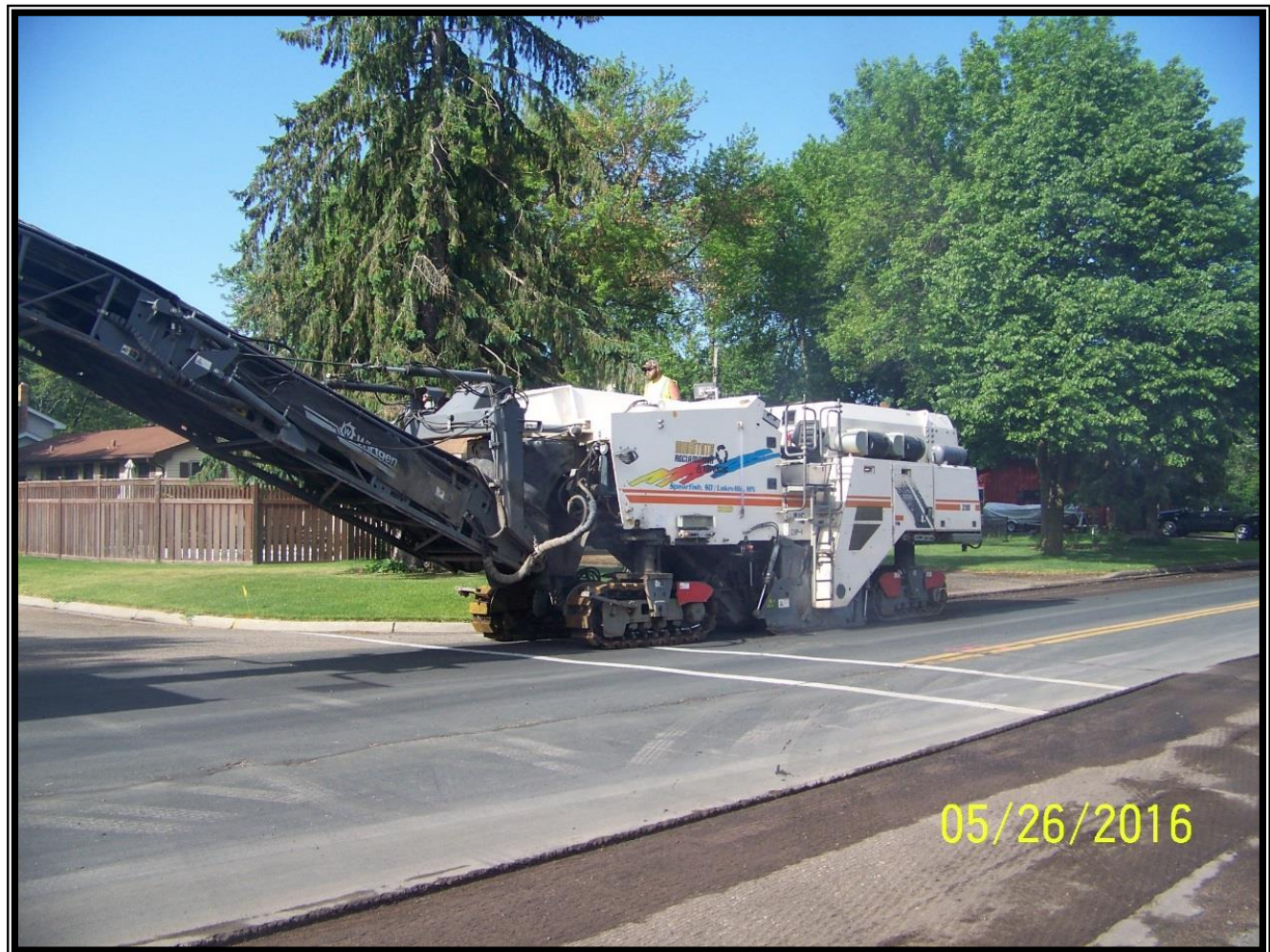


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

FEASIBILITY REPORT
for the
2020 MILL AND OVERLAY PROJECT

January 23, 2020



City of White Bear Lake
Engineering Department
4701 Highway 61
White Bear Lake, MN 55110



FEASIBILITY REPORT
for the
2020 CITY MILL & OVERLAY PROJECT

CITY PROJECT NO. 20-13

Dillon Street / Fifth Street / Woodcrest Road / Auger Avenue /
Dell Court N / Dell Court S / Dell Street / Elm Street / Highland Avenue
Midland Court / Rooney Place / Sunrise Court / Willow Court East /
Willow Court / Jansen Avenue / Glen Oaks Avenue / Glen Oaks Court /
Rolling View Court / Rolling View Drive / Oak Court / Orchard Circle

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.



Paul Kauppi, P.E.
License No. 41291

January 23, 2020

Date

City of White Bear Lake
Engineering Department
4701 Highway 61
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I. INTRODUCTION

The City of White Bear Lake is continuing to improve and monitor the condition of its infrastructure through implementation of a Pavement Management Program. The City's Pavement Management Program includes regular patching, crack sealing and sealcoating as routine maintenance techniques to preserve City streets. In addition, total reconstruction of 2-1/2 to 3 miles of streets is undertaken each year to improve pavements that cannot be maintained by routine techniques. Since the City initiated its street reconstruction program in the 1980's, over 79 miles – or 93 percent – of the City's streets have been reconstructed to current standards with engineered pavement sections and concrete curb and gutter. As these streets age, they are maintained by the City using routine maintenance procedures, which can be expected to keep the pavements in good condition for approximately 20-25 years if undertaken at appropriate intervals. When a pavement reaches the point where routine maintenance techniques are no longer effective (usually at about the 20-25 year point or after 2 to 3 sealcoat applications), a major rehabilitation procedure is necessary. The life of the pavements between major rehabilitations depends largely on traffic types and volumes. Streets which carry larger vehicles with heavy loads and higher daily traffic volumes typically wear out faster than low volume residential streets.

The means of rehabilitating the bituminous pavement structure could range from milling & overlaying to total pavement replacement. This process involves the removal of the top layer of asphalt by grinding (or milling) and then replacement of the upper layer of asphalt (wearing course). Total pavement replacement involves completely removing all of the asphalt layers, re-grading the aggregate base, and then placing new asphalt layers. As streets which have been reconstructed deteriorate to the point where maintenance is no longer effective, these procedures are the next step in the pavement maintenance process.

The streets proposed for rehabilitation in 2020 have deteriorating bituminous pavements, some poor drainage characteristics, and some public utility facilities which need upgrading. All of the public infrastructure elements proposed for reconstruction, rehabilitation, replacement or upgrading are important to the continuing vitality of the neighborhoods 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 2020 Mill & Overlay Project and will recommend in this Feasibility Report that the City Council include all streets described herein and shown on the map in **Exhibit 1**.

The streets proposed for inclusion in the **2020 Mill & Overlay Project**, as shown in detail in **Exhibits 2 - 5**, respectively are:

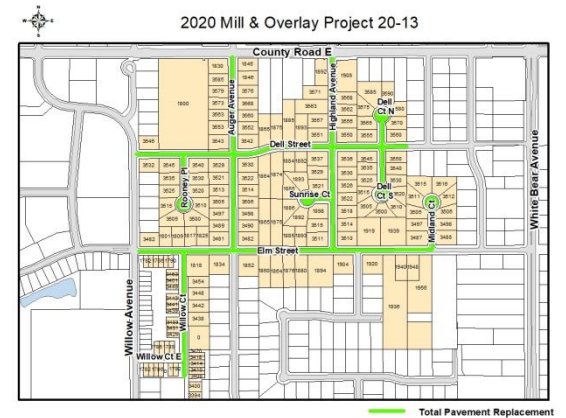
- **Dillon Street** (from Fifth Street to Seventh Street)
- **Fifth Street** (from Karen Place to Wood Avenue)
- **Woodcrest Road** (from Seventh Street to Ninth Street)

- **Auger Avenue** (from Elm Street to County Road E)
- **Dell Street** (from Willow Avenue to 140' West of Midland Avenue)
- **Dell Court N** (from Dell Street to end cul-de-sac)
- **Dell Court S** (from Dell Street to end cul-de-sac)
- **Elm Street** (from Willow Avenue to Midland Court)
- **Highland Avenue** (from Elm Street to County Road E)
- **Midland Court** (from Elm Street to end cul-de-sac)
- **Rooney Place** (from Dell Street to end cul-de-sac)
- **Sunrise Court** (from Highland Avenue to end cul-de-sac)
- **Willow Court East** (from Willow Avenue to Willow Court)
- **Willow Court** (from south limits to Elm Street)

- **Jansen Avenue** (from Bellaire Avenue to Glen Oaks Avenue)
- **Glen Oaks Avenue** (from Elm Drive to end cul-de-sac)
- **Glen Oaks Court** (from Glen Oaks Avenue to end cul-de-sac)
- **Rolling View Court** (from Rolling View Drive to end cul-de-sac)
- **Rolling View Drive** (from Glen Oaks Avenue to County Road E)
- **Oak Court** (from Bellaire Avenue to end cul-de-sac)

- **Orchard Circle** (from Orchard Lane to end cul-de-sac)

On December 10, 2019, the City Council adopted Resolution No. 12499, ordering preparation of this Feasibility Report for



the streets listed above. A copy of the memo and resolution are included in **Appendix A**.

If the Council decides to proceed with these utility and street improvements, the next step in the public improvement process (**Appendix B**) would be to conduct a formal public improvement hearing. A public hearing could be conducted on February 26, 2020, if the City Council were to order the hearing at its January 28, 2020 meeting.

II. PROJECT SCOPE

The scope of this report is to analyze the proposed streets above and to determine the engineering and fiscal feasibility of providing the necessary improvements. 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. FUTURE MILL AND OVERLAY REHABILITATION PLAN

Overall, if an existing bituminous pavement is in fair condition, milling the 1.5” wearing course off and repaving will provide extended life to the pavement. In areas of significant pavement distress, the project may include some full-depth asphalt and subgrade repair. All projects will require individual evaluations to ensure proper repair procedures are applied.

The City incorporated a mill and overlay component into its comprehensive Pavement Management Program for the first time in 2011. Included in **Appendices C1 & C2** are memos to the City Council from April 7, 2011 and April 21, 2011 regarding establishment of a Mill & Overlay Program and Resolution No. 10836 amending the City’s Special Assessment Policy. These memos help to outline the history of our Pavement Management Program and the importance of preventative maintenance on our infrastructure.

As reconstructed pavements age, it is anticipated that the City will need to increase the number of mill and overlay projects in order to maintain the serviceability of its pavement infrastructure, likely with a project each year for the foreseeable future. Streets will generally be ready for mill & overlay about 20-25 years after reconstruction and after 2 to 3 sealcoat applications. In addition to streets which will be included in the mill & overlay projects at 20-25 years of age will be streets that have premature pavement failure due to other factors. The City will be challenged as it works to complete the street reconstruction program while undertaking mill and overlay projects at the same time. We anticipate that the two programs could overlap for the next 3 to 5 years before the street reconstruction program is completed and we are primarily undertaking mill and overlay projects.

IV. EXISTING CONDITIONS

The streets included in the proposed 2020 Mill & Overlay Project are deteriorating and in need of pavement rehabilitation as well as minor storm sewer repairs. The current condition of the infrastructure is outlined as follows:

A. Storm Sewer

The storm sewer systems on the proposed projects consist of catch basins, manholes, culverts, and storm pipe. The storm sewer system is operating as intended, with only minor repairs to catch basins and manholes expected.

B. Street Pavements

The bituminous street pavements in these proposed projects have been maintained by the City through a regular patching and seal coating program, but the pavements are now at the end of their useful life. They are cracking and exhibiting general pavement failures which can be substantially corrected with a milling and overlaying process.

Streets proposed for rehabilitation in 2020 are shown in **Table 1**. These streets are being recommended due to the deteriorating condition of the top (wearing course) layer of asphalt. These streets can no longer be effectively maintained using routine pavement maintenance techniques (patching, crack sealing and sealcoating). Rehabilitation of these streets is a high priority.

The project maps are shown in **Exhibits 2-5**.

**TABLE 1
 EXISTING STREET WIDTHS & ORIGINAL CONSTRUCTION YEAR**

STREET	SEGMENT	EXISTING WIDTH (Face – Face)	ORIGINAL CONSTRUCTION YEAR
Dillon Street	Fifth Street to Seventh Street	36 feet	1988
Fifth Street	Karen Place to Dillon Street	32 feet	1975
Fifth Street	Dillon Street to Wood Avenue	32 feet	1988
Woodcrest Road	Seventh Street to Ninth Street	36 feet	1988
Dell Street	Willow Avenue to Auger Avenue	32 feet	1984
Dell Street	Auger Avenue to 140 ‘ West of Midland Avenue	32 feet	1980
Dell Court North	Dell Street to end cul-de-sac	32 feet	1987
Dell Court South	Dell Street to end cul-de-sac	32 feet	1987
Elm Street	Willow Avenue to Midland Court	32 feet	1980
Rooney Place	Dell Street to end cul-de-sac	32 feet	1987
Sunrise Court	Highland Avenue to end cul-de-sac	32 feet	1980

Willow Court East	Willow Avenue to Willow Court	32 feet	1980
Willow Court	South Limits to Elm Street	32 feet	1980
Jansen Avenue	Bellaire Avenue to Glen Oaks Avenue	32 feet	1979
Glen Oaks Avenue	Elm Drive to Rolling View Drive	36 feet	1979
Glen Oaks Avenue	Rolling View Drive to end cul-de-sac	32 feet	1979
Glen Oaks Court	Glen Oaks Avenue to end cul-de-sac	30 feet	1979
Rolling View Court	Rolling View Drive to end cul-de-sac	36 feet	1979
Rolling View Drive	Glen Oaks Avenue to County Road E	36 feet	1979
Oak Court	Bellaire Avenue to end cul-de-sac	32 feet	1977
Orchard Circle	Orchard Lane to end cul-de-sac	32 feet	1980

V. PROPOSED IMPROVEMENTS

A. Storm Sewer Drainage Improvements

The storm sewer drainage improvements proposed for these projects are minor.

The existing storm sewer systems on these projects are adequate from a street drainage and flood control perspective. These systems will remain unchanged to follow existing drainage patterns. Some repairs or replacements of the manholes and catch basins are needed due to deterioration of structures built of concrete block. The mortar between these blocks and around the manhole adjusting rings has deteriorated due to salt intrusion and traffic loads. As part of this project, the mortar, concrete blocks and concrete adjusting rings will be repaired or replaced.

The storm sewer repairs will be funded with City funds.

B. Street Improvements

The proposed street project for the 2020 Mill & Overlay Project consists of 2 methods of pavement rehabilitation:

1. Mill & Overlay consists of milling the existing deteriorated pavements, construction of new pavements, and spot repair of damaged curb sections. No changes to the curb line are proposed, therefore the street widths will remain unchanged. Although the top 1.5 inch layer (wearing course) for these streets are exhibiting fatigue, the bituminous layer(s) below are not exhibiting any failure characteristics and do not warrant replacement.
2. Total Pavement Replacement consists of removal of the existing deteriorated pavements, re-grading the existing Class 5, construction of

new pavements, and spot repair of damaged curb sections. In some cases additional excavation, and adding gravel will have to take place to ensure we have a proper “engineered section”.

Typical street cross sections are shown on **Exhibits 6-10**

C. Sidewalk Improvements

City’s 2040 Comprehensive Plan contains a map of existing and proposed sidewalks and trails (see **Exhibit 11** – 2040 Comprehensive Plan Map “Non-Motorized Transportation Plan”). 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 2020 Mill & Overlay Project, consideration has been given to the addition of two sidewalks. The proposed sidewalks are along Elm Street from Willow Avenue to White Bear Avenue, and on Highland Avenue from Elm Street to County Road E. These proposed sidewalks would ultimately connect the existing sidewalks on County Road E, Willow Avenue, and White Bear Avenue.

