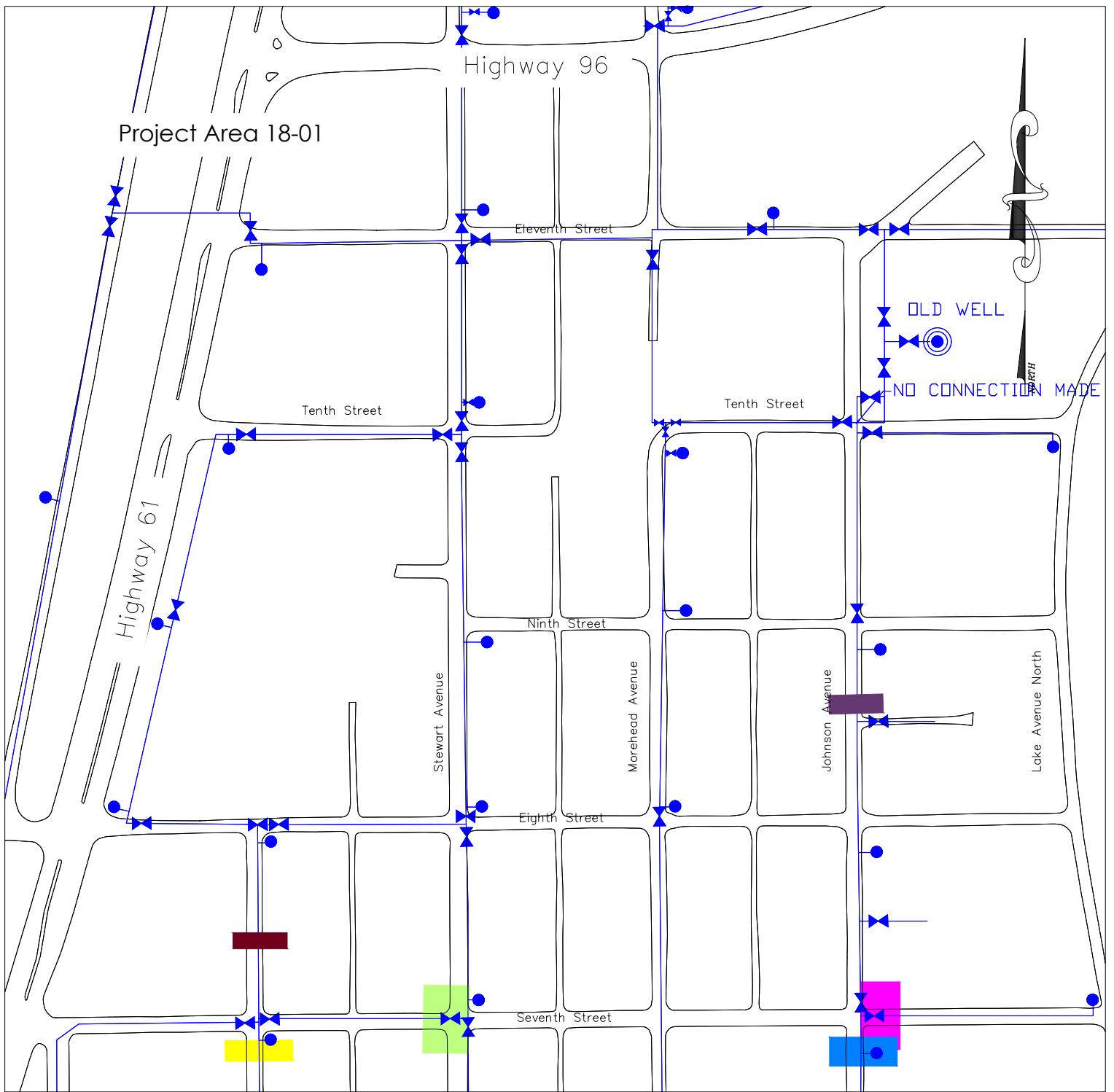
CITY PROJECT NO. 17-06



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

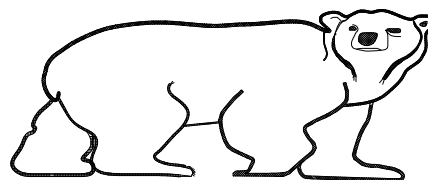
6a



1991-2002 BREAKS		2006 BREAKS		2010 BREAKS		2014 BREAKS	
2003 BREAKS		2007 BREAKS		2011 BREAKS		2015 BREAKS	
2004 BREAKS		2008 BREAKS		2012 BREAKS		2016 BREAKS	
2005 BREAKS		2009 BREAKS		2013 BREAKS		2017 BREAKS	

HISTORICAL WATERMAIN BREAKS PROJECT MAP

CITY PROJECT NO. 18-06

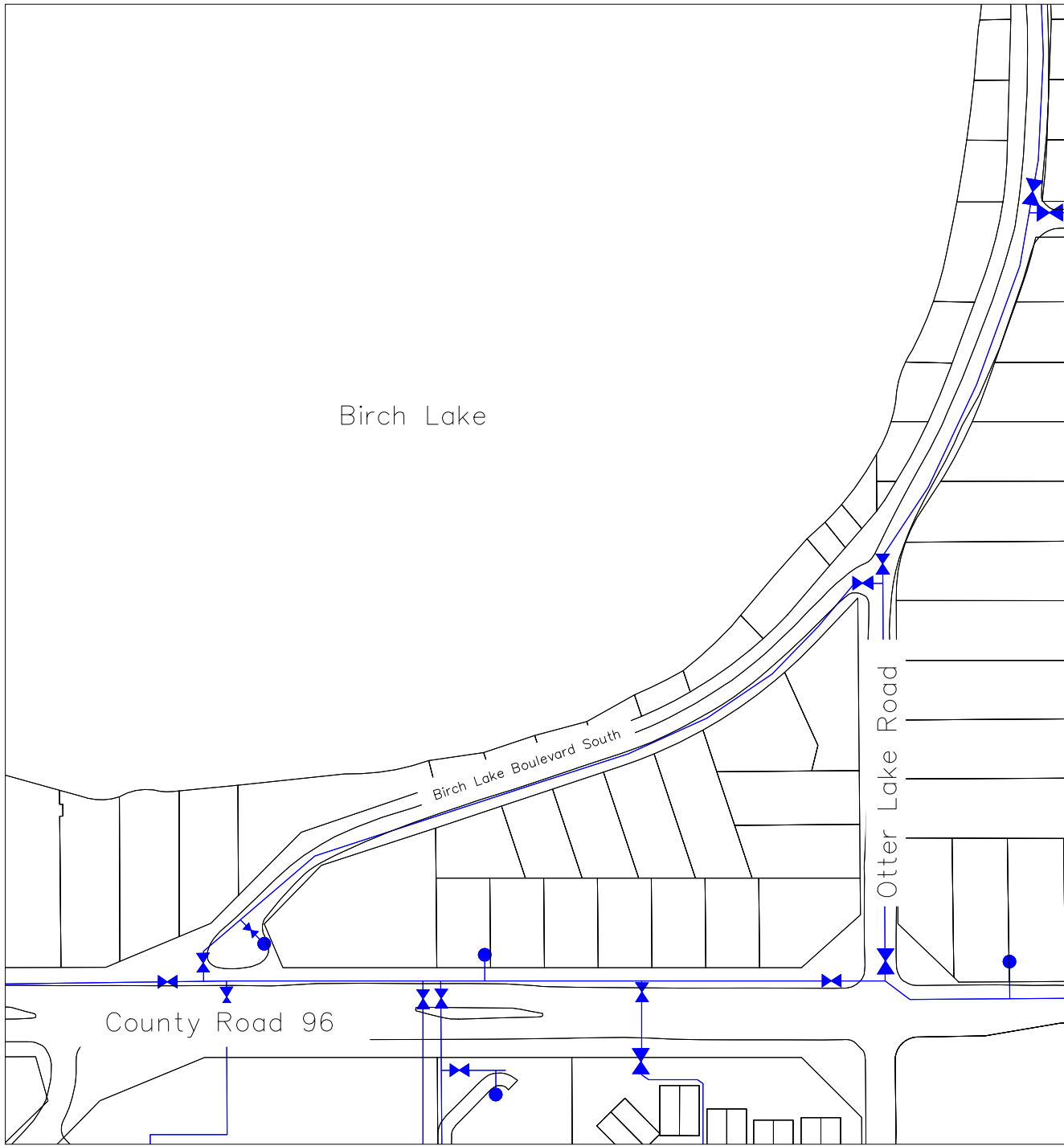


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

6b

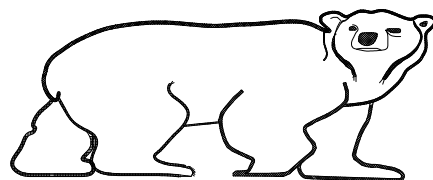
Project Area 18-06



1991-2002 BREAKS		2006 BREAKS		2010 BREAKS		2014 BREAKS	
2003 BREAKS		2007 BREAKS		2011 BREAKS		2015 BREAKS	
2004 BREAKS		2008 BREAKS		2012 BREAKS		2016 BREAKS	
2005 BREAKS		2009 BREAKS		2013 BREAKS		2017 BREAKS	

HISTORICAL WATERMAIN BREAKS PROJECT MAP

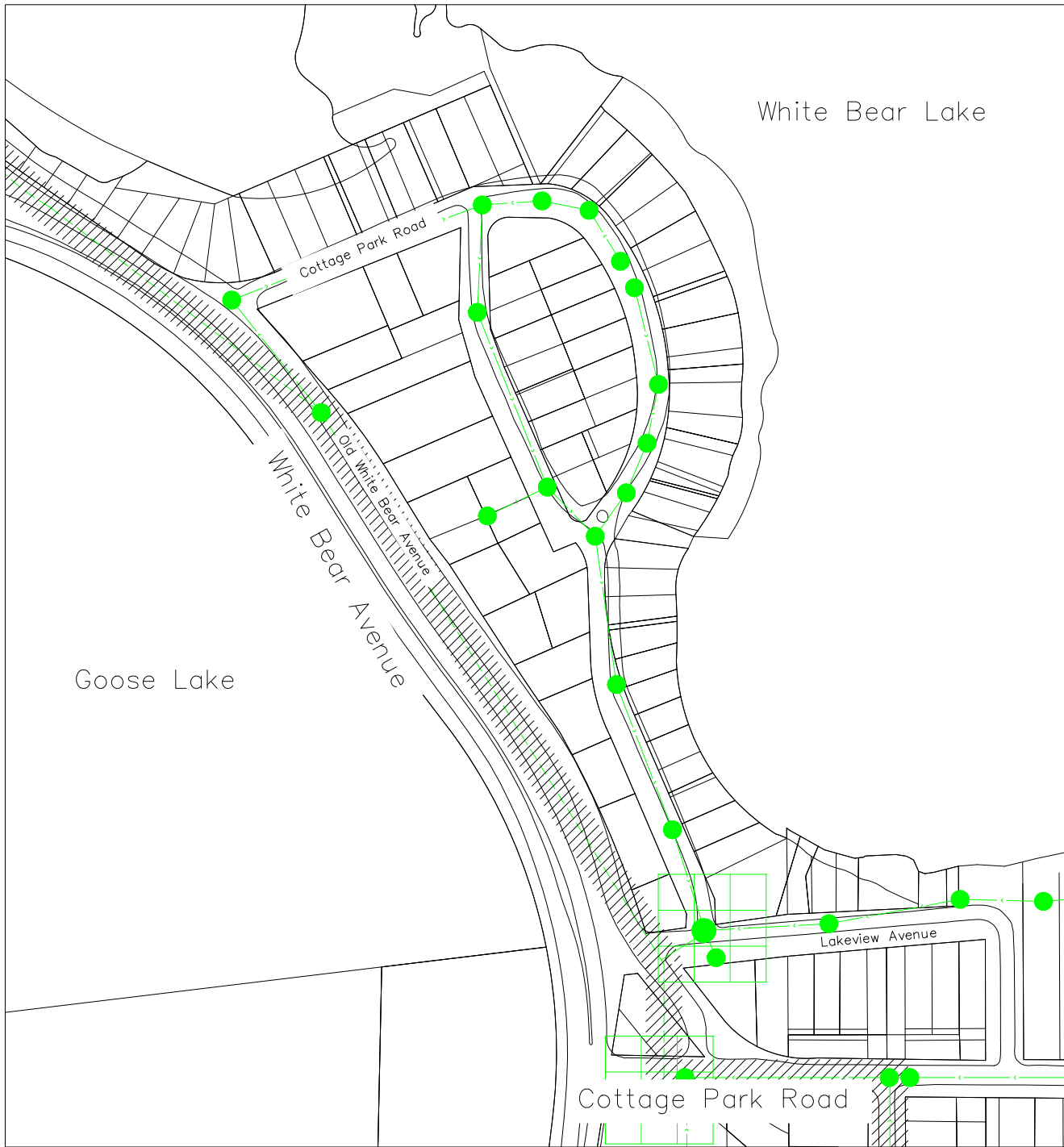
CITY PROJECT NO. 18-06



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

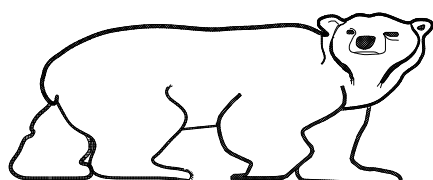
6c



- CITY SANITARY SEWER
- MCES SANITARY SEWER
- PROPOSED LINE REPAIR
- PREVIOUSLY LINED

**SANITARY SEWER REPAIR
PROJECT MAP**

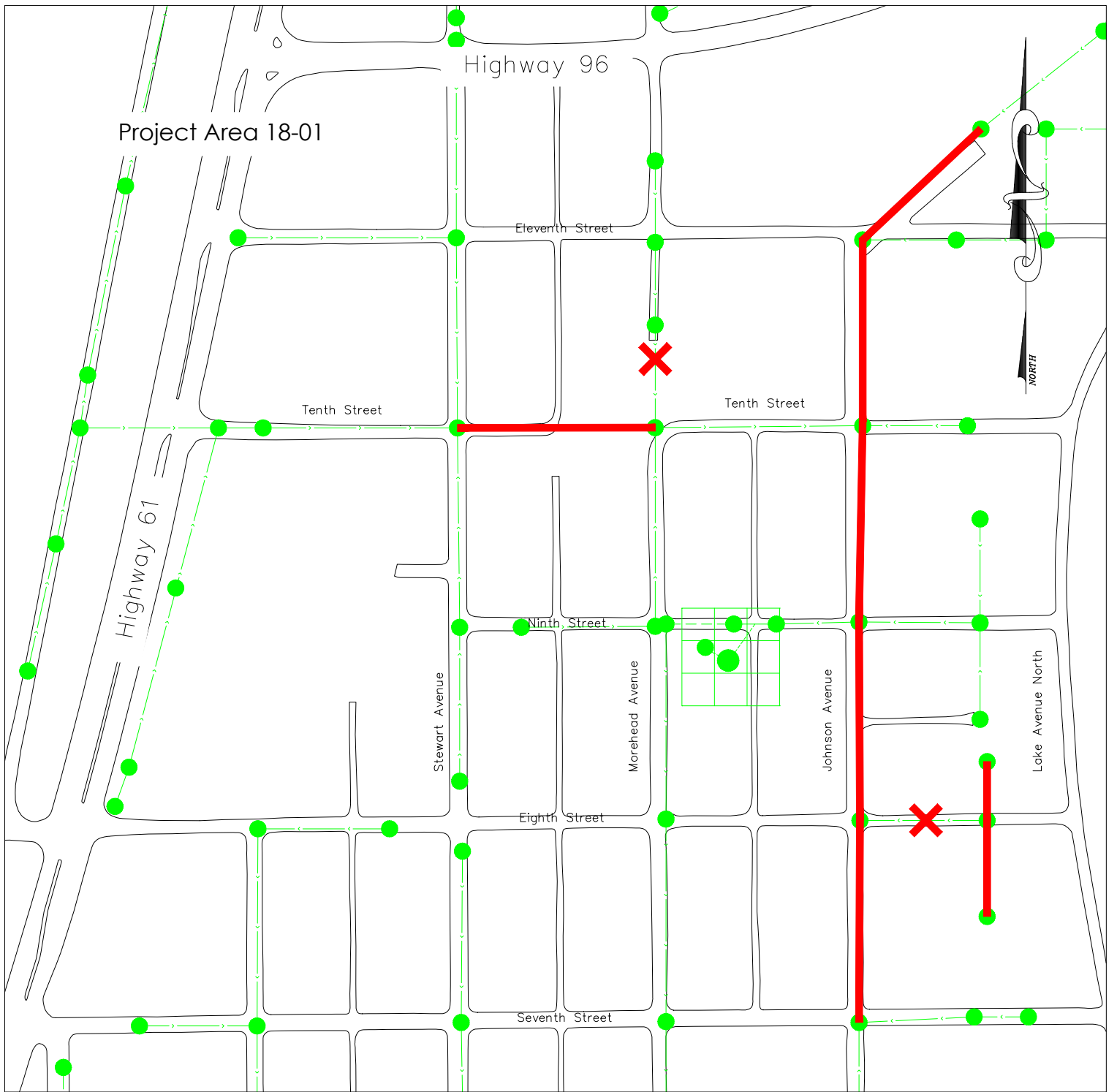
CITY PROJECT NO. 17-06


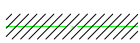




CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

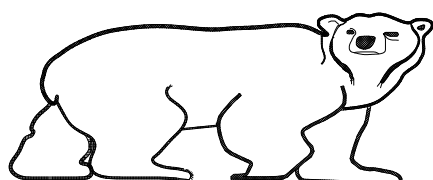
7a



CITY SANITARY SEWER 
 MCEs SANITARY SEWER 
 PROPOSED LINE REPAIR 
 PREVIOUSLY LINED 

**SANITARY SEWER REPAIR
PROJECT MAP**

CITY PROJECT NO. 18-01


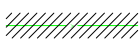




CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

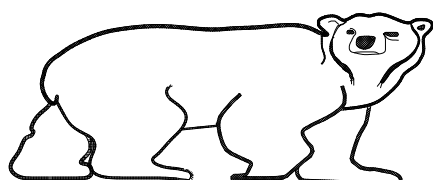
7b



CITY SANITARY SEWER 
MCES SANITARY SEWER 
PROPOSED LINE REPAIR 
PREVIOUSLY LINED 

SANITARY SEWER REPAIR PROJECT MAP

CITY PROJECT NO. 18-06



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

7c

OLD WHITE BEAR AVENUE

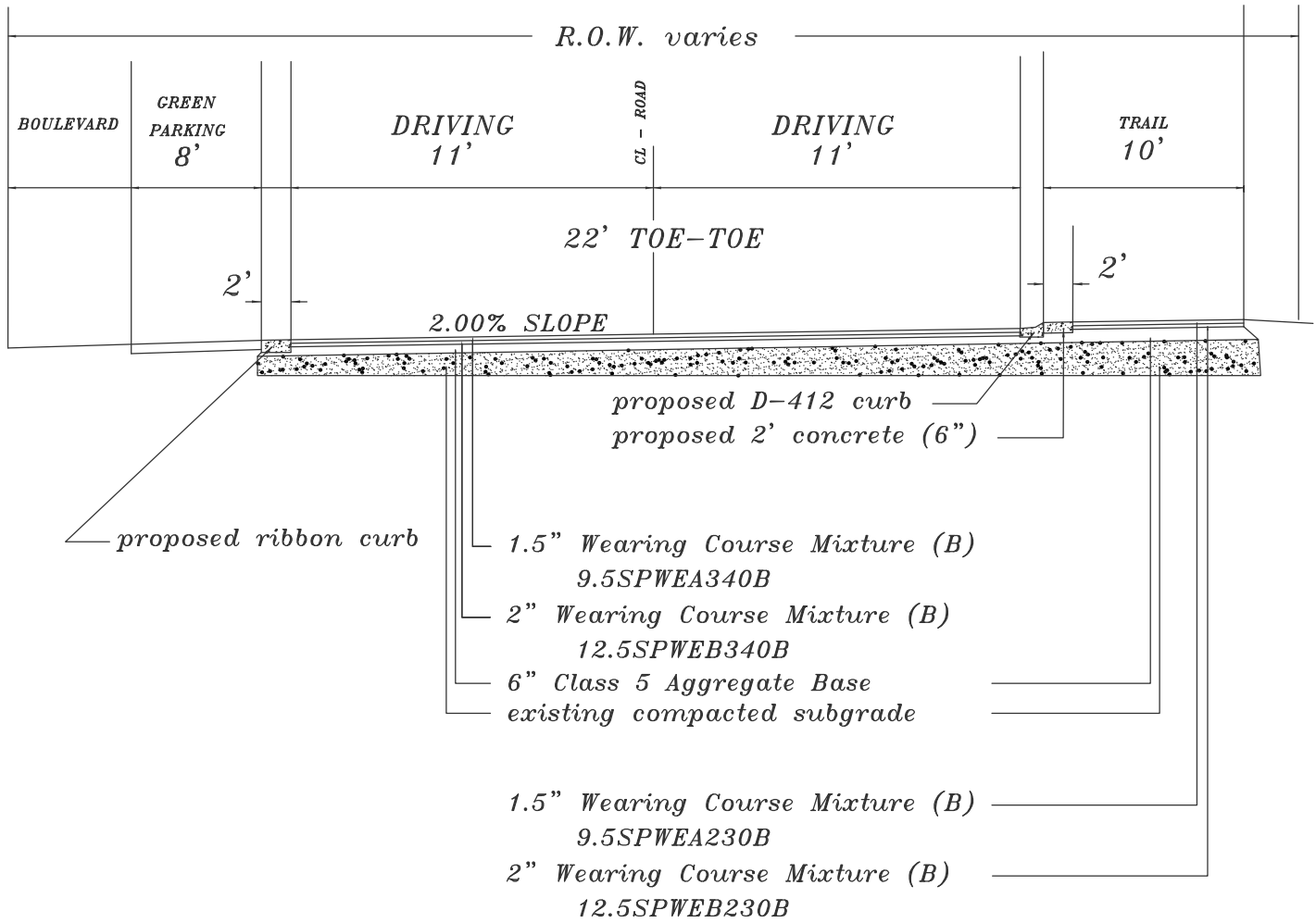
SOUTH SHORE BLVD TO COTTAGE PARK RD

22' FACE TO FACE

2 - 11' DRIVING LANES

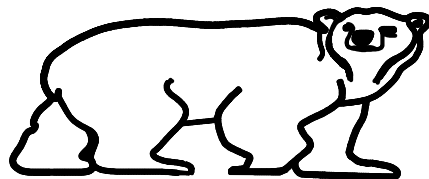
1 PROPOSED 10' TRAIL

1 PROPOSED 8' PARKING LANE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 17-06

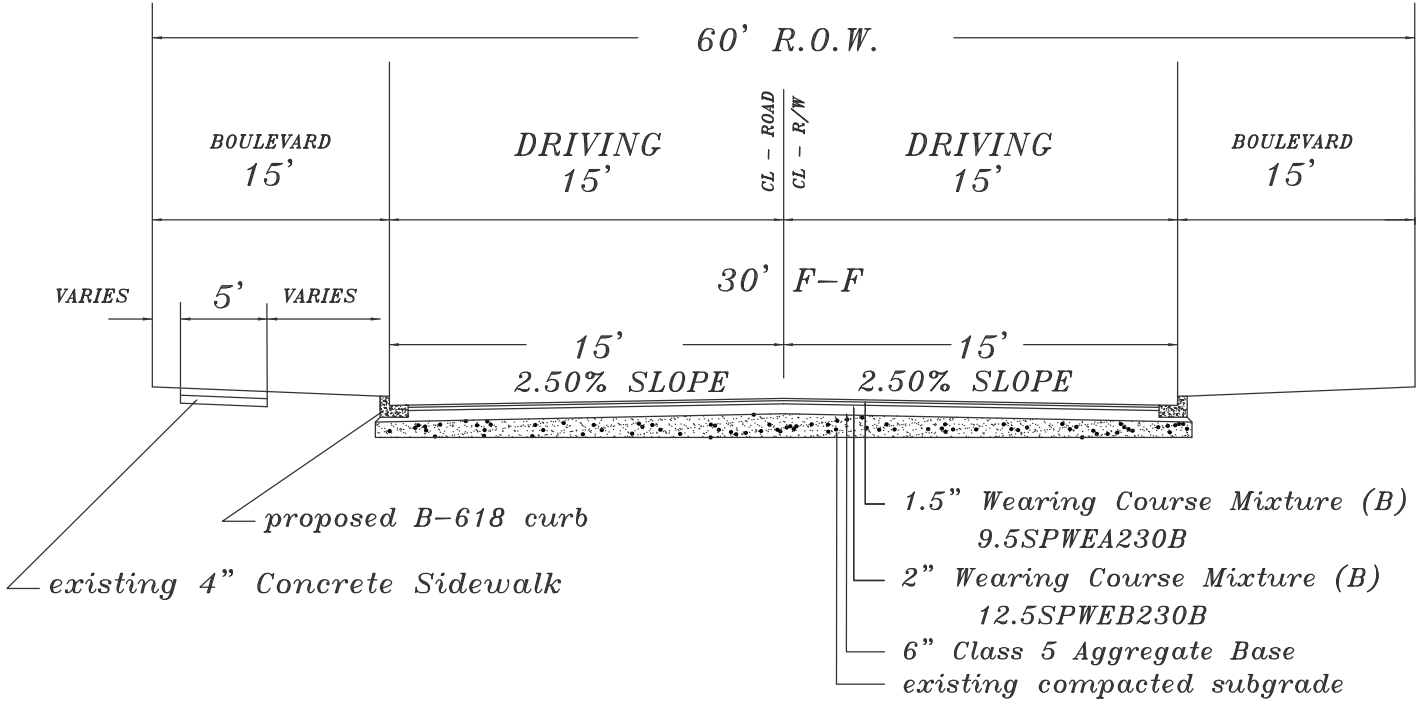


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