The sidewalks would connect to places of public interest:

- McCarthy Park
- Willow Lane Elementary
- White Bear High School South Campus Baseball Fields
- White Bear High School South Campus
- Various Businesses on County Road E
- Bus Stops on County Road E

If the sidewalks were to be constructed it would be most feasible on the north side of Elm Street and east side of Highland Avenue. The reasons for this include, but are not limited to:

- Utility Conflicts (both public and private)
- Grading Concerns (more retaining wall will be necessary if it move to the other side of the road)
- Matching into driveways (more of a challenge and add additional cost)
- Right of Way Constraints

This sidewalk configuration is shown in **Exhibit 12 & 13**.

VI. PERMITS

City Project 20-13 is pavement rehabilitation project that is mostly within City Right of Way. There are no MPCA or Watershed permits necessary. City Project 20-13 will require Ramsey County Right of Way permits.

VII. PUBLIC INFORMATIONAL MEETING

Letters introducing the project and announcing the Public Informational Meeting was mailed on November 18, 2019. A copy of these letters are included in **Appendices E1 & E2**.

An initial public information meeting was held on December 3rd, 2019. At this meeting, about 20 residents attended and received the project outline. A copy of the outline is included in **Appendix E3**. Attendance was low, but expected due to the relatively non-intrusive nature and short duration of this project. At this meeting, the Engineering Department discussed details of the proposed project, financing methods, special assessment procedures, and answered questions and concerns about the project. The primary concerns for residents at this meeting are the cost (assessments) and the proposed sidewalks on Elm Street and Highland Avenue (**Exhibits 12 & 13**). Questions and concerns will continue to be heard throughout the public involvement process and incorporated in the design of the project as necessary.

VIII. ESTIMATED PROJECT COSTS

The estimated improvement costs for the proposed improvements are summarized in **Table 2**. The estimated total project cost proposed (including a 10% contingency) is **\$2,201,600**. 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 and special assessments to benefited properties.

TABLE 2
2020 MILL AND OVERLAY PROJECT COST ESTIMATE

Street Improvements	\$ 1,450,000
Storm Sewer	\$ 10,000
Watermain Improvements	\$ 35,000
Sidewalk	<u>\$ 225,000</u>
Construction Cost	\$ 1,720,000
10% Contingency	\$ 172,000
Engineering, Legal, Fiscal	<u>\$ 309,600</u>
Total Project Improvement Cost	\$ 2,201,600

IX. FINANCING AND ASSESSMENTS

The improvements discussed in this report for the 2020 Mill and Overlay Project are proposed to be funded through a combination of special assessments to benefitted properties according to the City’s Assessment Policy, and City Funds. A summary of the total project cost is provided in **Appendix D** with a spreadsheet indicating how the total costs could be allocated through both City funds and special assessments. The proposed special assessment rates are based upon estimated 2020 project costs and the City’s practice of assessing 33% of the project cost to the benefitting properties.

The City’s Assessment Policy provides for assessment of a portion of the cost of the improvement to benefitting property owners, with the remaining cost funded by the City. The assessment rates for mill & overlay projects will be reviewed and established by the City Council annually. When the Mill & Overlay Program was established in 2011, the City’s Assessment Policy was amended to include a means to adjust mill & overlay assessment rates on projects where premature pavement failure occurs (based upon a 25 year expected life for reconstructed pavements). The memos and resolution included in **Appendices C1 & C2** outline the policy amendment adopted in 2011 that established this adjustment. The rate adjustments will keep private property investment in street pavement maintenance uniform and fair. This adjustment chart is shown in **Table 3**.

**TABLE 3
 MILL & OVERLAY ASSESSMENT ADJUSTMENT CHART**

<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%

All streets are 25+
 years old



The Mill & Overlay assessment rates are proposed to be set at a rate of \$14.20 per assessable foot for residential properties, \$18.58 for townhomes/apartment property and \$22.62 for commercial properties. The total pavement replacement assessment rates are proposed to be set at a rate of \$28.41 per assessable foot for residential properties, \$36.93 for townhomes/apartment property and \$45.46 for commercial properties. Streets included in the 2020 project were constructed between 1975 and 1988. All streets on this project will be assessed 100% of the maximum rate.

The City's appraisal consultant states that the assessment rates for similar projects in the metro area are in the range of \$15-20 per assessable foot for residential property on a mill & overlay project and \$25-40 per assessable foot for residential property on a total pavement replacement project.

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 Preliminary Assessment Rolls in **Appendix F** 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. It is proposed that the assessment to residential properties included in this project be spread over a 10 year period and that the assessments to commercial and apartment properties are spread over a 15 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%) is included in **Appendix G**.

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 H**.

X. PROJECT SCHEDULE

The anticipated project schedule is as follows:

PROPOSED 2020 MILL & OVERLAY PROJECT SCHEDULE

City Council orders Feasibility Report	December 10, 2019
City Council receives Feasibility Report	January 28, 2020
City Council sets date for Public Improvement Hearing	January 28, 2020
City Council holds Public Improvement Hearing	February 26, 2020
City Council approves Plans and Specifications and authorizes Advertisement for Bids	February 26, 2020

Bids Opened	March 25, 2020
City Council awards Bid	April 14, 2020
Begin Construction	May 4, 2020
Construction Substantially Complete	August 21, 2020
City Council sets date for Assessment Hearing	August 25, 2020
City Council holds Assessment Hearing	September 22, 2020

XI. FEASIBILITY, NECESSITY AND COST-EFFECTIVENESS

The proposed improvements included in the 2020 Mill and Overlay Project consist of pavement rehabilitation and are feasible from an engineering standpoint, necessary, and cost effective if constructed under a single project/single contract as proposed. These improvements would greatly improve the level of service to the residents of these areas and enhance the safety and appearance of the neighborhoods. 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.

XII. CONCLUSION

Our recommendation to the City Council is that if mill and overlay improvements are to be constructed, that the streets be rehabilitated 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. 12499 ORDERING FEASIBILITY REPORT



City of White Bear Lake
City Engineer's Office

MEMORANDUM

To: Ellen Hiniker, City Manager

From: Paul Kauppi, Public Works Director/City Engineer

Date: December 5, 2019

Subject: **Feasibility Reports for Proposed 2020 Street Reconstruction and 2020 Mill & Overlay Projects**
City Project Nos. 20-01, 20-04, 20-06, & 20-13

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 2020 street reconstruction project, the City has reconstructed over 93% of its streets (79 miles) which leaves 6 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 2020 Street Reconstruction is highlighted in the color blue on the Proposed Street Projects 2020 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 2020 Street Reconstruction:

20-01 Streets being considered:

Cottage Park Road

(Lakeview Avenue to Old White Bear Avenue)

Circle Drive

(Cottage Park Road to Cottage Park Road)

Fourth Street

(South Shore Boulevard to Old White Avenue)

20-06 Streets being considered:**Bellaire Avenue**
(Orchard Lane to County Road E)

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 7% or 6 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 the next 4-6 years before the street reconstruction program is completed as we are continuing to undertake mill and overlay projects.

Similar to the Street Reconstruction Program, each year the City Council will need to select streets, and occasionally City owned parking lots, 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 2020 Mill & Overlay Project is highlighted in the color red on the Proposed Street Projects 2020 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 2020 Mill & Overlay Project:

20-04 City Parking Lots being considered:**Rotary Park** (Parking Lot off of White Bear Parkway)**Podvin Park** (Parking Lot off of 9th Street)**Weyerhauser Park** (Parking Lot North of Debra Street)**20-13 Streets being considered:****Dillon Street**

(Fifth Street to Seventh Street)

Fifth Street

(Karen Place to Wood Avenue)

Woodcrest Road

(Seventh Street to Ninth Street)

Auger Avenue

(Elm Street to County Road E)

Dell Street

(Willow Avenue to 140' west of Midland Avenue)

Dell Court North

(Dell Street to end cul-de-sac)

Dell Court South

(Dell Street to end cul-de-sac)

Elm Street

(Willow Avenue to White Bear Avenue)

Highland Avenue

(Elm Street to County Road E)

Midland Court

(Elm Street to end cul-de-sac)

Rooney Place

(Dell Street to end cul-de-sac)

Sunrise Court

(Highland Avenue to end cul-de-sac)

Willow Court East

(Willow Avenue to Willow Court)

Willow Court

(South limits to Elm Street)

Jansen Avenue

(Bellaire Avenue to Glen Oaks Avenue)

Glen Oaks Avenue

(Elm Drive to end cul-de-sac)

Glen Oaks Court

(Glen Oaks Avenue to end cul-de-sac)

Rolling View Court

(Rolling View Drive to end cul-de-sac)

Rolling View Drive

(Glen Oaks Avenue to County Road E)

Oak Court

(Bellaire Avenue to end cul-de-sac)

Orchard Circle

(Orchard Lane to end 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 2020 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, Foley and Tinker, Inc. 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 the preparation of Feasibility Reports for the 2020 Street Reconstruction Project and the 2020 Mill & Overlay Project.

ATTACHMENTS

Resolution

Proposed Street Projects 2020 Map

**RESOLUTION ORDERING PREPARATION OF A FEASIBILITY REPORT
FOR THE 2020 STREET RECONSTRUCTION PROJECT
AND THE 2020 MILL & OVERLAY PROJECT**

CITY PROJECT NOs. 20-01, 20-06 & 20-13

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 Cottage Park Road (from Lakeview Avenue to Old White Bear Avenue), Circle Drive (from Cottage Park Road to Cottage Park Road), Lakeview Avenue (from South Shore Boulevard to Old White Bear Avenue), and Bellaire Avenue (from Orchard Lane to County Road E) 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 Dillon Street (from Fifth Street to Seventh Street), Fifth Street (from Karen Place to Wood Avenue), Woodcrest Road (from Seventh Street to Ninth Street), Auger Avenue (from Elm Street to County Road E), Dell Street (from Willow Avenue to 140' west of Midland Avenue), Dell Court North (from Dell Street to end cul-de-sac), Dell Court South (from Dell Street to end cul-de-sac), Elm Street (from Willow Avenue to White Bear Avenue), Highland Avenue (from Elm Street to County Road E), Midland Court (from Elm Street to end cul-de-sac), Rooney Place (from Dell Street to end cul-de-sac), Sunrise Court (from Highland Avenue to end cul-de-sac), Willow Court East (from Willow Avenue to Willow Court), Willow Court (from South limits to Elm Street), Jansen Avenue (from Bellaire Avenue to Glen Oaks Avenue), Glen Oaks Avenue (from Elm Drive to end cul-de-sac), Glen Oaks Court (from Glen Oaks Avenue to end cul-de-sac), Rolling View Court (from Rolling View Drive to end cul-de-sac), Rolling View Drive (from Glen Oaks Avenue to County Road E), Oak Court (from Bellaire Avenue to end cul-de-sac) and Orchard Circle (from Orchard Lane to end cul-de-sac) 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:

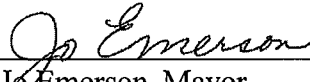
The proposed improvements be referred to the City Engineer for study and that he is instructed to report to the City Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvements are feasible and as to whether they should best be made as proposed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

RESOLUTION NO.: 12499

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

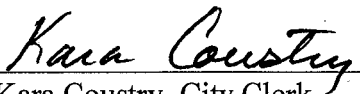
vote:

Ayes: Biehn, Edberg, Engstran, Jones, Walsh
Nays: None
Passed: December 10, 2019



Jo Emerson, Mayor

ATTEST:

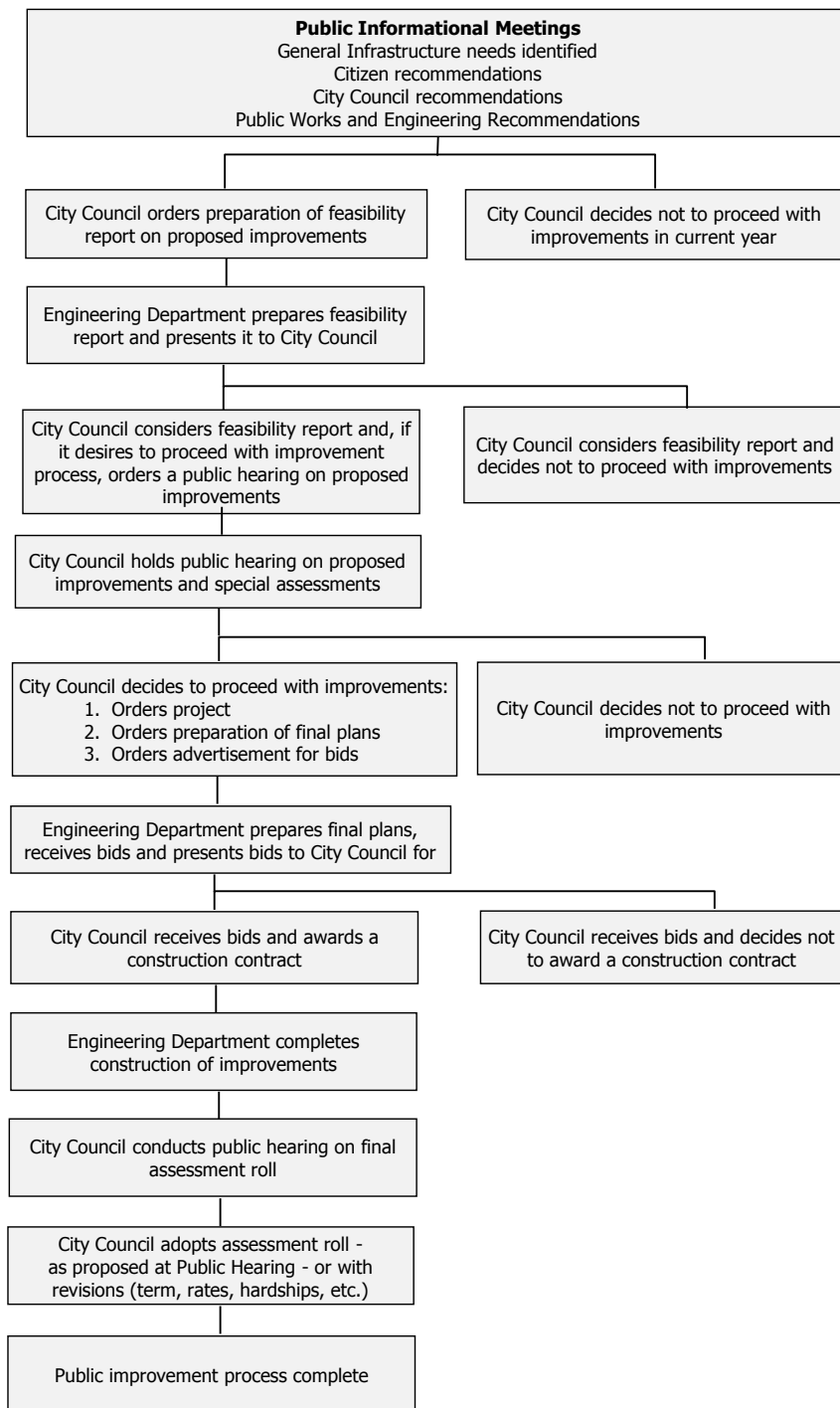


Kara Coustry, City Clerk

APPENDIX B

PUBLIC IMPROVEMENT PROCESS FLOW CHART

City of White Bear Lake Public Improvement Process



APPENDIX C1

MEMORANDUM ESTABLISHING A MILL & OVERLAY PROJECT



City of White Bear Lake
Engineering Department

MEMORANDUM

TO: Mark Sather, City Manager

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

DATE: April 7, 2011

SUBJECT: Establishment of a Mill & Overlay Program as a component of the City's Pavement Management Program and Revising the City's Assessment Policy to include assessments for Mill & Overlay improvements

INTRODUCTION

The City of White Bear Lake owns and maintains a large network of public infrastructure including pavement, underground utilities, a water treatment plant and storage reservoirs, decorative street lighting, municipal buildings, parks grounds, and much more. Like everything else, public infrastructure facilities have a limited life cycle. Specific life spans for each type of infrastructure system is influenced by design and technology standards, construction methods, materials, amount and type of use, and environmental impacts. Of all of the infrastructure systems, street pavement has the shortest life cycle. This is primarily due to the extreme physical abuse and exposure to harsh environmental elements in addition to the use of economical bituminous asphalt material in construction as compared to the longer lasting reinforced concrete pavement.

This memo will outline the following:

- The Basics of Pavement Management
- Why are some pavements failing prematurely?
- History of funding sources for street improvements
- Current status of funding
- Current Special Assessment Policy
- Assessment Policy Considerations
- Proposed Assessment Model

THE BASICS OF PAVEMENT MANAGEMENT

As with any piece of infrastructure, bituminous pavement requires periodic maintenance and repair. In this regard, pavement must be treated in the same manner as walls, floors, and roofs. Inspection and minor routine maintenance will minimize problems when they

occur and when damage is noted, timely repairs will prevent the damage from deteriorating into more severe problems that will be more expensive to replace. Relatively small scale expenditures on periodic maintenance will actually save money in the long run.

The City's current Pavement Management Program consists of a range of techniques from patching, crack sealing, sealcoating, miscellaneous concrete curb and gutter repair and replacement to full reconstruction of deteriorated streets. With this program the City has been able to maintain its pavements in reasonably good condition while following a regular reconstruction schedule which has over the last 21 years rebuilt 74% or 64 miles of our 86 mile system.

Pavements represent a large capital investment for the City, with a present value of over \$28 million and a replacement cost of approximately \$70 million. Maintaining and operating pavements on a large system such as this typically involves complex decisions about how and when to resurface or apply other treatments to keep the pavement performing and keep operating costs at a reasonable level.

From the moment streets are built they begin to deteriorate. This occurs through a combination of oxidation, temperature changes, water intrusion, freeze/thaw cycles, subgrade failures, and traffic loading. In an effort to prolong the life of a street, both "routine maintenance" and "major maintenance" (rehabilitation), must be performed.

"Routine" maintenance is performed annually on city streets. Routine maintenance includes crack repair, filling potholes, patching, and temporary overlays. New streets typically receive minimal routine maintenance, however, as the roadway ages and becomes more distressed, the required maintenance becomes more frequent and expensive. Routine maintenance is included as part of the Street Division's operating budget.

When streets are reconstructed, the construction includes correction of the soils under the road bed, placement of a gravel base of adequate thickness to support the traffic expected on the road, installation of concrete curb and gutter to protect the edge of the pavement and convey stormwater and placement of a bituminous pavement

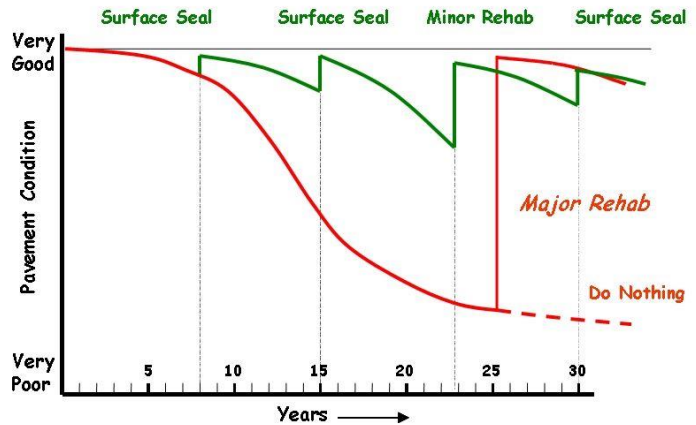


section (usually in two or more layers, the upper most being referred to as a wearing course). When a street has been designed and constructed with these components, it can be expected to last for 20 to 25 years if it receives appropriate and timely routine maintenance throughout this life span. At the end of the 20 to 25 years, routine

maintenance can no longer be expected to preserve the roadway and major maintenance such as milling and overlaying is required.

*Pavement Management with
"Good Roads Cost Less"
Preservation Strategies*

A typical asphalt pavement preservation strategy includes crack sealing, patching, seal coating at 5-7 years, again at 10-14 years, and possibly at 15-21 and then mill & overlay at 20-25 years. This process will ideally be followed through two cycles (40 to 50 years) before reconstruction of the entire pavement is necessary again.



Milling Machine in operation

A Mill and Overlay project consists of milling (grinding) off 1½” of the top surface of asphalt. Then a new layer of asphalt is applied, creating a smooth even driving surface, which extends the overall life of the roadway. This type of project extends the length of time required between street reconstruction. In areas of significant pavement distress the project may include some full-depth asphalt and subgrade repair.



Grinding Drum from Milling Machine

WHY ARE SOME PAVEMENTS FAILING PREMATURELY?

Overall the current status of the City's pavement infrastructure is good. This status report includes the 64 miles which have been reconstructed since 1990 as well as older roads which have not yet been reconstructed to modern standards. There are, however, several roads which were reconstructed between 1991 and 1996 that are failing prematurely (delaminating of the wearing course as seen in the photo) due to mix design and



construction techniques that were in use during that time and have since been changed. The pavement failures exhibited by these roads in White Bear Lake (for example Orchard Lane, Stewart Avenue, Birch Lake Boulevard North) are typical of pavements constructed during this timeframe throughout Minnesota, and other communities are dealing with the same maintenance issues. However, it is important to note that this specific failure is **not** what would normally be

expected of pavements of this age (15-20 years). The deterioration in the 1991 - 1996 pavements is generally in the wearing course (top 1½" - 2" layer of asphalt) and is deteriorating faster than routine maintenance techniques can repair. Removing the wearing course by milling and then replacement with a new layer of asphalt is the recommended rehabilitation procedure for these streets.

The next priority for pavement rehabilitation will be White Bear Parkway, Bellaire Avenue (Orchard Lane to the south) and County Road D. These streets have failing pavements for reasons other than the 1991 - 1996 group.

- White Bear Parkway was constructed in 1985, and while it is 25 years old, it is carrying higher traffic volumes and increased truck traffic than it was designed to accommodate. The increased volume of heavy loads on this road have caused the entire pavement section to break down, and this will likely require removal of the entire pavement section (both the wearing course and base course), redesign of the gravel base and then new bituminous pavement. The new pavement section will be designed to carry the current traffic load plus the expected increases over the next 20 years.
- The Bellaire Avenue (Orchard Lane to the south) and County Road D pavements are roads that the City acquired from Ramsey County as part of a turnback process. These roads were maintained by Ramsey County for many years with a variety of seal coat and overlay projects. These two roads will need to be reconstructed to modern design standards.

Once the pavements described above are reconstructed, the City should be able to proceed with a regular annual program of milling and overlaying streets following the approximate

schedule from which they were originally constructed since the beginning of the street reconstruction program in 1990. This will be programmed into an annual Pavement Management Program which will include some component of reconstruction, mill & overlay, sealcoating, and crack sealing each year. A comprehensive Pavement Management Program includes all of these techniques and applies the right technique at the right time.

HISTORY OF FUNDING SOURCES FOR STREET IMPROVEMENT PROJECTS

For over 30 years, 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, and improved drainage and utility infrastructure. Since 1990, over 64 miles of City-owned streets (about 74%) have been reconstructed with improvements to the underground utilities and construction of bituminous pavements with concrete curb and gutter. These projects have been funded in part by assessing adjoining, benefiting properties a portion of the cost according to the City's Assessment Policy. The City Council has been careful to ensure that the reconstruction projects have benefited the assessed properties and that the formal process as specified by State Statute Chapter 429 has been followed. While there have been a couple of challenges to special assessments that were levied since 1983, none of them have been successful. We believe that the City of White Bear Lake's special assessment practices are generally accepted and successful due to the fact that they are lower in dollar amount than most cities in the metro area and that the City ensures that property owners are notified and involved in the improvement process.

The City reconstruction projects have historically been assessed at approximately 33% of the total project cost. The remaining project costs are spread amongst all other taxpayers city-wide. Routine maintenance projects such as patching, crack sealing, and seal coating have been funded through various sources and therefore shared by all taxpayers.

The next issue to consider as the City develops a Mill & Overlay component for its Pavement Management Program is funding. Since 1990 the City it has been the City's practice to assesses approximately 33% of the project cost to benefitting properties. To fund the remaining 67% of the cost of the improvements, the City has relied on Municipal State Aid funds, revenue from the Community Reinvestment Fund, and transfers from other funds. The Community Reinvestment Fund was established as an endowment for reducing the portion of street improvements assessed to property owners. A substantial balance was developed through transfer of funds derived from settlements, interest earned on paid special assessments and debt service savings gained through special assessment debt restructuring.

Today, the Fund has a revenue balance of nearly \$6 million dedicated for assisting in financing street improvements. Since establishment of the Fund, no portion of the original balance has been spent. The Community Reinvestment Fund is divided into a Street Improvement Trust and Park Improvement Trust. The Street Improvement Trust is maintained to earn interest for street improvements.

CURRENT STATUS OF FUNDING



Interest earnings from the Trust has significantly declined over the last 2-3 years due to the Federal Reserve maintaining a near zero discount rate. As such the Street Improvement Trust annual contribution has declined the last few years. Continuing to spend monies from this fund for infrastructure improvements at the historical pace of \$300,000 to \$500,000 will be greater than the current interest earnings provide.

Thus, while the Community Reinvestment Fund, Municipal State Aid funds and special assessments should provide adequate funding for the Street Reconstruction Program for the next 10 to 12 years, a funding source for the Mill & Overlay Program needs to be determined to address the current situation.

One approach the City could take would be to reduce its expenditures on infrastructure improvements; however this is not advised, as continued deferred maintenance will actually cost more in the long run. Staff is projecting an increased need for pavement rehabilitation in the foreseeable future which will require additional resources. One source of this revenue could be assessments to benefitting properties for the rehabilitation projects. Another potential revenue source could be bonding for these projects. A combination of these two scenarios is recommended.

CURRENT SPECIAL ASSESSMENT POLICY

The City's Special Assessment Policy was adopted in 1983 and revised in 2008. It provides a means to levy all or a portion of the cost of certain public improvements to specific benefitting properties. The Special Assessment Policy adopted by the City follows the procedures set forth in MN Statutes: Chapter 429, which gives cities the authority to levy special assessments to benefitting properties. However, Chapter 429 does not specify how the costs should be apportioned. The City's Special Assessment Policy was developed to provide the "how" and to ensure that special assessments are levied uniformly, fairly and that the benefits to the property being assessed are equal to or greater than the amount of the assessment.

The City of White Bear Lake uses special assessments to assist with funding of infrastructure improvement projects such as street reconstruction projects. The City funds the water, sanitary sewer, storm water, street, sidewalk and landscaping components with a variety of funding sources including special assessments to benefitting properties. Typically, special assessments are levied at approximately 33% of the cost of the street reconstruction and storm sewer improvements incorporated into a street reconstruction project. The remaining elements of a street reconstruction project are funded with the following sources:

Water System Improvements	Water Improvement Fund
Sanitary Sewer System Improvements	Sewer Improvement Fund
Sidewalk Improvements	Interim Construction Fund and grants
Storm Sewer and Stormwater Treatment Systems	Special Assessments and General Services Budget, Grants
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 Reinvestment Fund.

ASSESSMENT POLICY CONSIDERATIONS

The City has not undertaken many mill & overlay projects in the past, but will need to increase the use of this pavement rehabilitation practice in order to maintain the life of its pavement infrastructure. The City will also need to look for a funding source to pay for these projects. One source of funding could be special assessments to benefitting property owners.

The Engineering Department researched the Special Assessment Policies of many other metro area municipalities to evaluate how our policy compared. A variety of financing methods are used for street improvement projects, from zero assessments to 100% assessments.

For instance:

- The City of St. Louis Park does not assess for street improvement projects, but instead charges franchise fees to private utility companies which helps to fund approximately 70% of the improvement cost.
- The City of Roseville assesses 25% for reconstruction projects but nothing for mill & overlay projects. The balance is funded by an infrastructure fund endowment.
- The Cities of Maplewood, Stillwater and Vadnais Heights all assess 50% of the project costs to benefitting properties, including reconstruction and mill & overlays.
- The City of Edina assesses 100% of the improvement cost to the benefitting properties for reconstruction projects, but nothing for mill & overlay projects.
- White Bear Township assesses 100% of the cost of their street reconstruction projects to the benefitting properties.
- Consistently, cities are not assessing for crack sealing and seal coating projects, as they are considered routine maintenance.

If the City decides to use special assessments as part of the funding source for Mill & Overlay projects, the City's Special Assessment Policy will need to be amended to provide for this process. As staff has considered alternative funding sources for Mill & Overlay

projects, it seems reasonable and consistent to assess a portion of the project cost to benefitting properties. Assessing 33% of the cost (consistent with practice on Street Reconstruction projects) is recommended. The remaining 67% of the mill & overlay cost will need to be funded by the City. These funding sources would typically come from state aids, interest earnings, or other one time revenue sources. If these sources can not provide sufficient revenue to meet the Mill and Overlay costs, then the City could consider bonding to recover any costs outstanding after all other funding sources have been utilized.

In order to maintain a uniform and fair assessment policy for property owners on Mill & Overlay projects it will be necessary to establish a mechanism for adjusting the assessment rates for streets which are milled and overlaid at different ages (length of time since total reconstruction). There are many factors which affect the life of a pavement, including traffic volume, speed, size and weight of vehicles, increased volume or weight of vehicles due to development or other construction projects, and weather extremes. Another factor which will need to be taken into account is premature pavement failure, as is the case for the streets in the "1991 to 1996 window" discussed previously in this memo.

PROPOSED ASSESSMENT MODEL

A proposed assessment model has been developed which would provide a means to adjust special assessment rates on mill & overlay projects, keeping the process uniform and fair for property owners. The Mill & Overlay assessment model is based on an expected life of a reconstructed street of 25 years. The reconstructed street would be maintained by the City with regular patching, crack sealing and seal coating applications with City funds.

A typical schedule for street maintenance would include patching and crack sealing as necessary and sealcoat applications anticipated at 6 to 7 year intervals. It is anticipated that due to a variety of factors, all streets will not be milled and overlaid at the 25 year point. Some streets will require milling and overlaying earlier and some may last longer. It is anticipated that streets will go through two cycles of the sealcoating and milling and overlaying process before reconstruction of the entire pavement section is necessary.

City staff has given much consideration to the fairness of the proposed policy revision specific to Mill & Overlay Projects. Specifically, the consideration of prorating assessments based on the expected life of a given improvement method as previously discussed. We have considered several methods of prorating the mill and overlay assessment rate to account for reduced pavement service life. One method would be a straight line depreciation model based on a 25 year expected life. A second method would be to use a depreciation model which would not assess property owners for mill & overlay projects if the pavement is less than 10 years old. This model would start at 5% of the mill & overlay assessment rate at 10 years and then increase by 6.4% per year so that at the 25 year life the mill & overlay assessment would be 100% of the current year's mill & overlay assessment rate. The table below illustrates the second model.

Mill & Overlay Assessment Adjustment Chart

<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 Mill & Overlay assessment rate is proposed to be based on assessing 33% of the project cost at the 25 year mark to benefitting properties and the City financing the remaining 67%.

EXAMPLE:

Using estimated 2011 estimated construction prices, a 2011 Mill & Overlay assessment rate could be set at \$12.25 per assessable foot. An example using this assessment method for an 80-foot wide residential lot would be as follows:

<u>Pavement Life (Years)</u>	<u>% of Full Mill & Overlay assessment rate applied (%)</u>	<u>Assessment for 80' wide residential lot (\$)</u>
0-9	0%	\$0.00
10	5%	\$49
15	37%	\$362.60
20	68%	\$666.40
25	100%	\$980.00

(\$12.25 x 80'
x 0.05 = \$49)

(\$12.25 x 80'
x 1.00 = \$980)

CONCLUSION

It's important to again stress that it is more economical to preserve pavements in good condition than it is to replace them when they wear out.

This memo provided information on the need for a mill and overlay component of the City's Pavement Management Program and how such a program could be instituted and funded with a combination of City funds and special assessments to benefitting property owners. The information is intended for use by the City Council as it discusses the development of Mill & Overlay projects and how such projects could be funded. The Engineering Department is currently preparing a Feasibility Report on a proposed Mill & Overlay Project as ordered by the City Council at its March 22, 2011 meeting. Please forward this memo to the City Council for discussion at its April 12, 2011 meeting. We will be prepared to discuss the various components of the proposed Mill & Overlay Program on April 12th and present recommendations along with the Feasibility Report on April 26th.