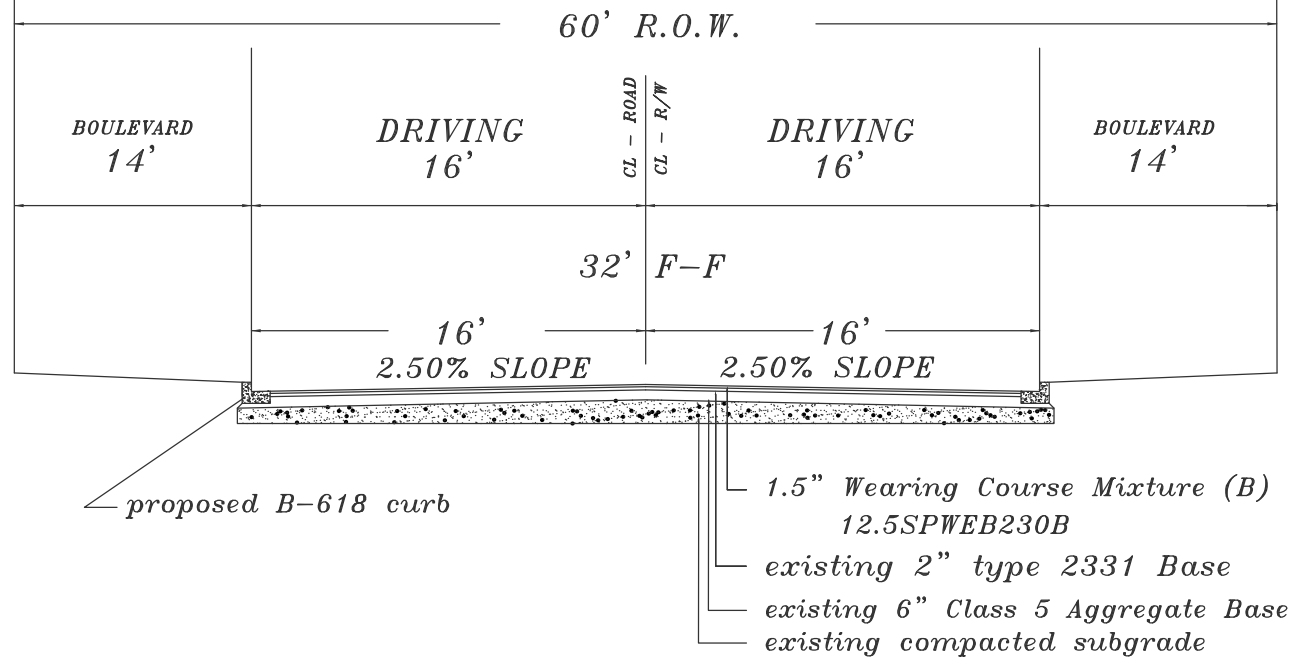
EXHIBIT

8

JOHNSON AVENUE
7TH STREET TO 10TH STREET
30' FACE TO FACE

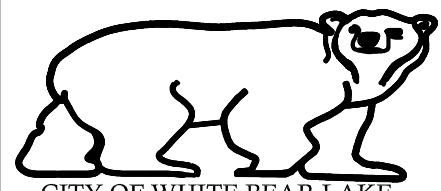


JOHNSON AVENUE
11TH STREET TO NORTH END
32' FACE TO FACE



**TYPICAL STREET
 CROSS SECTIONS**

CITY PROJECT NO. 18-01

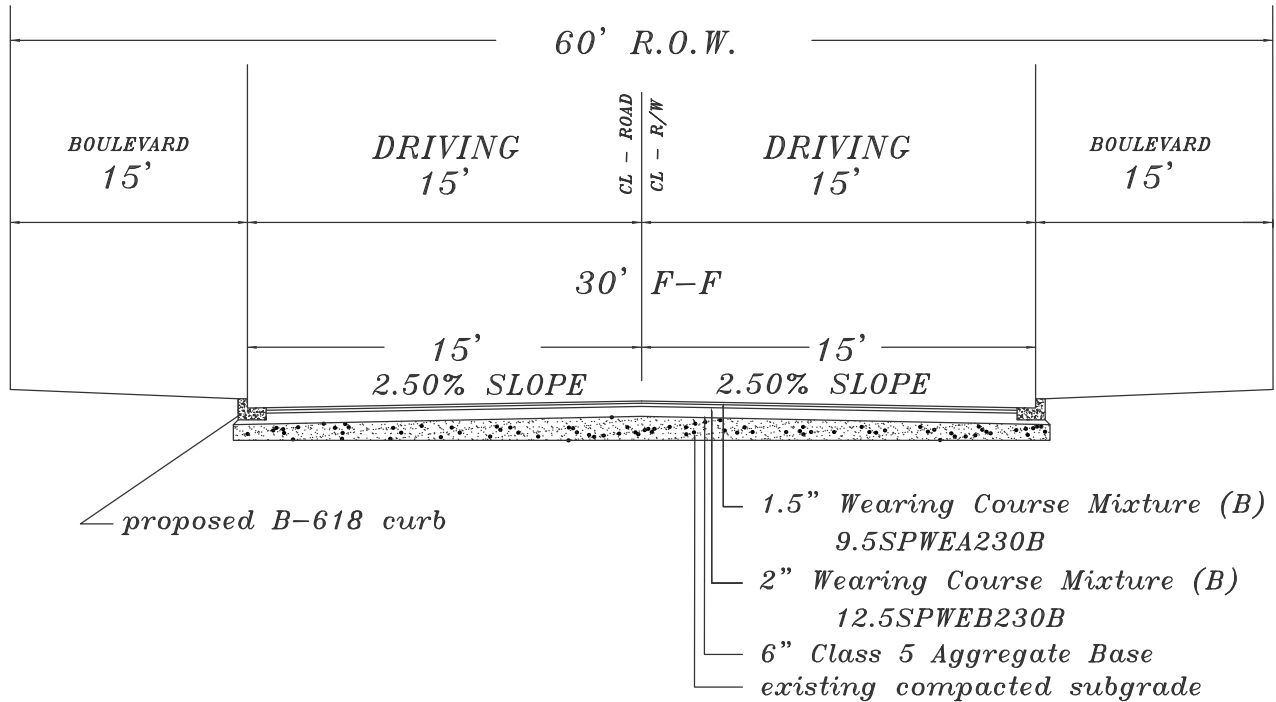


**CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT**

EXHIBIT

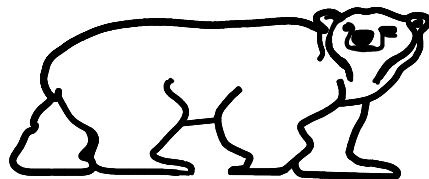
9A

MOREHEAD AVENUE
7TH STREET TO 10TH STREET
TENTH STREET
HIGHWAY 61 TO STEWART AVENUE
ELEVENTH STREET
HIGHWAY 61 TO STEWART AVENUE
30' FACE TO FACE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 18-01



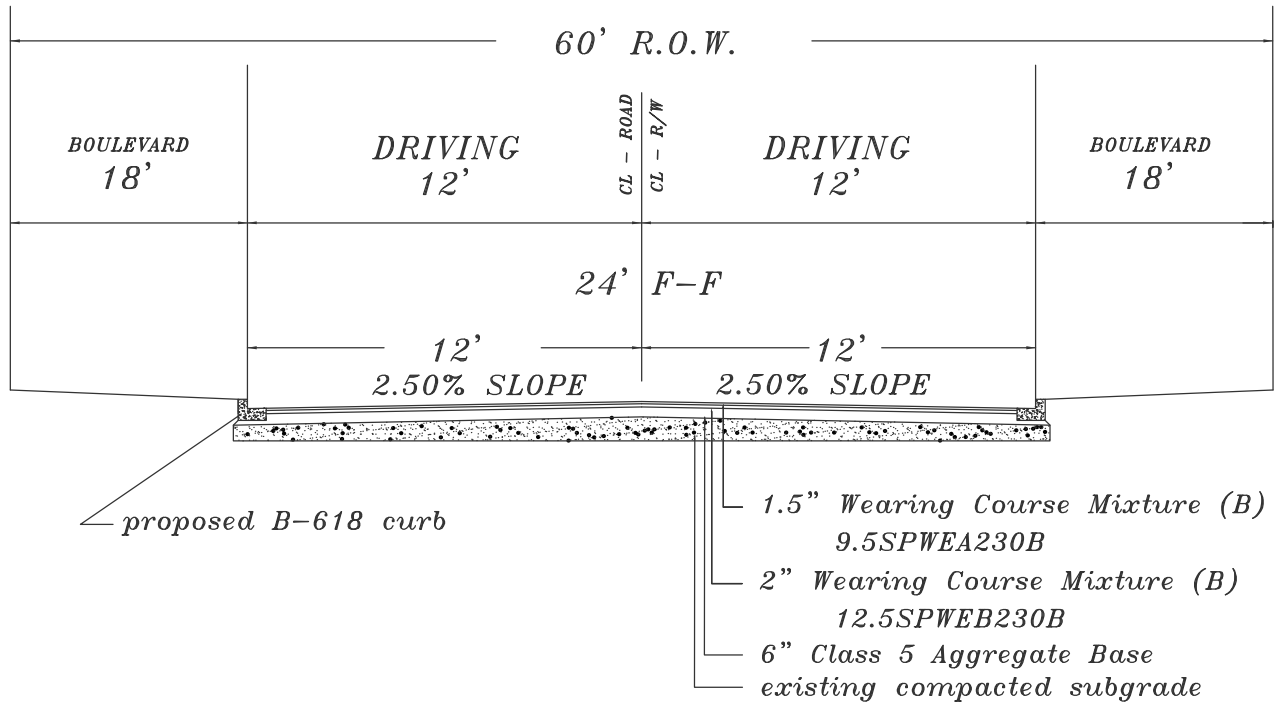
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