APPENDIX C2

MEMORANDUM AND CITY COUNCIL RESOLUTION NO. 10836 AMENDING CITY'S SPECIAL ASSESSMENT POLICY

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:

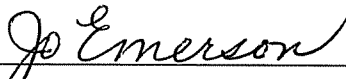
1. The City's Assessment Policy is hereby updated as of April 26, 2011.
2. This resolution is incorporated into the Assessment Policy as Appendix "D".
3. The Mill & Overlay assessment rate is proposed to be based on assessing 33% of the total improvement project cost at the 25 year mark to benefitting 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 D

PROJECT FINANCING SUMMARY

2020 MILL AND OVERLAY PROJECT PROJECT FINANCING SUMMARY

IMPROVEMENT COSTS:

	CONSTRUCTION COST
Mill & Overlay	\$ 1,450,000
Storm Sewer	\$ 10,000
Watermain	\$ 35,000
Sidewalk	\$ 225,000
Construction Cost	\$ 1,720,000
10% Contingency	\$ 172,000
18% Engineering, Legal, Fiscal	\$ 309,600
Total Estimated Improvement Costs:	\$ 2,201,600

FUNDING SUMMARY:

SPECIAL ASSESSMENTS TO PROPERTY OWNERS:

Mill & Overlay Street Assessment	\$ 660,000
Storm Sewer Assessment	\$ 0
Sidewalk Assessment	\$ 0
Estimated Special Assessments	\$ 660,000

CITY FUNDS: (Costs Include 18% Engineering, Legal, & Fiscal Costs & 10% Contingency)

License Bureau Fund	\$ 75,000
Interim Construction Fund	\$ 62,850
Bonding	\$ 1,403,750
Estimated City Funds:	\$ 1,541,600

TOTAL MILL & OVERLAY PROJECT FUNDING:

Estimated Special Assessments	\$ 660,000	(30%)
Estimated Other Resources	\$ 1,541,600	(70%)
TOTAL	\$ 2,201,600	

APPENDIX E1

LETTER ANNOUNCING DECEMBER 3, 2019 INFORMATIONAL MEETING, CITY PROJECT NO. 20-13 (SIDEWALK)



2020 MILL AND OVERLAY PROJECT

November 18, 2019

RE: Informational Meeting – December 3, 2019 at 6:30 p.m.
Proposed 2020 Mill and Overlay Project
City Project No. 20-13

Dear Property Owners:

During the 2020 construction season, the City of White Bear Lake is considering street rehabilitation projects consisting of milling and overlaying the street pavements on:

- Dillon Street (from Fifth Street to Seventh Street)
- Fifth Street (from Karen Place to Wood Avenue)
- Woodcrest Road (from Seventh Street to Ninth Street)
- Auger Avenue (from Elm Street to County Road E)
- Dell Street (from Willow Avenue to 140' west of Midland Avenue)
- Dell Court N (from Dell Street to end cul-de-sac)
- Dell Court S (from Dell Street to end cul-de-sac)
- Elm Street (from Willow Avenue to White Bear Avenue)
- Highland Avenue (from Elm Street to County Road E)
- Midland Court (from Elm Street to end cul-de-sac)
- Rooney Place (from Dell Street to end cul-de-sac)
- Sunrise Court (from Highland Avenue to end cul-de-sac)
- Willow Court East (from Willow Avenue to Willow Court)
- Willow Court (from South limits to Elm Street)
- Jansen Avenue (from Bellaire Avenue to Glen Oaks Avenue)
- Glen Oaks Avenue (from Elm Drive to end cul-de-sac)
- Glen Oaks Court (from Glen Oaks Avenue to end cul-de-sac)
- Rolling View Court (from Rolling View Drive to end cul-de-sac)
- Rolling View Drive (from Glen Oaks Avenue to County Road E)
- Oak Court (from Bellaire Avenue to end cul-de-sac)
- Orchard Circle (from Orchard Lane to end cul-de-sac)

The mill and overlay process consists of milling (grinding) the upper layer (wearing course) of bituminous from the street and placing a new wearing course layer of bituminous pavement. The City anticipates replacing small sections of curb and gutter. The project would be undertaken in the summer of 2020 if approved by the City Council. We are conducting an informational meeting on December 3rd to review the project and answer questions.

The City is proposing the addition of new sidewalks that are identified on the City's 2040 Comprehensive Plan. See the attached map(s) for the proposed location of the new sidewalk.

The informational meeting on **Tuesday, December 3rd 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 mill and overlay construction.

The City pays for street rehabilitation projects with a combination of City funds and assessments to property owners. The City assesses approximately one-third of the project cost 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 discuss the City's assessment policy in detail, provide an anticipated cost range (about \$1,200 per 80' lot in 2019), and answer everyone's questions at the informational meeting.

We look forward to discussing the City's street rehabilitation project at the informational meeting on **Tuesday, December 3rd 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 City of White Bear Lake, Engineering Department, 4701 Highway 61, White Bear Lake, MN 55110

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.

Sincerely,



Paul Kauppi, P.E.
Public Works Director/City Engineer

APPENDIX E2

LETTER ANNOUNCING DECEMBER 3, 2019 INFORMATIONAL MEETING, CITY PROJECT NO. 20-13



2020 MILL AND OVERLAY PROJECT

November 18, 2019

RE: Informational Meeting – December 3, 2019 at 6:30 p.m.
Proposed 2020 Mill and Overlay Project
City Project No. 20-13

Dear Property Owners:

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- Dillon Street (from Fifth Street to Seventh Street)
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- Oak Court (from Bellaire Avenue to end cul-de-sac)
- Orchard Circle (from Orchard Lane to end cul-de-sac)

The mill and overlay process consists of milling (grinding) the upper layer (wearing course) of bituminous from the street and placing a new wearing course layer of bituminous pavement. The City anticipates replacing small sections of curb and gutter. The project would be undertaken in the summer of 2020 if approved by the City Council. We are conducting an informational meeting on December 3rd to review the project and answer questions.

The informational meeting on **Tuesday, December 3rd 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 mill and overlay construction.

The City pays for street rehabilitation projects with a combination of City funds and assessments to property owners. The City assesses approximately one-third of the project cost 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 discuss the City's assessment policy in detail, provide an anticipated cost range (in 2019 it was about \$1,200 per 80' lot), and answer everyone's questions at the informational meeting.

We look forward to discussing the City's street rehabilitation project at the informational meeting on **Tuesday, December 3rd 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 City of White Bear Lake, Engineering Department, 4701 Highway 61, White Bear Lake, MN 55110

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.

Sincerely,



Paul Kauppi, P.E.
Public Works Director/City Engineer

APPENDIX E3

CITY PROJECT NO. 20-13 PUBLIC MEETING OUTLINE



City of White Bear Lake

City Project Nos.: 20-06 & 20-13
Public Informational Meeting
for 2020 Mill and Overlay Project



December 3, 2019
6:30 p.m.
City Hall Council Chambers
4701 Highway 61 - White Bear Lake, MN

CITY PROJECT NOS. 20-06 & 20-13

I. OVERVIEW

The mill and overlay program is a maintenance technique used to help prolong the overall life of the street. This includes replacing small segments of deteriorated curb and gutter, grinding off the top layer of the street, and placing a new layer of bituminous creating a new road surface.

- Mill/overlay (over 14 miles between 2011 – 2019 = 16%)

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

Process includes public informational meeting, preliminary engineering design and estimates, preparation of plans and preliminary assessment rolls.

Provide Feasibility Report to City Council in February 2020. A public improvement hearing could be held by City Council in March 2020 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 2020. Assessments will be payable in October 2020 or applied to property taxes for 10 years starting in 2021.

Construction process overview:

- Milling and overlaying construction sequence
- **Vibration from compactors will translate to shaky walls – make sure hanging items are secure or removed.**

Funding:

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 Reinvestment Fund. (Which is partly funded by the City's License Bureau)
Sidewalk	Interim Construction Fund
Water System Improvements	Water Improvement Fund
Sanitary Sewer Service Replacement	Special Assessment / Sewer Improvement Fund
Rain Gardens	Ramsey Washington Metro Watershed District Covers 100% of Costs

- Assessments may be tax deductible (new law in 2004). Please refer to IRS Publication 530.
- Funding for private utilities (gas, electric, phone, CATV) by utility company.

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.
- City of White Bear Lake Non-Emergency : (651) 429-8511
- Xcel Energy: (800) 895-2999
- White Bear Lake Post Office: (651) 762-1437

II. PROPOSED 2020 MILL AND OVERLAY PROJECT

City Project No. 20-06

- **Bellaire Avenue** (from Orchard Lane to County Road E) - this project will be a “*partial reconstruction*” project, meaning the reclaimed bituminous will be used/installed as gravel base and we will add curb and gutter and reconstruct the pavement section.

City Project No. 20-13

- **Dillon Street** (from Fifth Street to Seventh Street)
- **Fifth Street** (from Karen Place to Wood Avenue)
- **Woodcrest Road** (from Seventh Street to Ninth Street)
- **Auger Avenue** (from Elm Street to County Road E)
- **Dell Street** (from Willow Avenue to 140' west of Midland Avenue)
- **Dell Court N** (from Dell Street to end cul-de-sac)
- **Dell Court S** (from Dell Street to end cul-de-sac)
- **Elm Street** (from Willow Avenue to White Bear Avenue)
- **Highland Avenue** (from Elm Street to County Road E)
- **Midland Court** (from Elm Street to end cul-de-sac)
- **Rooney Place** (from Dell Street to end cul-de-sac)
- **Sunrise Court** (from Highland Avenue to end cul-de-sac)
- **Willow Court East** (from Willow Avenue to Willow Court)
- **Willow Court** (from South limits to Elm Street)
- **Jansen Avenue** (from Bellaire Avenue to Glen Oaks Avenue)
- **Glen Oaks Avenue** (from Elm Drive to end cul-de-sac)
- **Glen Oaks Court** (from Glen Oaks Avenue to end cul-de-sac)
- **Rolling View Court** (from Rolling View Drive to end cul-de-sac)
- **Rolling View Drive** (from Glen Oaks Avenue to County Road E)
- **Oak Court** (from Bellaire Avenue to end cul-de-sac)
- **Orchard Circle** (from Orchard Lane to end cul-de-sac)

Improvements WILL include gas main replacement (Xcel Energy) on some of the project areas. They will contact you directly regarding this work.

Construction Scheduling/Staging/Communication

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

III. GENERAL INFORMATION

Property owners responsible for relocating and/or replacing private improvements on public right-of-way (usually within 15 feet of the edge of the road):

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

Driveway Replacement Program (Bellaire Avenue ONLY):

- 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 might 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 (Bellaire Avenue ONLY):

- Sanitary Sewer Main televising reports will be reviewed by the Engineering Department. Pictures of each individual sewer wye connection are available tonight or will be mailed to property owners with an evaluation of its condition. These pictures only show the point where the service connects to the city main. We still recommend televising service lines to check for possible problems throughout the remainder of the service.
- 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. Only if a problem is found within 10 feet of the city main, property owners may participate in the program. Any issues beyond 10 feet from the main, private sewer work cannot be included as part of the project.
- Property owners can then decide if they wish to participate in the program at a maximum cost of \$1,300.

IV. PROJECT FUNDING/ASSESSMENT POLICY

- 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 2020 will be determined by the City Council.
- Once levied, you will have 30 days to pay any portion (0-100%) of the balance to the City.

- The remaining balance will be placed on your property taxes for 10 years with interest (2019 rate was 4.41%)
- Typical assessments for mill and overlay (2019 rates 80' lot @ \$13.79/af =\$1,103.20)
- Typical assessments for partial reconstruction (2019 rates 80' lot @ \$39.34/af = \$3,147.20)
- Senior deferments/hardship circumstances.
- Updated property owner's list (Ramsey County records are used).

V. CONSTRUCTION PROCESS

- Private utility work
- Misc. utility and concrete removal and repairs
- Mill pavement
- Install new curb & gutter on Bellaire Avenue
- Install new sidewalk
- Adjust Castings and Valves
- Paving
- Site clean-up and restoration

VI. ANTICIPATED SCHEDULE

- City Council to order Feasibility Report on December 10, 2019.
- Feasibility report to City Council on February 11, 2020.
- Public Hearing notice to property owners on February 28, 2020
- Public Hearing on Tuesday, March 10, 2020
- Construction approximately May – September, 2020
- City Council could order public hearing and adopt proposed assessment roll as early as September 22, 2020

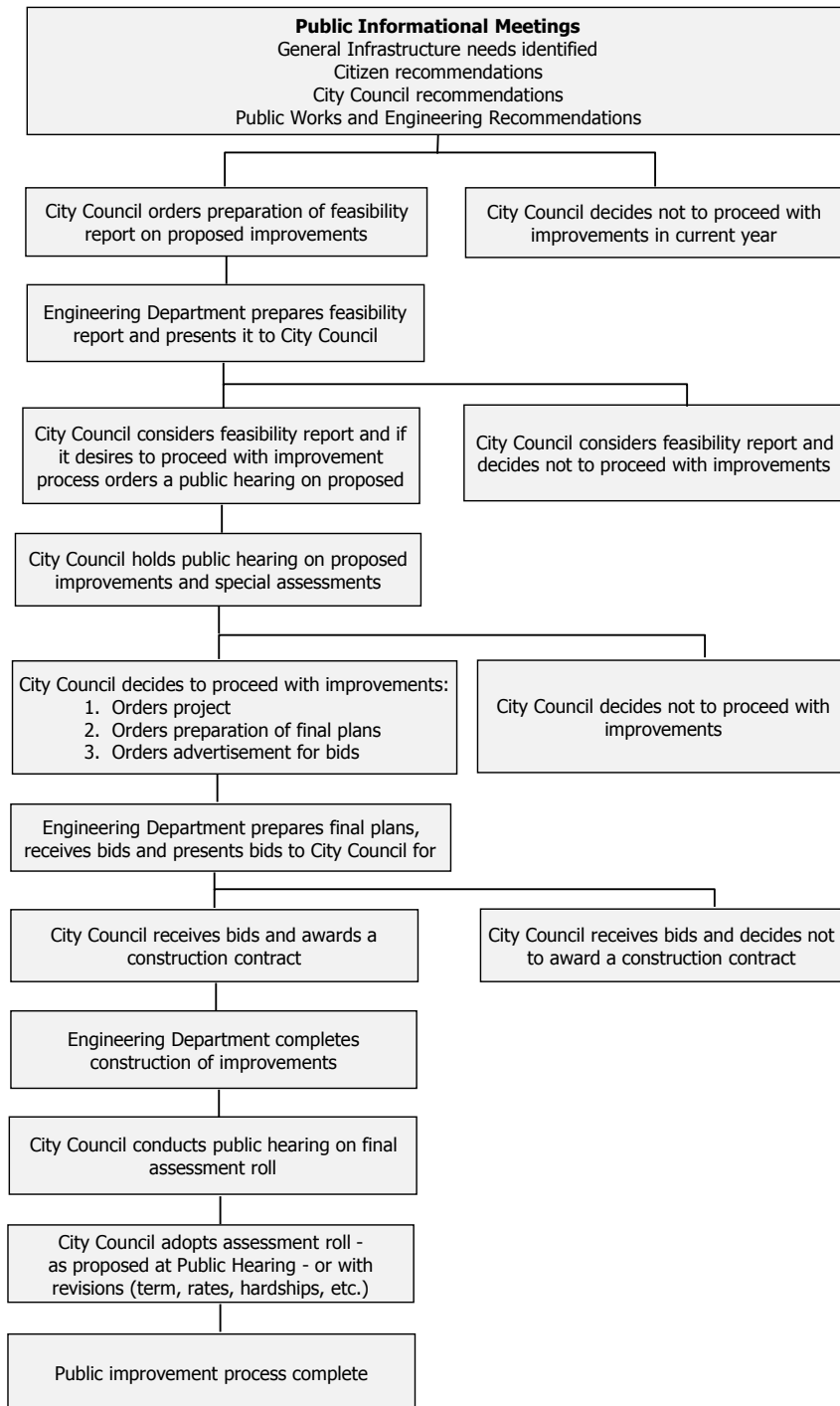
VII. COMMENTS

- All information from tonight will be posted on the City website at www.whitebearlake.org. Click on YOUR GOVERNMENT tap found on the top right of the home page and then click on CITY PROJECTS. From the list of options, select 2020 MILL & OVERLAY PROJECT. For residents on Bellaire Avenue, select 2020 RECONSTRUCTION PROJECT - BELLAIRE.
- Design ideas
- Questions?

VIII. BREAK OUT MEETINGS

- Meet with staff individually about the projects.
- Sidewalk discussion(s)

City of White Bear Lake Public Improvement Process



APPENDIX F

PRELIMINARY ASSESMENT ROLL CITY PROJECT NO. 20-13

**CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 20-13**

CREATED: 9/13/2019

UPDATED: 1/6/2020

County Data Current 9/4/19

ASSESSMENT CODE 93202013

STREET ASSESSMENT

CALCULATIONS

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
1	143022230015	1,19	4916 Woodcrest Road	192.94	54.99	\$780.86	\$0.00	\$780.86	1
2	143022230016	19	4908 Woodcrest Road	91.00	91.00	\$1,292.20	\$0.00	\$1,292.20	2
3	143022230017	1,19	4900 Woodcrest Road	193.06	53.76	\$763.39	\$0.00	\$763.39	3
4	143022230043	1,19	4882 Woodcrest Road	192.94	55.75	\$791.65	\$0.00	\$791.65	4
5	143022230044	19	4872 Woodcrest Road	88.00	88.00	\$1,249.60	\$0.00	\$1,249.60	5
6	143022230045	1,19	4864 Woodcrest Road	193.08	55.76	\$791.79	\$0.00	\$791.79	6
7	143022230075	1,19	1802 7th Street	211.94	63.93	\$907.81	\$0.00	\$907.81	7
8	143022230076	1,19	4917 Woodcrest Road	198.02	62.26	\$884.09	\$0.00	\$884.09	8
9	143022230077	19	4909 Woodcrest Road	79.00	79.00	\$1,121.80	\$0.00	\$1,121.80	9
10	143022230078	19	4901 Woodcrest Road	79.00	79.00	\$1,121.80	\$0.00	\$1,121.80	10
11	143022230079	19	4891 Woodcrest Road	79.00	79.00	\$1,121.80	\$0.00	\$1,121.80	11
12	143022230080	19	4881 Woodcrest Road	79.00	79.00	\$1,121.80	\$0.00	\$1,121.80	12
13	143022230081	19	4875 Woodcrest Road	79.00	79.00	\$1,121.80	\$0.00	\$1,121.80	13
14	143022230082	19	4869 Woodcrest Road	79.00	79.00	\$1,121.80	\$0.00	\$1,121.80	14
15	143022230083	1,19	4863 Woodcrest Road	206.00	63.50	\$901.70	\$0.00	\$901.70	15
16	143022230084	1,19, 25	4857 Dillon Street	308.55	80.00	\$1,136.00	\$0.00	\$1,136.00	16
17	143022230085	1,19	0 6th Street	240.71	73.29	\$1,040.72	\$0.00	\$1,040.72	17
18	143022230086	19, 25	1791 6th Street	16.06	16.06	\$228.05	\$0.00	\$228.05	18
19	143022230110	22	1815 5th Street	63.00	63.00	\$1,789.83	\$0.00	\$1,789.83	19
20	143022230111	22	1869 5th Street	62.00	62.00	\$1,761.42	\$0.00	\$1,761.42	20
21	143022230112	22	1875 5th Street	62.00	62.00	\$1,761.42	\$0.00	\$1,761.42	21
22	143022230113	22	1881 5th Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	22
23	143022230114	1,22	4805 Wood Avenue	188.00	59.50	\$1,690.40	\$0.00	\$1,690.40	23
24	143022230118	22	1801 5th Street	71.00	71.00	\$2,017.11	\$0.00	\$2,017.11	24
25	143022230119	22	1793 5th Street	71.00	71.00	\$2,017.11	\$0.00	\$2,017.11	25
26	143022230120	1,19,22	1785 5th Street	243.38	148.40	\$3,161.66	\$0.00	\$3,161.66	26
27	143022230121	1,19	1784 6th Street	240.38	75.32	\$1,069.54	\$0.00	\$1,069.54	27
28	143022230133	22	1861 5th Street	74.00	74.00	\$2,102.34	\$0.00	\$2,102.34	28
29	143022230134	22	1853 5th Street	74.00	74.00	\$2,102.34	\$0.00	\$2,102.34	29
30	143022230135	22	1847 5th Street	74.00	74.00	\$2,102.34	\$0.00	\$2,102.34	30
31	143022230136	22	1841 5th Street	75.00	75.00	\$2,130.75	\$0.00	\$2,130.75	31
32	143022230137	22	1835 5th Street	75.00	75.00	\$2,130.75	\$0.00	\$2,130.75	32
33	143022230138	22	1829 5th Street	83.00	83.00	\$2,358.03	\$0.00	\$2,358.03	33
34	143022230139	22	1825 5th Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	34
35	143022230140	22	1819 5th Street	82.95	82.97	\$2,357.18	\$0.00	\$2,357.18	35

**CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 20-13**

CREATED: 9/13/2019

UPDATED: 1/6/2020

County Data Current 9/4/19

ASSESSMENT CODE 93202013

STREET ASSESSMENT

CALCULATIONS

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
36	143022320004	1,22	4793 Wood Avenue	194.97	59.99	\$1,704.17	\$0.00	\$1,704.17	36
37	143022320005	22	1882 5th Street	90.00	90.00	\$2,556.90	\$0.00	\$2,556.90	37
38	143022320006	22	1876 5th Street	75.00	75.00	\$2,130.75	\$0.00	\$2,130.75	38
39	143022320007	22	1870 5th Street	75.00	75.00	\$2,130.75	\$0.00	\$2,130.75	39
40	143022320008	3,22	1860 5th Street	120.00	100.00	\$2,841.00	\$0.00	\$2,841.00	40
41	143022320009	1,22	4792 Krech Avenue	184.40	60.00	\$1,704.60	\$0.00	\$1,704.60	41
42	143022320057	1,22	1836 5th Street	227.00	60.00	\$1,704.60	\$0.00	\$1,704.60	42
43	143022320058	3,22	1826 5th Street	120.00	100.00	\$2,841.00	\$0.00	\$2,841.00	43
44	143022320059	3,22	1824 5th Street	120.00	100.00	\$2,841.00	\$0.00	\$2,841.00	44
45	143022320060	22	1800 5th Street	79.50	79.50	\$2,258.60	\$0.00	\$2,258.60	45
46	143022320061	22	1792 5th Street	79.50	79.50	\$2,258.60	\$0.00	\$2,258.60	46
47	143022320062	22, 25	1784 5th Street	202.37	77.90	\$2,213.14	\$0.00	\$2,213.14	47
48	153022140004	19, 25	4849 Dillon Street	94.91	80.00	\$1,136.00	\$0.00	\$1,136.00	48
49	153022140005	19, 25	4843 Dillon Street	50.00	80.00	\$1,136.00	\$0.00	\$1,136.00	49
50	153022140006	19, 25	4839 Dillon Street	50.00	70.00	\$994.00	\$0.00	\$994.00	50
51	153022140007	19, 25	4835 Dillon Street	70.00	70.00	\$994.00	\$0.00	\$994.00	51
52	153022140008	19	4829 Dillon Street	60.00	60.00	\$852.00	\$0.00	\$852.00	52
53	153022140009	19	4823 Dillon Street	60.00	60.00	\$852.00	\$0.00	\$852.00	53
54	153022140010	19	4815 Dillon Street	60.00	60.00	\$852.00	\$0.00	\$852.00	54
55	153022140011	19	4809 Dillon Street	60.00	60.00	\$852.00	\$0.00	\$852.00	55
56	153022140012	1,19,22	4803 Dillon Street	186.47	123.24	\$2,625.63	\$0.00	\$2,625.63	56
57	153022140013	1, 25	4804 Debra Street	190.00	62.50	\$1,775.63	\$0.00	\$1,775.63	57
58	153022140032	1, 25	4803 Debra Street	190.00	62.50	\$1,775.63	\$0.00	\$1,775.63	58
59	153022140033	1, 25	4804 Karen Place	190.04	62.51	\$1,775.91	\$0.00	\$1,775.91	59
60	153022410001	22, 25	1778 5th Street	89.00	89.00	\$2,528.49	\$0.00	\$2,528.49	60
61	153022410004	22	1770 5th Street	100.00	100.00	\$2,841.00	\$0.00	\$2,841.00	61
62	153022410005	22	1760 5th Street	84.47	84.47	\$2,399.79	\$0.00	\$2,399.79	62
63	153022410006	22	1750 5th Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	63
64	153022410007	22	1742 5th Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	64
65	153022410008	1, 22	4796 Karen Place	235.00	70.00	\$1,988.70	\$0.00	\$1,988.70	65
66	353022130037	1, 22	3378 Orchard Circle	228.89	66.97	\$1,902.62	\$0.00	\$1,902.62	66
67	353022130038	10, 22	3384 Orchard Circle	105.24	80.00	\$2,272.80	\$0.00	\$2,272.80	67
68	353022130039	10, 22	3392 Orchard Circle	48.30	80.00	\$2,272.80	\$0.00	\$2,272.80	68
69	353022130040	10, 22	3390 Orchard Circle	53.92	80.00	\$2,272.80	\$0.00	\$2,272.80	69
70	353022130041	10, 22	3389 Orchard Circle	53.48	80.00	\$2,272.80	\$0.00	\$2,272.80	70

**CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 20-13**

CREATED: 9/13/2019

UPDATED: 1/6/2020

County Data Current 9/4/19

ASSESSMENT CODE 93202013

STREET ASSESSMENT

CALCULATIONS

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
71	353022130042	10, 22	3385 Orchard Circle	99.22	80.00	\$2,272.80	\$0.00	\$2,272.80	71
72	353022130043	1, 22	3379 Orchard Circle	228.00	66.47	\$1,888.41	\$0.00	\$1,888.41	72
73	353022210057	1, 22	3488 Midland Court	230.30	67.65	\$1,921.94	\$0.00	\$1,921.94	73
74	353022210058	22	3498 Midland Court	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	74
75	353022210059	10, 22	3506 Midland Court	85.69	80.00	\$2,272.80	\$0.00	\$2,272.80	75
76	353022210060	10, 22	3512 Midland Court	77.21	80.00	\$2,272.80	\$0.00	\$2,272.80	76
77	353022210061	10, 22	3516 Midland Court	54.31	80.00	\$2,272.80	\$0.00	\$2,272.80	77
78	353022210062	10, 22	3515 Midland Court	54.31	80.00	\$2,272.80	\$0.00	\$2,272.80	78
79	353022210063	10, 22	3511 Midland Court	77.11	80.00	\$2,272.80	\$0.00	\$2,272.80	79
80	353022210064	10, 22	3505 Midland Court	85.69	80.00	\$2,272.80	\$0.00	\$2,272.80	80
81	353022210065	22	3497 Midland Court	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	81
82	353022210066	1, 22	3487 Midland Court	230.30	135.30	\$3,843.87	\$0.00	\$3,843.87	82
83	353022210071	1, 22	1908 County Road E E	349.00	213.49	\$3,032.63	\$0.00	\$3,032.63	83
84	353022210072	22	3568 Highland Avenue	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	84
85	353022210073	22	3562 Highland Avenue	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	85
86	353022210074	22	3556 Highland Avenue	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	86
87	353022210075	1, 22	3550 Highland Avenue	230.40	135.41	\$3,847.00	\$0.00	\$3,847.00	87
88	353022210076	1, 22	3536 Highland Avenue	235.39	135.37	\$3,845.86	\$0.00	\$3,845.86	88
89	353022210077	22	3530 Highland Avenue	86.34	86.34	\$2,452.92	\$0.00	\$2,452.92	89
90	353022210078	22	3526 Highland Avenue	86.34	86.34	\$2,452.92	\$0.00	\$2,452.92	90
91	353022210079	22	3522 Highland Avenue	86.34	86.34	\$2,452.92	\$0.00	\$2,452.92	91
92	353022210080	22	3518 Highland Avenue	86.34	86.34	\$2,452.92	\$0.00	\$2,452.92	92
93	353022210081	22	3514 Highland Avenue	86.34	86.34	\$2,452.92	\$0.00	\$2,452.92	93
94	353022210082	1, 22	3510 Highland Avenue	235.26	135.27	\$3,843.02	\$0.00	\$3,843.02	94
95	353022210085	1, 22	3550 Dell Court South	215.19	135.19	\$3,840.75	\$0.00	\$3,840.75	95
96	353022210086	22	3540 Dell Court South	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	96
97	353022210087	10, 22	3530 Dell Court South	84.96	80.00	\$2,272.80	\$0.00	\$2,272.80	97
98	353022210088	10, 22	3520 Dell Court South	85.11	80.00	\$2,272.80	\$0.00	\$2,272.80	98
99	353022210089	10, 22	3510 Dell Court South	65.16	80.00	\$2,272.80	\$0.00	\$2,272.80	99
100	353022210090	3, 22	1939 Elm Street	165.57	100.00	\$2,841.00	\$0.00	\$2,841.00	100
101	353022210091	3, 22	1919 Elm Street	165.57	100.00	\$2,841.00	\$0.00	\$2,841.00	101
102	353022210092	10, 22	3500 Dell Court South	50.00	80.00	\$2,272.80	\$0.00	\$2,272.80	102
103	353022210093	10, 22	3505 Dell Court South	65.00	80.00	\$2,272.80	\$0.00	\$2,272.80	103
104	353022210094	10, 22	3515 Dell Court South	65.00	80.00	\$2,272.80	\$0.00	\$2,272.80	104
105	353022210095	10, 22	3525 Dell Court South	85.11	80.00	\$2,272.80	\$0.00	\$2,272.80	105

CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 20-13

CREATED:	9/13/2019
UPDATED:	1/6/2020

County Data Current 9/4/19

ASSESSMENT CODE 93202013

STREET ASSESSMENT
CALCULATIONS

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
106	353022210096	22	3535 Dell Court South	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	106
107	353022210097	1, 22	3545 Dell Court South	216.00	136.00	\$3,863.76	\$0.00	\$3,863.76	107
108	353022210098	1, 22	3560 Dell Court North	215.19	135.19	\$3,840.75	\$0.00	\$3,840.75	108
109	353022210099	10, 22	3570 Dell Court North	95.71	80.00	\$2,272.80	\$0.00	\$2,272.80	109
110	353022210100	10, 22	3580 Dell Court North	47.87	80.00	\$2,272.80	\$0.00	\$2,272.80	110
111	353022210102	10, 22	3590 Dell Court North	59.00	80.00	\$2,272.80	\$0.00	\$2,272.80	111
112	353022210106	10, 22	3585 Dell Court North	50.47	80.00	\$2,272.80	\$0.00	\$2,272.80	112
113	353022210107	10, 22	3575 Dell Court North	55.32	80.00	\$2,272.80	\$0.00	\$2,272.80	113
114	353022210108	10, 22	3565 Dell Court North	95.86	80.00	\$2,272.80	\$0.00	\$2,272.80	114
115	353022210109	1, 10, 22	3555 Dell Court North	216.00	136.00	\$3,863.76	\$0.00	\$3,863.76	115
116	353022220005	1, 22	3546 Willow Avenue	225.03	66.22	\$1,881.31	\$0.00	\$1,881.31	116
117	353022220006	1, 22	3532 Willow Avenue	225.02	66.21	\$1,881.03	\$0.00	\$1,881.03	117
118	353022220012	1, 22	3482 Willow Avenue	224.92	66.15	\$1,879.32	\$0.00	\$1,879.32	118
119	353022220016	22	3585 Auger Avenue	78.00	78.00	\$2,215.98	\$0.00	\$2,215.98	119
120	353022220017	22	3579 Auger Avenue	78.00	78.00	\$2,215.98	\$0.00	\$2,215.98	120
121	353022220018	22	3573 Auger Avenue	77.00	77.00	\$2,187.57	\$0.00	\$2,187.57	121
122	353022220019	22	3563 Auger Avenue	77.00	77.00	\$2,187.57	\$0.00	\$2,187.57	122
123	353022220020	22	3553 Auger Avenue	97.50	97.50	\$2,769.98	\$0.00	\$2,769.98	123
124	353022220022	1, 22	3529 Auger Avenue	230.39	135.37	\$3,845.86	\$0.00	\$3,845.86	124
125	353022220023	22	3521 Auger Avenue	79.09	79.09	\$2,246.95	\$0.00	\$2,246.95	125
126	353022220024	22	3513 Auger Avenue	79.09	79.09	\$2,246.95	\$0.00	\$2,246.95	126
127	353022220025	22	3505 Auger Avenue	79.09	79.09	\$2,246.95	\$0.00	\$2,246.95	127
128	353022220026	22	3497 Auger Avenue	79.09	79.09	\$2,246.95	\$0.00	\$2,246.95	128
129	353022220027	22	3489 Auger Avenue	79.08	79.08	\$2,246.66	\$0.00	\$2,246.66	129
130	353022220028	1, 22	3481 Auger Avenue	230.52	135.27	\$3,843.02	\$0.00	\$3,843.02	130
131	353022220030	22	1846 County Road E E	95.00	95.00	\$2,698.95	\$0.00	\$2,698.95	131
132	353022220031	22	3576 Auger Avenue	85.00	85.00	\$2,414.85	\$0.00	\$2,414.85	132
133	353022220032	22	3568 Auger Avenue	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	133
134	353022220033	22	3560 Auger Avenue	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	134
135	353022220034	22	3552 Auger Avenue	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	135
136	353022220035	1, 22	3542 Auger Avenue	236.70	136.03	\$3,864.61	\$0.00	\$3,864.61	136
137	353022220036	1, 22	3530 Auger Avenue	231.29	135.83	\$3,858.93	\$0.00	\$3,858.93	137
138	353022220037	22	3522 Auger Avenue	79.16	79.16	\$2,248.94	\$0.00	\$2,248.94	138
139	353022220038	22	3514 Auger Avenue	79.15	79.15	\$2,248.65	\$0.00	\$2,248.65	139
140	353022220039	22	3506 Auger Avenue	79.15	79.15	\$2,248.65	\$0.00	\$2,248.65	140