9B

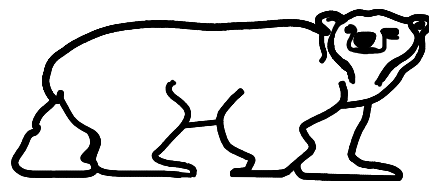
MOREHEAD AVENUE
 11TH STREET TO STATE HIGHWAY 96
EIGHTH STREET
 STEWART AVENUE TO LAKE AVENUE
TENTH STREET
 STEWART AVENUE TO ALLEY EAST
 MOREHEAD AVENUE TO JOHNSON AVENUE

24' FACE TO FACE



TYPICAL STREET
CROSS SECTIONS

CITY PROJECT NO. 18-01

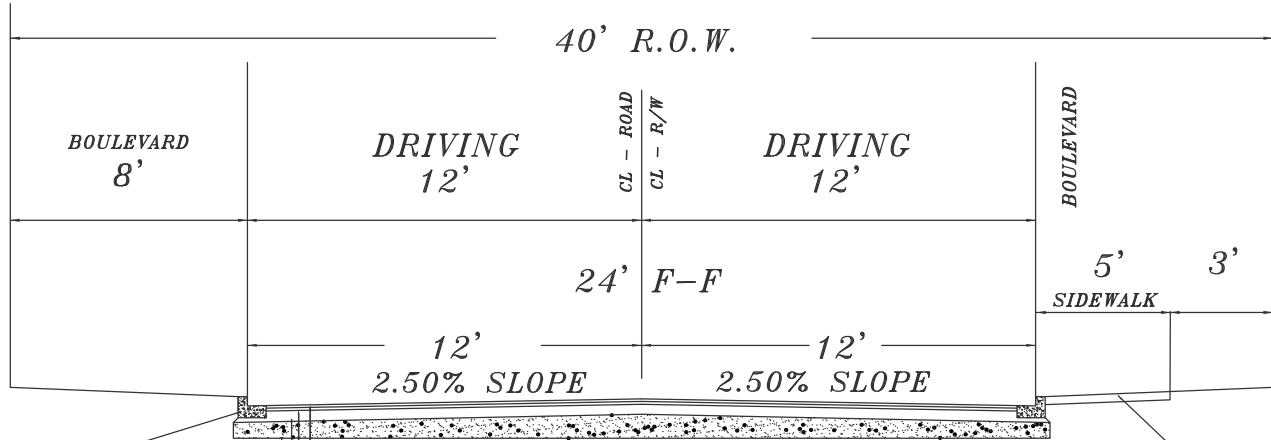


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

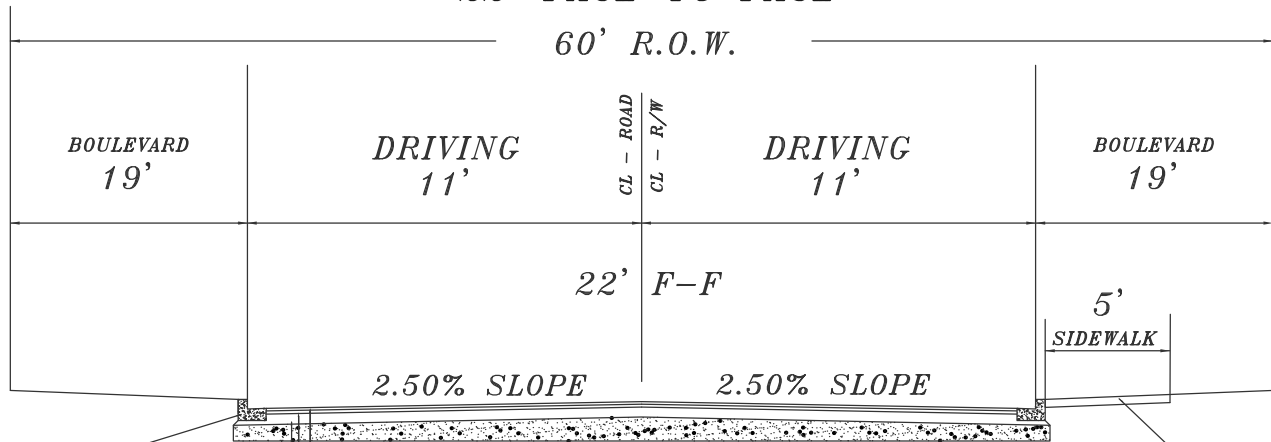
9C

NINTH STREET
STEWART AVENUE TO LAKE AVENUE NORTH
24' FACE TO FACE



- ← proposed B-618 curb
- 1.5" Wearing Course Mixture (B)
9.5SPWEA230B
- 2" Wearing Course Mixture (B)
12.5SPWEB230B
- 6" Class 5 Aggregate Base
- Proposed 4" Concrete Sidewalk
- existing compacted subgrade

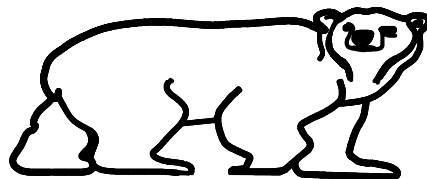
ELEVENTH STREET
STEWART AVENUE TO JOHNSON AVENUE
22' FACE TO FACE



- ← proposed B-618 curb
- 1.5" Wearing Course Mixture (B)
9.5SPWEA230B
- 2" Wearing Course Mixture (B)
12.5SPWEB230B
- 6" Class 5 Aggregate Base
- Proposed 4" Concrete Sidewalk
- existing compacted subgrade