CITY OF WHITE BEAR LAKE
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ASSESSMENT CODE 93202013

**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
141	353022220040	22	3498 Auger Avenue	79.15	79.15	\$2,248.65	\$0.00	\$2,248.65	141
142	353022220041	22	3490 Auger Avenue	79.15	79.15	\$2,248.65	\$0.00	\$2,248.65	142
143	353022220042	1, 22	3482 Auger Avenue	230.26	135.27	\$3,843.02	\$0.00	\$3,843.02	143
144	353022220044	22	1865 Dell Street	82.77	82.77	\$2,351.50	\$0.00	\$2,351.50	144
145	353022220045	22	1875 Dell Street	82.77	82.77	\$2,351.50	\$0.00	\$2,351.50	145
146	353022220046	22	1864 Dell Street	82.77	82.77	\$2,351.50	\$0.00	\$2,351.50	146
147	353022220047	22	1874 Dell Street	82.77	82.77	\$2,351.50	\$0.00	\$2,351.50	147
148	353022220048	22	1865 Elm Street	82.77	82.77	\$2,351.50	\$0.00	\$2,351.50	148
149	353022220049	22	1875 Elm Street	82.77	82.77	\$2,351.50	\$0.00	\$2,351.50	149
150	353022220054	22	3563 Highland Avenue	94.95	94.88	\$2,695.54	\$0.00	\$2,695.54	150
151	353022220055	22	3557 Highland Avenue	95.00	95.00	\$2,698.95	\$0.00	\$2,698.95	151
152	353022220056	1, 22	3551 Highland Avenue	235.80	140.82	\$4,000.70	\$0.00	\$4,000.70	152
153	353022220057	22	1893 Dell Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	153
154	353022220058	22	1885 Dell Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	154
155	353022220059	22	1884 Dell Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	155
156	353022220060	22	1892 Dell Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	156
157	353022220061	1, 22	3537 Highland Avenue	235.78	140.76	\$3,998.99	\$0.00	\$3,998.99	157
158	353022220062	22	3529 Highland Avenue	90.85	90.85	\$2,581.05	\$0.00	\$2,581.05	158
159	353022220063	1, 22	3521 Highland Avenue	235.00	133.94	\$3,805.24	\$0.00	\$3,805.24	159
160	353022220064	10, 22	1893 Sunrise Court	60.00	80.00	\$2,272.80	\$0.00	\$2,272.80	160
161	353022220065	10, 22	1885 Sunrise Court	50.74	80.00	\$2,272.80	\$0.00	\$2,272.80	161
162	353022220066	10, 22	1886 Sunrise Court	50.84	80.00	\$2,272.80	\$0.00	\$2,272.80	162
163	353022220067	10, 22	1892 Sunrise Court	60.00	80.00	\$2,272.80	\$0.00	\$2,272.80	163
164	353022220068	1, 22	1898 Sunrise Court	234.96	133.86	\$3,802.96	\$0.00	\$3,802.96	164
165	353022220069	22	3515 Highland Avenue	90.85	90.85	\$2,581.05	\$0.00	\$2,581.05	165
166	353022220070	1, 22	3511 Highland Avenue	235.51	140.53	\$3,992.46	\$0.00	\$3,992.46	166
167	353022220071	22	1893 Elm Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	167
168	353022220072	22	1885 Elm Street	80.00	80.00	\$2,272.80	\$0.00	\$2,272.80	168
169	353022220076	1, 22	1830 County Road E E	240.80	67.77	\$1,925.35	\$0.00	\$1,925.35	169
170	353022220079	1, 22	1846 County Road E E	220.54	67.77	\$1,925.35	\$0.00	\$1,925.35	170
171	353022220081	1, 22	1892 County Road E E	265.96	87.98	\$2,499.51	\$0.00	\$2,499.51	171
172	353022220084	22	1801 Elm Street	82.63	82.63	\$2,347.52	\$0.00	\$2,347.52	172
173	353022220085	22	1809 Elm Street	82.63	82.63	\$2,347.52	\$0.00	\$2,347.52	173
174	353022220086	22	1817 Elm Street	82.63	82.63	\$2,347.52	\$0.00	\$2,347.52	174
175	353022220087	22	1825 Elm Street	82.63	82.63	\$2,347.52	\$0.00	\$2,347.52	175

**CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
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CREATED:	9/13/2019
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County Data Current 9/4/19

ASSESSMENT CODE 93202013

STREET ASSESSMENT
CALCULATIONS

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
176	353022220090	22, 25	1800 County Road E E	330.73	330.73	\$9,396.04	\$0.00	\$9,396.04	176
177	353022220091	1, 22	3545 Rooney Place	230.36	135.35	\$3,845.29	\$0.00	\$3,845.29	177
178	353022220092	22	3535 Rooney Place	83.00	83.00	\$2,358.03	\$0.00	\$2,358.03	178
179	353022220093	10, 22	3525 Rooney Place	87.44	80.00	\$2,272.80	\$0.00	\$2,272.80	179
180	353022220094	10, 22	3515 Rooney Place	83.38	80.00	\$2,272.80	\$0.00	\$2,272.80	180
181	353022220095	10, 22	3505 Rooney Place	63.27	80.00	\$2,272.80	\$0.00	\$2,272.80	181
182	353022220096	10, 22	3500 Rooney Place	63.13	80.00	\$2,272.80	\$0.00	\$2,272.80	182
183	353022220097	10, 22	3510 Rooney Place	83.34	80.00	\$2,272.80	\$0.00	\$2,272.80	183
184	353022220098	10, 22	3520 Rooney Place	87.53	80.00	\$2,272.80	\$0.00	\$2,272.80	184
185	353022220099	22	3530 Rooney Place	83.00	83.00	\$2,358.03	\$0.00	\$2,358.03	185
186	353022220100	1, 22	3540 Rooney Place	230.36	135.35	\$3,845.29	\$0.00	\$3,845.29	186
187	353022220103	22	3571 Highland Avenue	90.00	90.00	\$2,556.90	\$0.00	\$2,556.90	187
188	353022220106	1, 22	3543 Auger Avenue	265.46	165.46	\$4,700.72	\$0.00	\$4,700.72	188
189	353022220107		0 Auger Avenue	0.00	0.00	\$0.00	\$0.00	\$0.00	189
190	353022230066	1, 22	1818 Elm Street	275.30	140.00	\$3,977.40	\$0.00	\$3,977.40	190
191	353022230096	22	0 Willow Court	185.39	185.39	\$5,266.93	\$0.00	\$5,266.93	191
192	353022230105	22	3454 Willow Court	76.18	76.18	\$2,164.27	\$0.00	\$2,164.27	192
193	353022230106	22	3448 Willow Court	81.00	81.00	\$2,301.21	\$0.00	\$2,301.21	193
194	353022230107	22	3442 Willow Court	81.00	81.00	\$2,301.21	\$0.00	\$2,301.21	194
195	353022230108	22	3438 Willow Court	91.39	91.57	\$2,601.50	\$0.00	\$2,601.50	195
196	353022230111	1, 22	1834 Elm Street	267.80	67.65	\$1,921.94	\$0.00	\$1,921.94	196
197	353022230115	1, 22	1852 Elm Street	275.51	70.07	\$1,990.69	\$0.00	\$1,990.69	197
198	353022230128	3, 22, 25	1894 Elm Street	165.30	100.00	\$2,841.00	\$0.00	\$2,841.00	198
199	353022230129	23	1780 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	199
200	353022230130	23	1782 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	200
201	353022230131	23	1784 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	201
202	353022230132	23	1786 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	202
203	353022230133	23	3455 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	203
204	353022230134	23	3453 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	204
205	353022230135	23	3451 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	205
206	353022230136	23	3449 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	206
207	353022230137	23	3445 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	207
208	353022230138	23	3443 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	208
209	353022230139	23	3441 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	209
210	353022230140	23	3439 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	210

**CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
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ASSESSMENT CODE 93202013

**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
211	353022230141	23	3435 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	211
212	353022230142	23	3433 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	212
213	353022230143	23	3431 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	213
214	353022230144	23	3429 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	214
215	353022230145	23	1791 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	215
216	353022230146	23	1789 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	216
217	353022230147	23	1787 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	217
218	353022230148	23	1785 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	218
219	353022230163	23	1780 Elm Street	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	219
220	353022230164	23	1782 Elm Street	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	220
221	353022230165	23	1784 Elm Street	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	221
222	353022230166	23	1786 Elm Street	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	222
223	353022230167	23	1788 Elm Street	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	223
224	353022230168	23	1790 Elm Street	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	224
225	353022230169	23	1790 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	225
226	353022230170	23	1792 Willow Court East	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	226
227	353022230171	23	3420 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	227
228	353022230172	23	3418 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	228
229	353022230173	23	3416 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	229
230	353022230174	23	3414 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	230
231	353022230175	23	3412 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	231
232	353022230176	23	3410 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	232
233	353022230177	23	3408 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	233
234	353022230178	23	3400 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	234
235	353022230179	23	3394 Willow Court	47.81	47.81	\$1,765.62	\$0.00	\$1,765.62	235
236	353022230180		0 Willow Court	0.00	0.00	\$0.00	\$0.00	\$0.00	236
237	353022230185	22	1860 Elm Street	82.65	82.65	\$2,348.09	\$0.00	\$2,348.09	237
238	353022230186	22	1864 Elm Street	82.65	82.65	\$2,348.09	\$0.00	\$2,348.09	238
239	353022230188	22	1876 Elm Street	82.65	82.65	\$2,348.09	\$0.00	\$2,348.09	239
240	353022230189	22	1880 Elm Street	82.65	82.65	\$2,348.09	\$0.00	\$2,348.09	240
241	353022240005	22	1936 Elm Street	87.30	87.30	\$2,480.19	\$0.00	\$2,480.19	241
242	353022240006	22	1940 Elm Street	78.00	78.00	\$2,215.98	\$0.00	\$2,215.98	242
243	353022240032	1, 22	1904 Elm Street	285.30	67.62	\$1,921.08	\$0.00	\$1,921.08	243
244	353022240081	1, 22	1920 Elm Street	265.13	67.60	\$1,920.52	\$0.00	\$1,920.52	244
245	353022240086	22	1948 Elm Street	82.65	82.65	\$2,348.09	\$0.00	\$2,348.09	245

**CITY OF WHITE BEAR LAKE
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**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
246	353022240087	22	1956 Elm Street	82.65	82.65	\$2,348.09	\$0.00	\$2,348.09	246
247	363022110006	1, 21, 25	2650 County Road E E	553.20	254.23	\$5,750.68	\$0.00	\$5,750.68	247
248	363022110007	1, 21, 25	0 Rolling View Drive	58.51	58.51	\$1,323.50	\$0.00	\$1,323.50	248
249	363022110008	1, 21, 25	3564 Rolling View Drive	250.25	250.25	\$5,660.66	\$0.00	\$5,660.66	249
250	363022110009	19	3540 Rolling View Drive	80.93	80.46	\$1,142.53	\$0.00	\$1,142.53	250
251	363022110010	19	3532 Rolling View Drive	87.91	83.95	\$1,192.09	\$0.00	\$1,192.09	251
252	363022110011	19, 25	3526 Rolling View Court	96.65	88.48	\$1,256.42	\$0.00	\$1,256.42	252
253	363022110012	19	3518 Rolling View Court	82.80	81.40	\$1,155.88	\$0.00	\$1,155.88	253
254	363022110013	19	3510 Rolling View Court	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	254
255	363022110014	19	3502 Rolling View Court	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	255
256	363022110015	19	3494 Rolling View Court	69.87	80.00	\$1,136.00	\$0.00	\$1,136.00	256
257	363022110016	19	3488 Rolling View Court	56.65	80.00	\$1,136.00	\$0.00	\$1,136.00	257
258	363022110017	19	3482 Rolling View Court	56.56	80.00	\$1,136.00	\$0.00	\$1,136.00	258
259	363022110018	10, 19	3476 Rolling View Court	81.10	80.00	\$1,136.00	\$0.00	\$1,136.00	259
260	363022110019	10, 19	3470 Rolling View Court	59.66	80.00	\$1,136.00	\$0.00	\$1,136.00	260
261	363022110020	3, 19, 25	3495 Rolling View Court	230.19	100.00	\$1,420.00	\$0.00	\$1,420.00	261
262	363022110021	19	3509 Rolling View Court	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	262
263	363022110022	1, 19	3517 Rolling View Court	241.22	159.41	\$2,263.62	\$0.00	\$2,263.62	263
264	363022110023	3, 19, 25	3531 Rolling View Drive	193.06	100.00	\$1,420.00	\$0.00	\$1,420.00	264
265	363022110024	19	3539 Rolling View Drive	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	265
266	363022110025	3, 19	0 Rolling View Drive	116.98	100.00	\$1,420.00	\$0.00	\$1,420.00	266
267	363022110026	3, 19	0 Rolling View Drive	227.80	100.00	\$1,420.00	\$0.00	\$1,420.00	267
268	363022120001	19, 25	2600 County Road E E	777.00	487.00	\$6,915.40	\$0.00	\$6,915.40	268
269	363022120002	19	2608 Rolling View Drive	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	269
270	363022120003	19	2600 Rolling View Drive	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	270
271	363022120004	1, 19	3524 Glen Oaks Avenue	223.49	126.79	\$1,800.42	\$0.00	\$1,800.42	271
272	363022120005	19	3514 Glen Oaks Avenue	95.00	95.00	\$1,349.00	\$0.00	\$1,349.00	272
273	363022120006	19	3500 Glen Oaks Avenue	95.00	95.00	\$1,349.00	\$0.00	\$1,349.00	273
274	363022120007	19, 25	3490 Glen Oaks Avenue	130.00	100.00	\$1,420.00	\$0.00	\$1,420.00	274
275	363022120008		0 Glen Oaks Avenue	128.81	0.00	\$0.00	\$0.00	\$0.00	275
276	363022120009	10, 19	3481 Rolling View Court	50.00	80.00	\$1,136.00	\$0.00	\$1,136.00	276
277	363022120010	10, 19	3487 Rolling View Court	50.00	80.00	\$1,136.00	\$0.00	\$1,136.00	277
278	363022120011	10, 19	3493 Rolling View Court	50.00	80.00	\$1,136.00	\$0.00	\$1,136.00	278
279	363022120012	19, 25	0 Glen Oaks Avenue	49.00	49.00	\$695.80	\$0.00	\$695.80	279
280	363022120013	3, 19	3532 Glen Oaks Avenue	133.52	100.00	\$1,420.00	\$0.00	\$1,420.00	280

CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 20-13

CREATED:	9/13/2019
UPDATED:	1/6/2020

County Data Current 9/4/19

ASSESSMENT CODE 93202013

**STREET ASSESSMENT
CALCULATIONS**

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
281	363022120014	19	3534 Glen Oaks Avenue	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	281
282	363022120015	1, 19	3544 Glen Oaks Avenue	228.81	125.96	\$1,788.63	\$0.00	\$1,788.63	282
283	363022120016	10, 19	3546 Glen Oaks Court	85.05	80.00	\$1,136.00	\$0.00	\$1,136.00	283
284	363022120017	10, 19	3548 Glen Oaks Court	50.27	80.00	\$1,136.00	\$0.00	\$1,136.00	284
285	363022120018	10, 19	3550 Glen Oaks Court	50.27	80.00	\$1,136.00	\$0.00	\$1,136.00	285
286	363022120019	10, 19	3552 Glen Oaks Court	50.27	80.00	\$1,136.00	\$0.00	\$1,136.00	286
287	363022120020	10, 19	3554 Glen Oaks Court	78.30	80.00	\$1,136.00	\$0.00	\$1,136.00	287
288	363022120021	1, 19	3556 Glen Oaks Court	232.33	137.03	\$1,945.83	\$0.00	\$1,945.83	288
289	363022120022	19, 25	3564 Glen Oaks Avenue	86.00	99.31	\$1,410.20	\$0.00	\$1,410.20	289
290	363022120023	19, 25	3566 Glen Oaks Avenue	88.20	90.64	\$1,287.09	\$0.00	\$1,287.09	290
291	363022120024	19	3574 Glen Oaks Avenue	68.96	80.00	\$1,136.00	\$0.00	\$1,136.00	291
292	363022120025	19	3576 Glen Oaks Avenue	68.96	80.00	\$1,136.00	\$0.00	\$1,136.00	292
293	363022120026	1, 19, 25	3578 Glen Oaks Avenue	169.37	86.06	\$1,222.05	\$0.00	\$1,222.05	293
294	363022120027	21	2502 County Road E E	599.00	183.00	\$4,139.46	\$0.00	\$4,139.46	294
295	363022120028	1, 19, 25	3598 Glen Oaks Avenue	353.79	84.55	\$1,200.61	\$0.00	\$1,200.61	295
296	363022120029	19	3596 Glen Oaks Avenue	160.24	40.12	\$569.70	\$0.00	\$569.70	296
297	363022120030	19	3594 Glen Oaks Avenue	160.24	40.12	\$569.70	\$0.00	\$569.70	297
298	363022120031	10, 19, 25	3592 Glen Oaks Avenue	191.14	40.00	\$568.00	\$0.00	\$568.00	298
299	363022120032	10, 19, 25	3590 Glen Oaks Avenue	272.19	40.00	\$568.00	\$0.00	\$568.00	299
300	363022120033	10, 19	3589 Glen Oaks Avenue	70.46	80.00	\$1,136.00	\$0.00	\$1,136.00	300
301	363022120034	10, 19	3587 Glen Oaks Avenue	123.68	80.00	\$1,136.00	\$0.00	\$1,136.00	301
302	363022120035	19	3585 Glen Oaks Avenue	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	302
303	363022120036	19	3583 Glen Oaks Avenue	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	303
304	363022120037	3, 19, 25	3581 Glen Oaks Avenue	127.44	100.00	\$1,420.00	\$0.00	\$1,420.00	304
305	363022120040	19	3561 Glen Oaks Avenue	91.11	86.03	\$1,221.63	\$0.00	\$1,221.63	305
306	363022120041	19	3559 Glen Oaks Avenue	91.11	85.89	\$1,219.64	\$0.00	\$1,219.64	306
307	363022120042	19	3541 Glen Oaks Avenue	89.56	84.85	\$1,204.87	\$0.00	\$1,204.87	307
308	363022120043	19	3539 Glen Oaks Avenue	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	308
309	363022120044	19	3537 Glen Oaks Avenue	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	309

**CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 20-13**

CREATED: 9/13/2019

UPDATED: 1/6/2020

County Data Current 9/4/19

ASSESSMENT CODE 93202013

STREET ASSESSMENT
CALCULATIONS

	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
310	363022120045	19	3529 Glen Oaks Avenue	80.00	80.00	\$1,136.00	\$0.00	\$1,136.00	310
311	363022120046	19	3527 Glen Oaks Avenue	93.21	81.97	\$1,163.97	\$0.00	\$1,163.97	311
312	363022120048	3, 19	3525 Glen Oaks Avenue	123.05	100.00	\$1,420.00	\$0.00	\$1,420.00	312
313	363022120049	19	3515 Glen Oaks Avenue	100.00	95.26	\$1,352.69	\$0.00	\$1,352.69	313
314	363022120050	19	3505 Glen Oaks Avenue	95.00	95.01	\$1,349.14	\$0.00	\$1,349.14	314
315	363022120051	19	3495 Glen Oaks Avenue	95.00	95.01	\$1,349.14	\$0.00	\$1,349.14	315
316	363022120052	19	3485 Glen Oaks Avenue	86.44	94.35	\$1,339.77	\$0.00	\$1,339.77	316
317	363022120053	3, 19	3475 Glen Oaks Avenue	100.00	100.00	\$1,420.00	\$0.00	\$1,420.00	317
318	363022120056	1, 19	2515 Oak Court	260.00	82.50	\$1,171.50	\$0.00	\$1,171.50	318
319	363022120057	19	2523 Oak Court	72.94	80.00	\$1,136.00	\$0.00	\$1,136.00	319
320	363022120058	3, 19	2531 Oak Court	90.73	100.00	\$1,420.00	\$0.00	\$1,420.00	320
321	363022120059	19	2539 Oak Court	71.40	80.00	\$1,136.00	\$0.00	\$1,136.00	321
322	363022120060	10, 19	2555 Oak Court	107.75	80.00	\$1,136.00	\$0.00	\$1,136.00	322
323	363022120062	10, 19	2530 Oak Court	196.28	80.00	\$1,136.00	\$0.00	\$1,136.00	323
324	363022120063	19	2522 Oak Court	80.03	80.01	\$1,136.14	\$0.00	\$1,136.14	324
325	363022120064	1, 19	2514 Oak Court	240.00	72.50	\$1,029.50	\$0.00	\$1,029.50	325
326	363022120065	10, 19	2542 Oak Court	110.44	80.00	\$1,136.00	\$0.00	\$1,136.00	326
327	363022120066	19	3569 Glen Oaks Avenue	82.61	80.72	\$1,146.22	\$0.00	\$1,146.22	327
328	363022120067	3, 19	3571 Glen Oaks Avenue	147.00	100.00	\$1,420.00	\$0.00	\$1,420.00	328
						\$663,332.36	\$0.00	\$663,332.36	

CITY OF WHITE BEAR LAKE
2020 STREET MILL & OVERLAY PROJECT
CITY PROJECT NO. 20-13

CREATED:	9/13/2019
UPDATED:	1/6/2020

County Data Current 9/4/19

ASSESSMENT CODE 93202013

PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT CALCULATIONS		STORM ASSESSMENT	TOTAL ASSESSMENT
					STREET ASSESSMENT			
		Residential street assessment				\$ 40.52		
	1	Corner lot						
	2	Bound by streets on 3 or all sides						
	3	Interior lot 100 ft maximum				\$ 4,052.00		
	4	Maximum residential corner lot assessment				\$ 5,545.93		
	5	1/2 maximum residential corner lot assessment				\$ 2,772.97		
	6	Commercial lot per front foot assessment				\$ 64.66		
	7	Apartment/Townhome per foot assessment				\$ 53.29		
	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				\$ 2,266.00		
	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				\$ 14.20		
	20	Apartment/Town Home Mill & Overlay Rate				\$ 18.58		
	21	Commercial Mill and Overlay Rate				\$ 22.62		
	22	Residential Total Pavement Replacement Rate				\$ 28.41		
	23	Apartment/Townhome Total Pavement Replacement Rate				\$ 36.93		
	24	Commercial Total Pavement Replacement Rate				\$ 45.46		
	25	Appraiser's Opinion						

ASSESSMENT PERIOD - 10 YEARS FOR RESIDENTIAL - 15 YEARS FOR APARTMENTS AND COMMERCIAL

INTEREST RATE (2019) - 4.41%

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)

APPENDIX G

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 H

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 Stanus, 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:

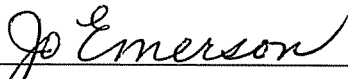
1. The City’s Assessment Policy is hereby updated as of April 26, 2011.
2. This resolution is incorporated into the Assessment Policy as Appendix “D”.
3. The Mill & Overlay assessment rate is proposed to be based on assessing 33% of the total improvement project cost at the 25 year mark to benefitting 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

EXHIBIT 11

**NON-MOTORIZED
TRANSPORTATION PLAN**

EXHIBIT 12

**PROPOSED ELM STREET SIDEWALK
CITY PROJECT NO. 20-13**

EXHIBIT 13

**PROPOSED HIGHLAND STREET
SIDEWALK,
CITY PROJECT NO. 20-13**

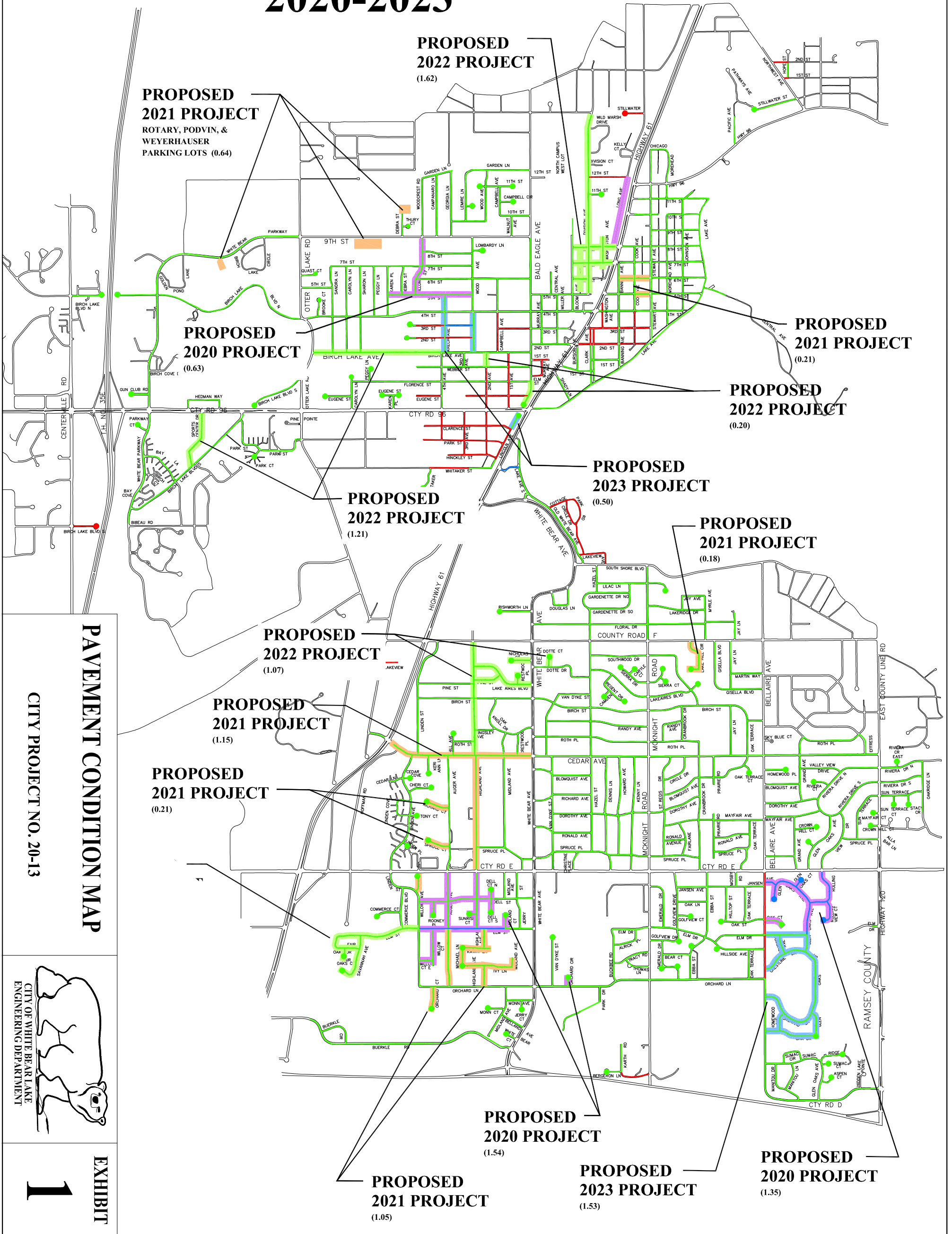
CITY OF WHITE BEAR LAKE PROPOSED STREET MILL & OVERLAY PROGRAM 2020-2023

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. 20-13

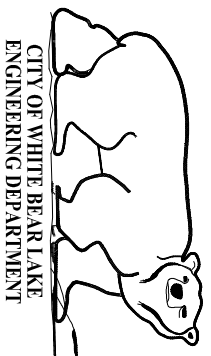
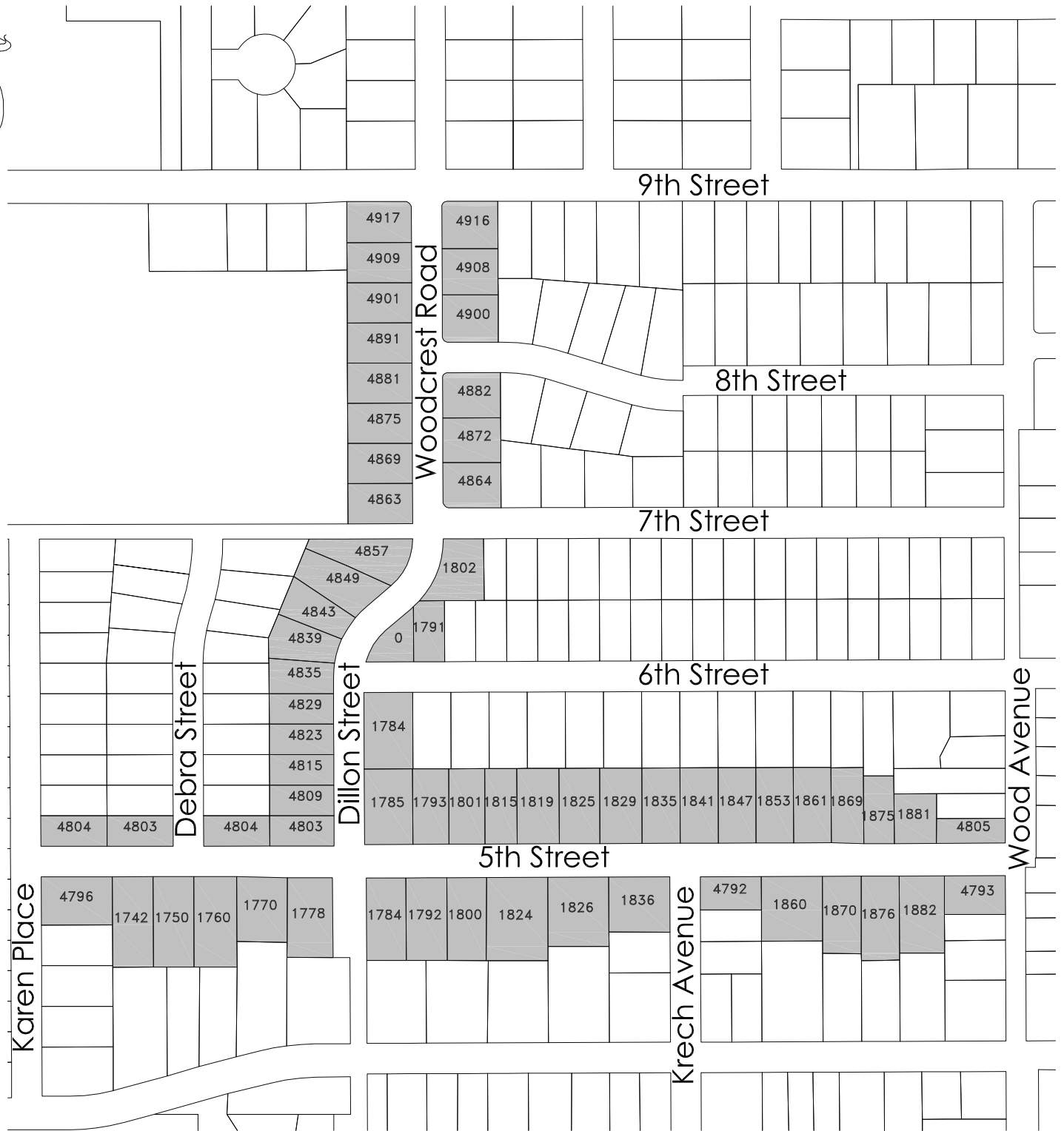