**TYPICAL STREET
 CROSS SECTIONS**

CITY PROJECT NO. 18-01

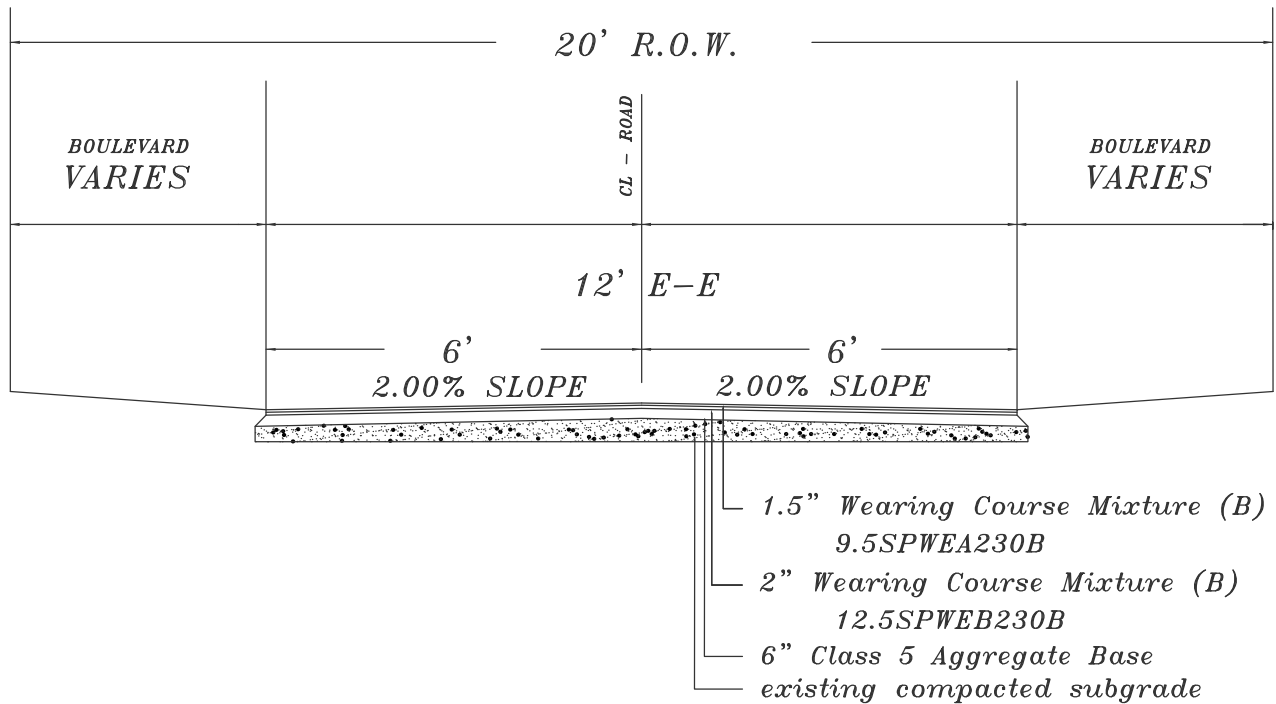


**CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT**

EXHIBIT

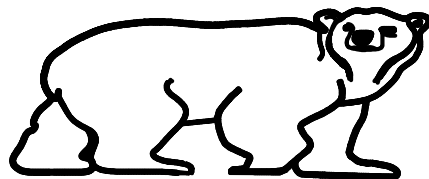
9D

VARIOUS ALLEYS
7TH STREET TO STATE HIGHWAY 96
JOHNSON AVENUE TO DEAD END EAST
12' EDGE TO EDGE



**TYPICAL STREET
CROSS SECTIONS**

CITY PROJECT NO. 18-01



**CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT**

EXHIBIT

9E

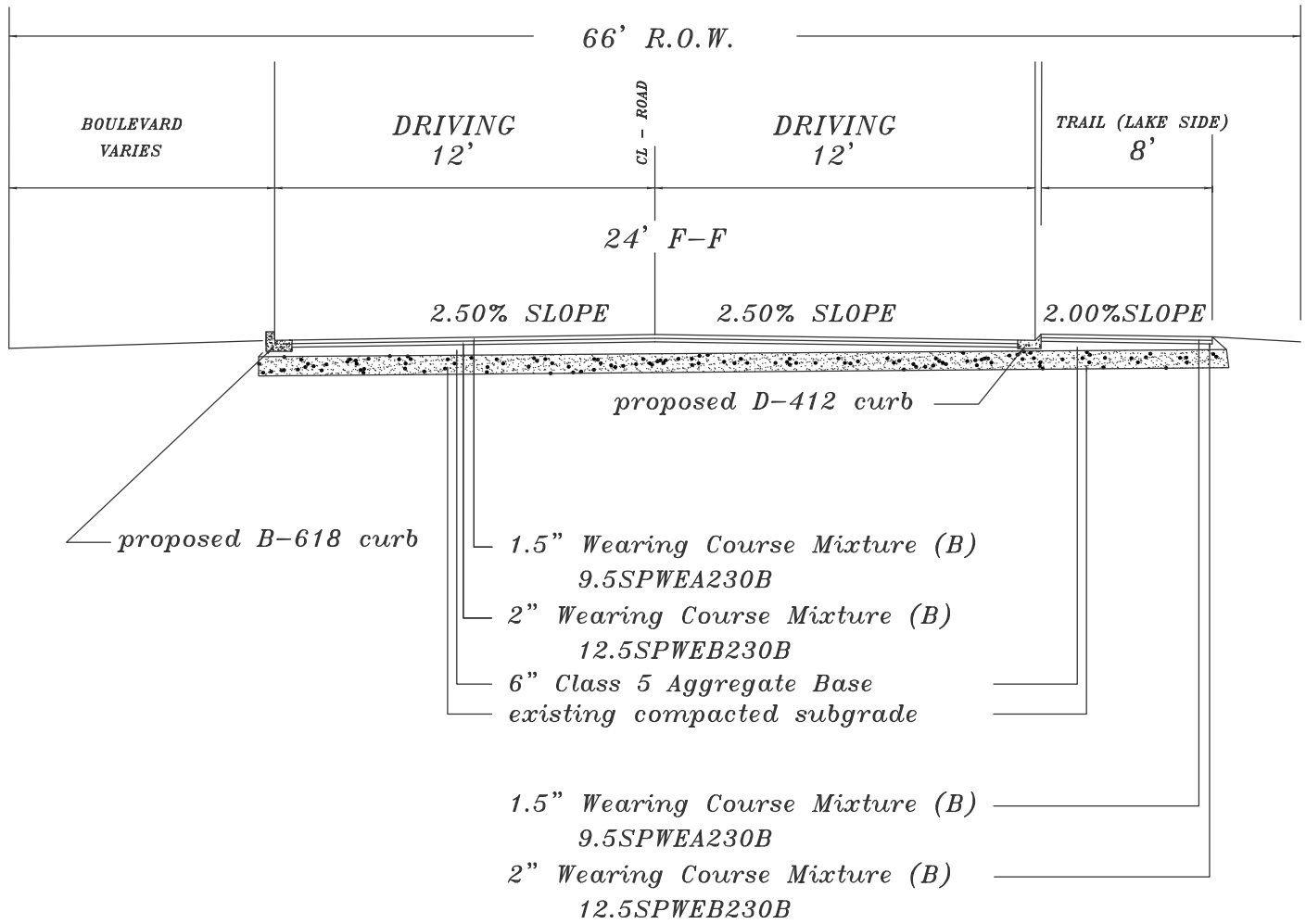
BIRCH LAKE BOULEVARD SOUTH

OTTER LAKE ROAD TO END CUL-DE-SAC

22' FACE TO FACE

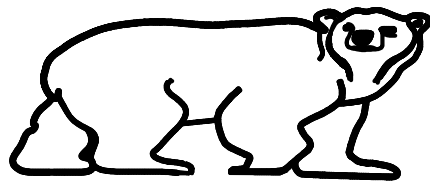
2 - 11' DRIVING LANES

1 PROPOSED 8' TRAIL



TYPICAL STREET
CROSS SECTIONS

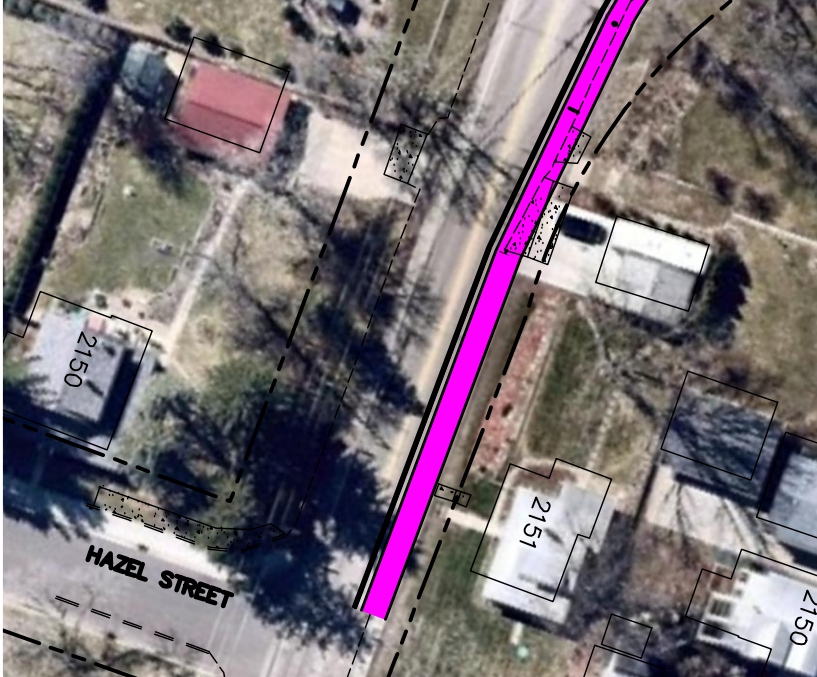
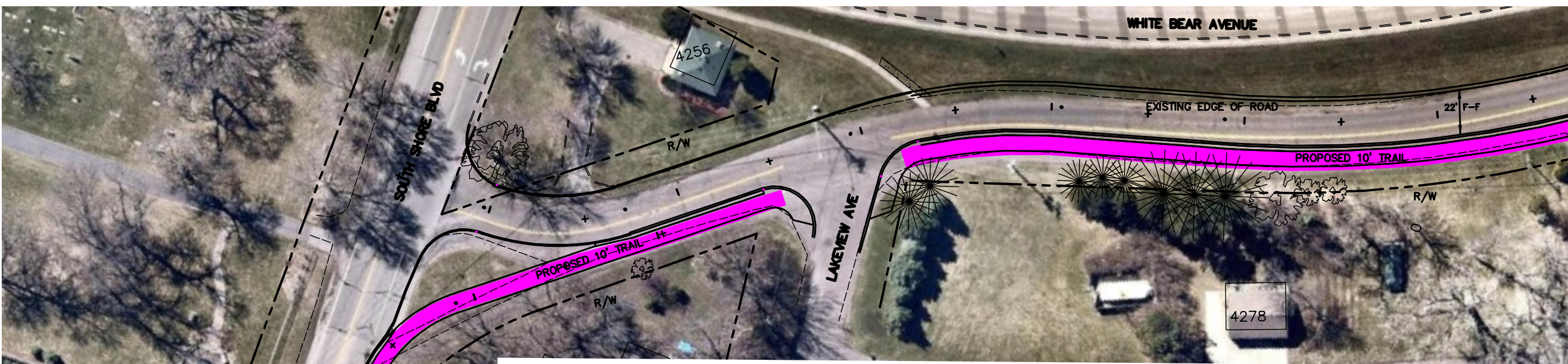
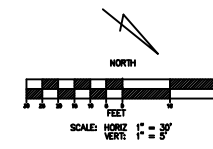
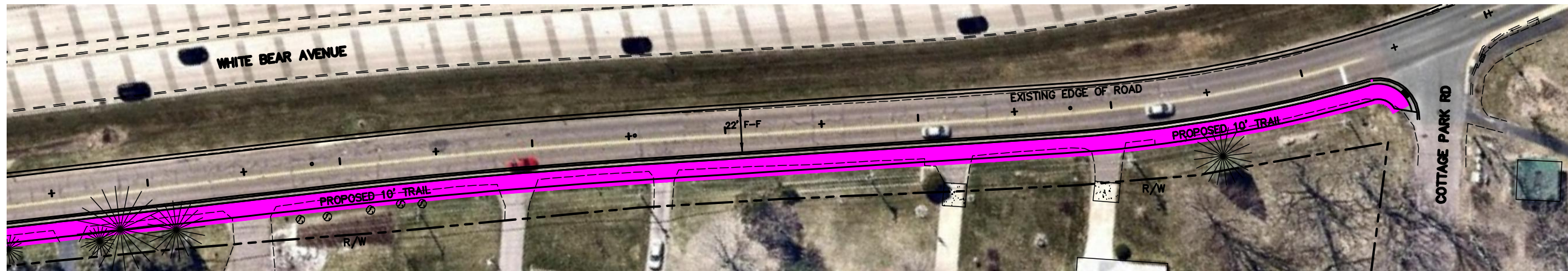
CITY PROJECT NO. 18-06



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

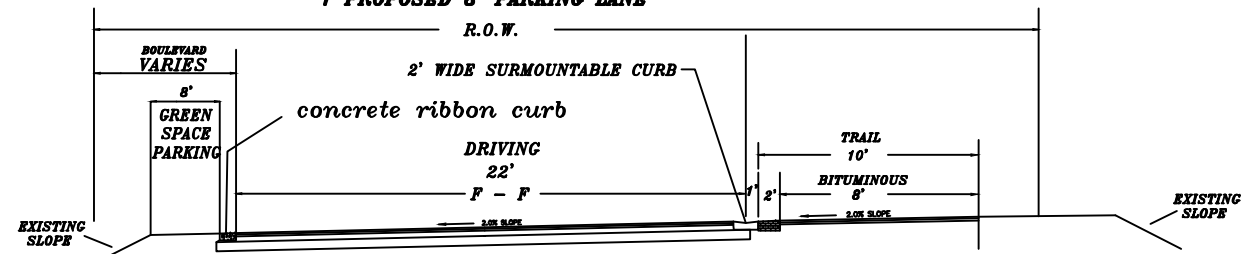
EXHIBIT

10



OLD WHITE BEAR AVENUE

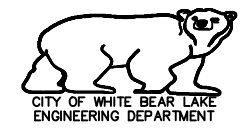
SOUTH SHORE BLVD TO COTTAGE PARK RD
22' FACE TO FACE
2 - 11' DRIVING LANES
1 PROPOSED 10' TRAIL
1 PROPOSED 8' PARKING LANE



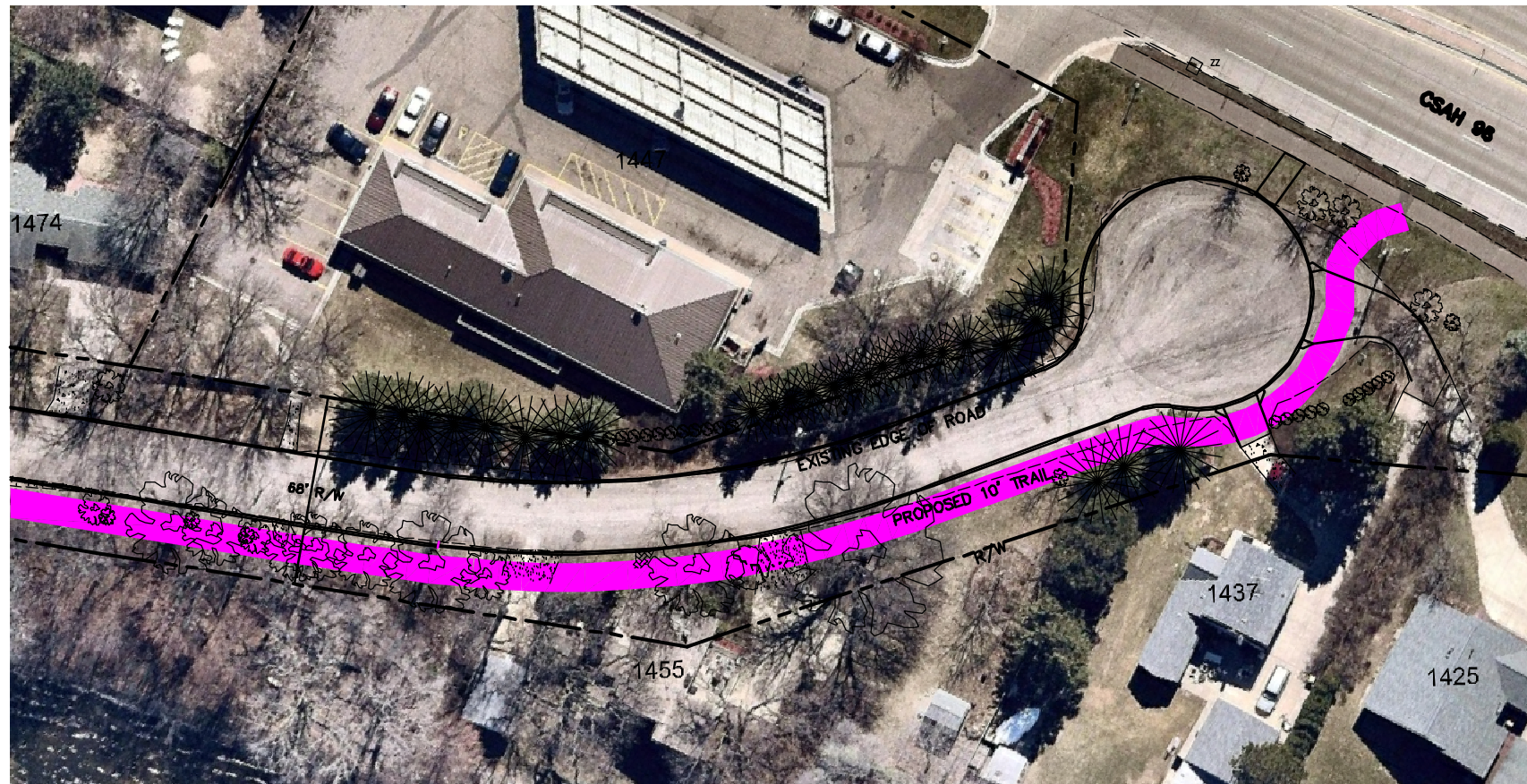
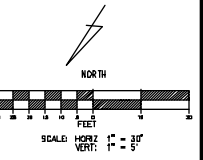
CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT
 4701 HIGHWAY 61
 WHITE BEAR LAKE
 MINNESOTA 55110-3227
 (651) 429-8531 FAX (651) 429-8500

OLD WHITE BEAR AVENUE
 STREET RECONSTRUCTION &
 UTILITY REHABILITATION
 CITY PROJECT #17-06

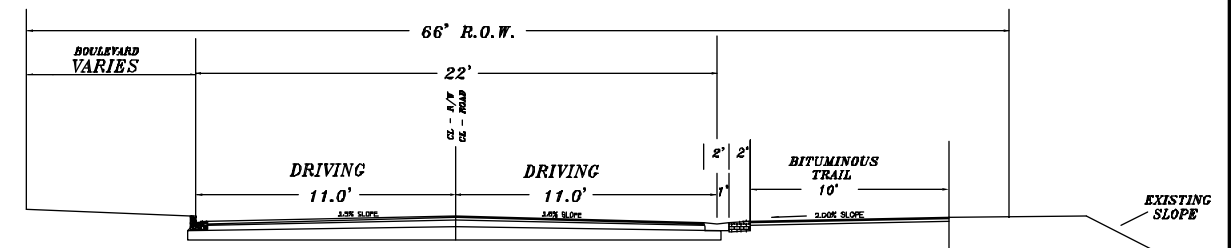
PROJECT MAP
 CITY PROJECT NO. 17-06



PROPOSED TRAIL



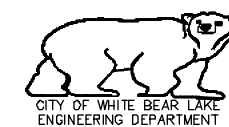
BIRCH LAKE BLVD SOUTH
WEST CUL-DE-SAC TO OTTER LAKE RD
22' FACE TO FACE
2 - 11' DRIVING LANES
1 PROPOSED 10' TRAIL



CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT
 4701 HIGHWAY 61
 WHITE BEAR LAKE
 MINNESOTA 55110-3227
 (651) 429-4531 FAX (651) 429-8500

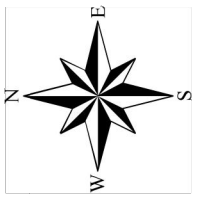
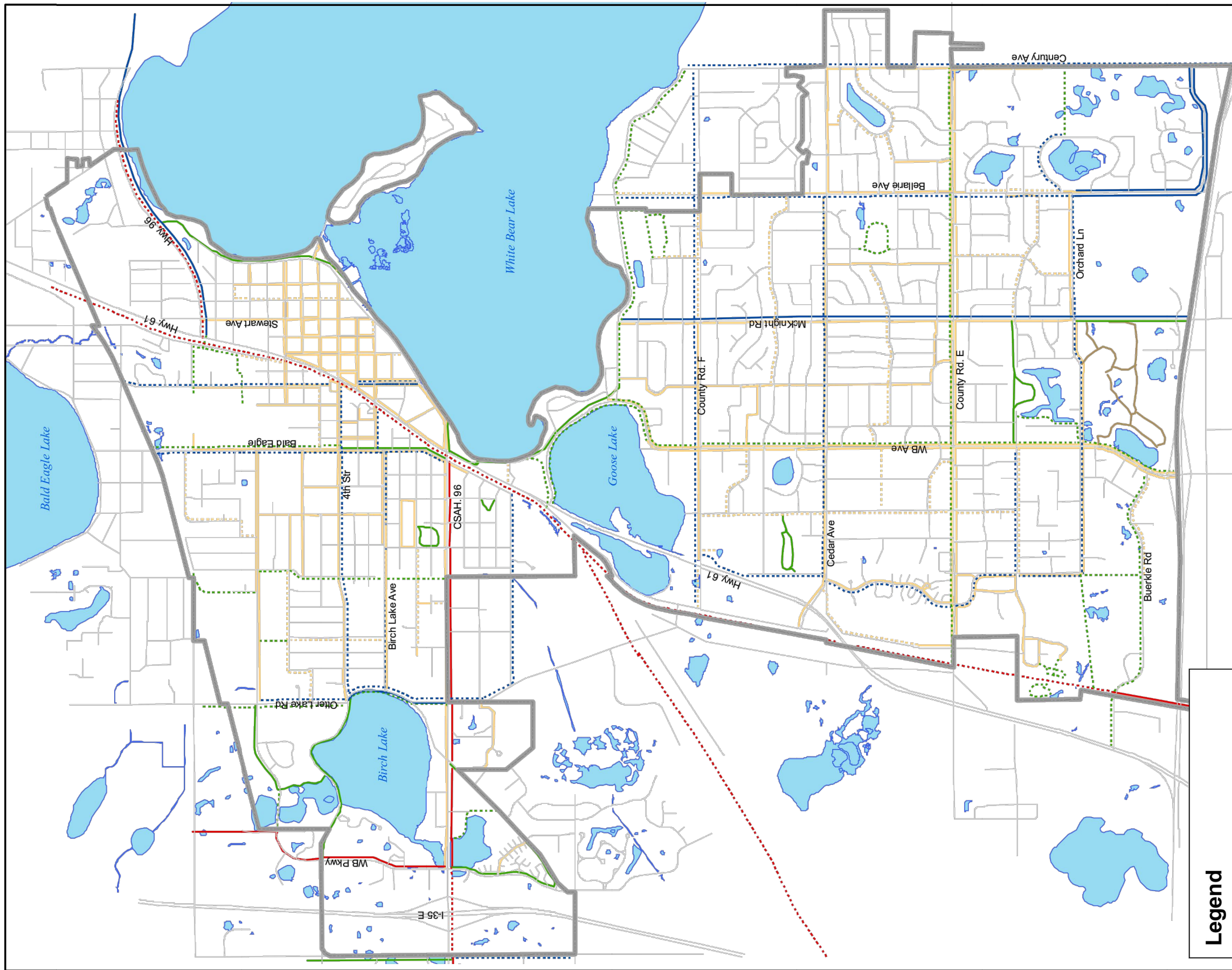
BIRCH LAKE BLVD SOUTH
 STREET RECONSTRUCTION &
 UTILITY REHABILITATION
 CITY PROJECT #18-06

PROJECT MAP
 CITY PROJECT NO. 18-06



PROPOSED TRAIL

X:\2018\18-06 Birch Lake Blvd South\Engineering\Birch Lake Blvd Proposed Sidewalk.dwg, 3/13/2017 9:43:00 AM, Printed PDF 4x3

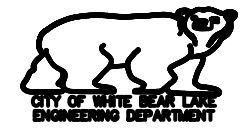


This plan is part of the City's long-range vision. All proposed routes are conceptual and may or may not be built depending upon a variety of factors.

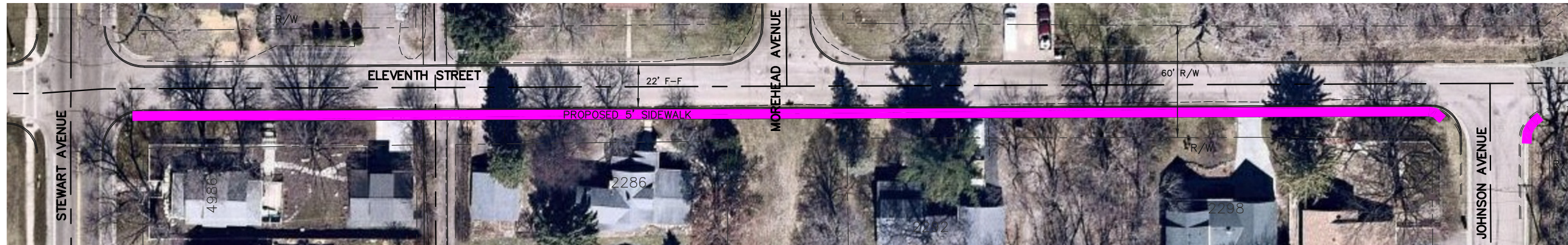
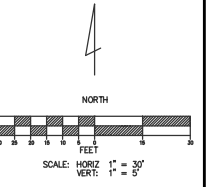
CITY OF WHITE BEAR LAKE
NON-MOTORIZED
TRANSPORTATION PLAN
 Updated June 9, 2015
 Community Development Dept.
 For More Info, Call 651-429-8561

Legend

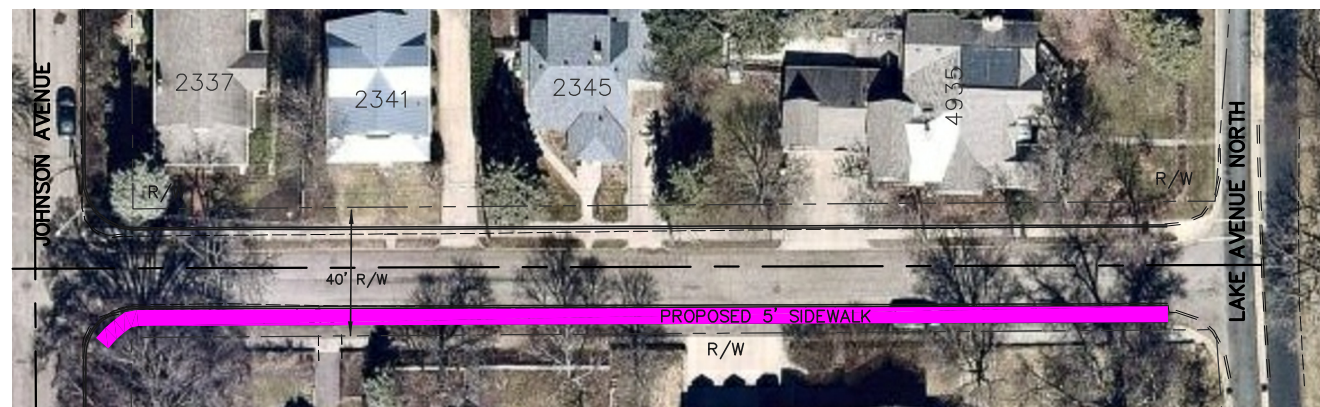
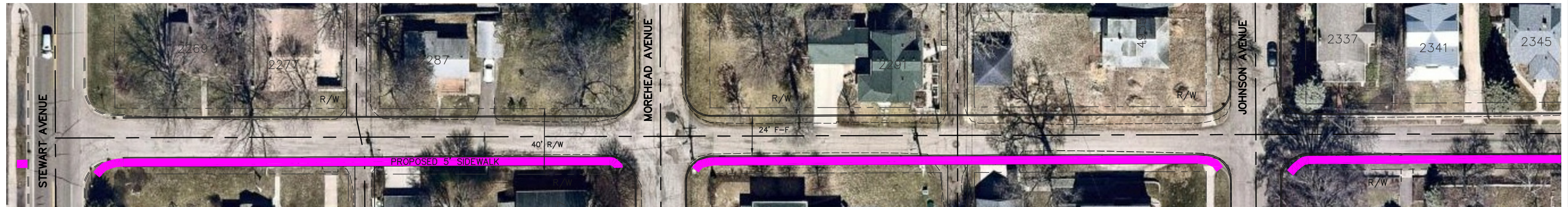
- Existing Regional Trail (Met-Council Approved)
- - - Proposed Regional Trail
- Existing Mixed-Use Trail
- - - Proposed Mixed-Use Trail
- Existing On-Road Bike Lane
- - - Proposed On-Road Bike Lane
- Existing Sidewalk
- - - Proposed Sidewalk
- Woodchip or Gravel



ELEVENTH STREET



NINTH STREET



ELEVENTH STREET
STEWART AVENUE TO JOHNSON AVENUE
22' FACE TO FACE

NINTH STREET
STEWART AVENUE TO LAKE AVENUE NORTH
24' FACE TO FACE

40' - 60' R.O.W.			
BOULEVARD varies	DRIVING 11' - 12'	DRIVING 11' - 12'	BOULEVARD varies
22' - 24' F-F		5' SIDEWALK	
2.50% SLOPE		2.50% SLOPE	

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT
4701 HIGHWAY 61
WHITE BEAR LAKE
MINNESOTA 55110-3227

NINTH AND ELEVENTH STREET
STREET RECONSTRUCTION &
UTILITY REHABILITATION
CITY PROJECT #18-01

PROJECT MAP
CITY PROJECT NO. 18-01



PROPOSED SIDEWALK