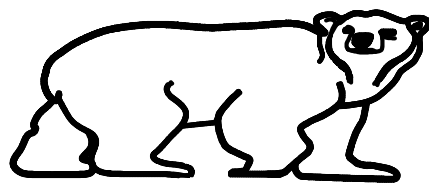
EXHIBIT 1

CITY PROJECT 20-13



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 20-13



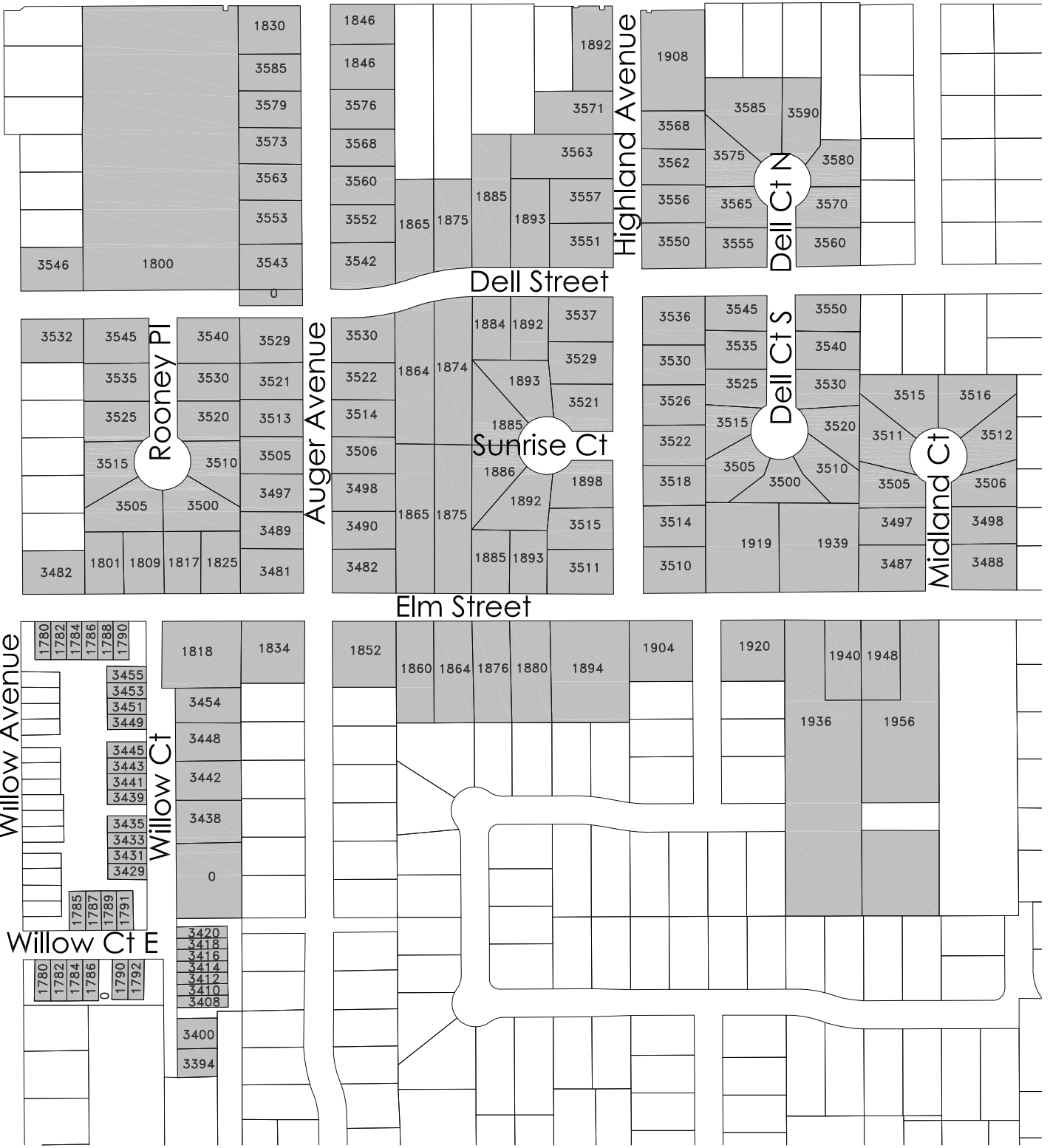
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

2

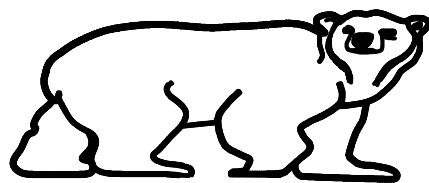
CITY PROJECT 20-13

County Road E



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 20-13



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

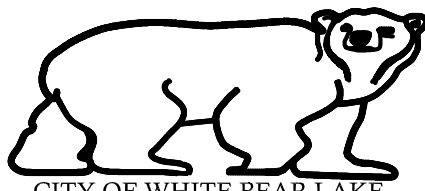
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CITY PROJECT 20-13



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 20-13

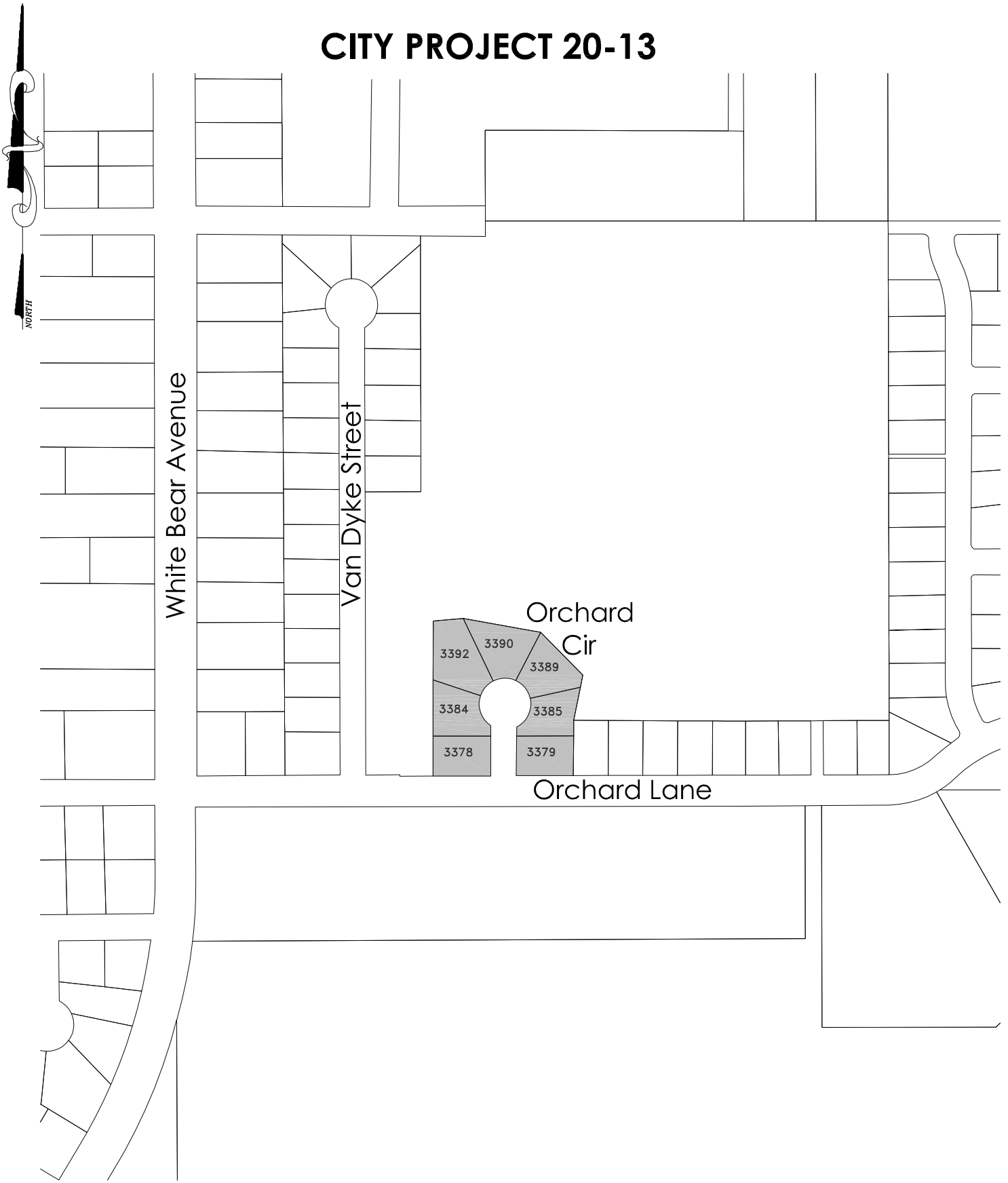


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

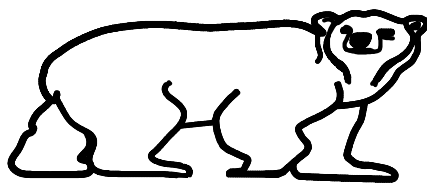
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CITY PROJECT 20-13



STREET MILL & OVERLAY PROJECT MAP

CITY PROJECT NO. 20-13

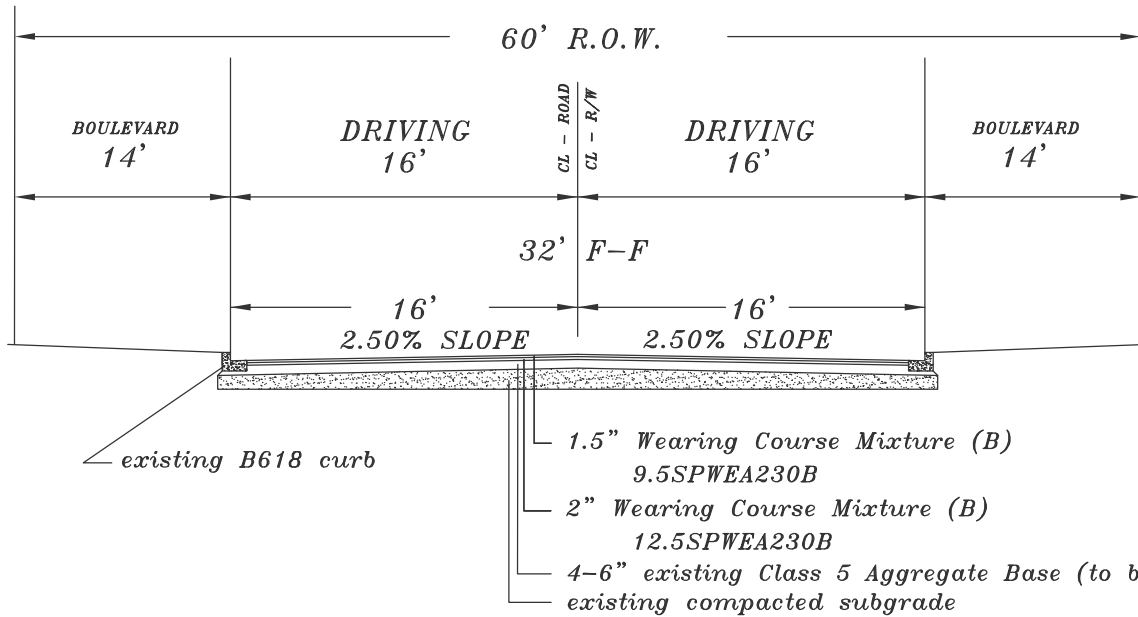


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

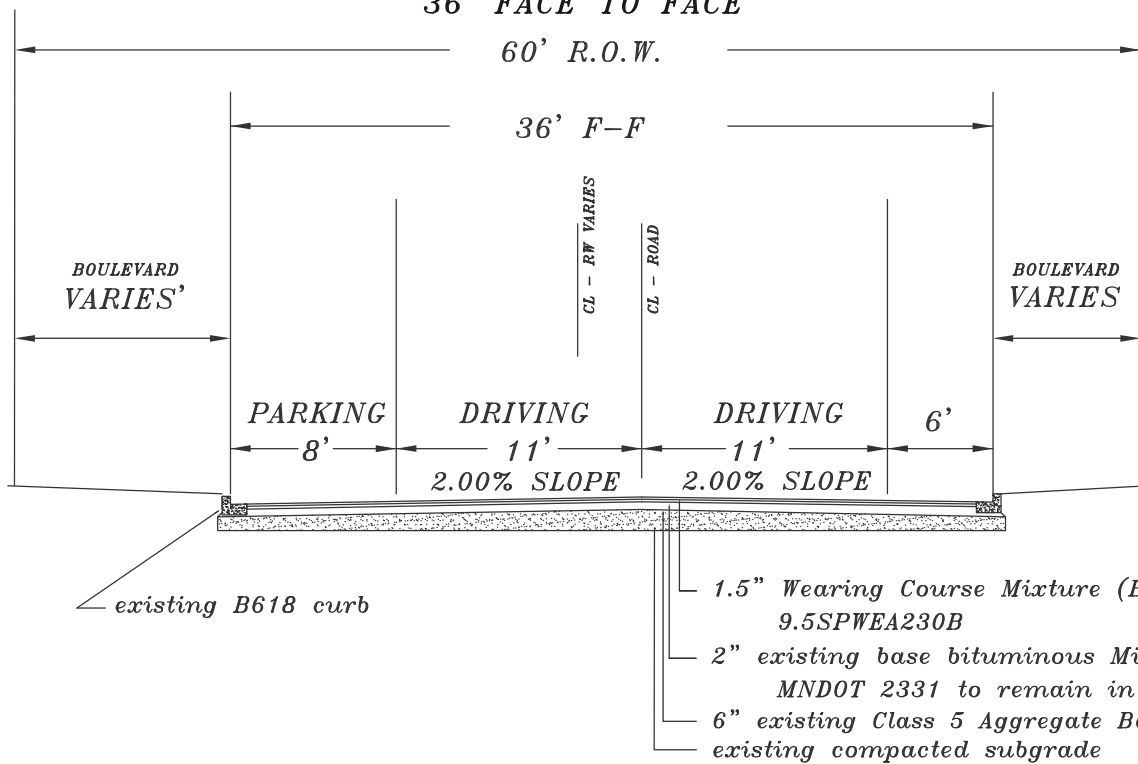
EXHIBIT

5

5TH STREET
KAREN PLACE TO WOOD AVENUE
32' FACE TO FACE

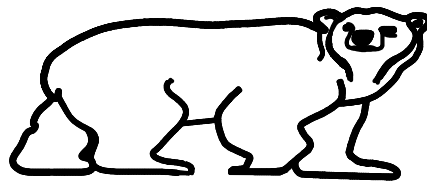


DILLON STREET/WOODCREST ROAD
FIFTH STREET TO NINTH STREET
36' FACE TO FACE



**TYPICAL STREET
 CROSS SECTIONS**

CITY PROJECT NO. 20-13



CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT

EXHIBIT

6

AUGER AVENUE

ELM STREET TO COUNTY ROAD E

DELL STREET

WILLOW AVENUE TO 140' WEST OF MIDLAND AVENUE

DELL COURT NORTH AND SOUTH

SOUTH CUL-DE-SAC TO NORTH CUL-DE-SAC

MIDLAND COURT

ELM STREET TO NORTH CUL-DE-SAC

ORCHARD CIRCLE

ORCHARD LANE TO NORTH CUL-DE-SAC

ROONEY PLACE

DELL STREET TO SOUTH CUL-DE-SAC

SUNRISE COURT

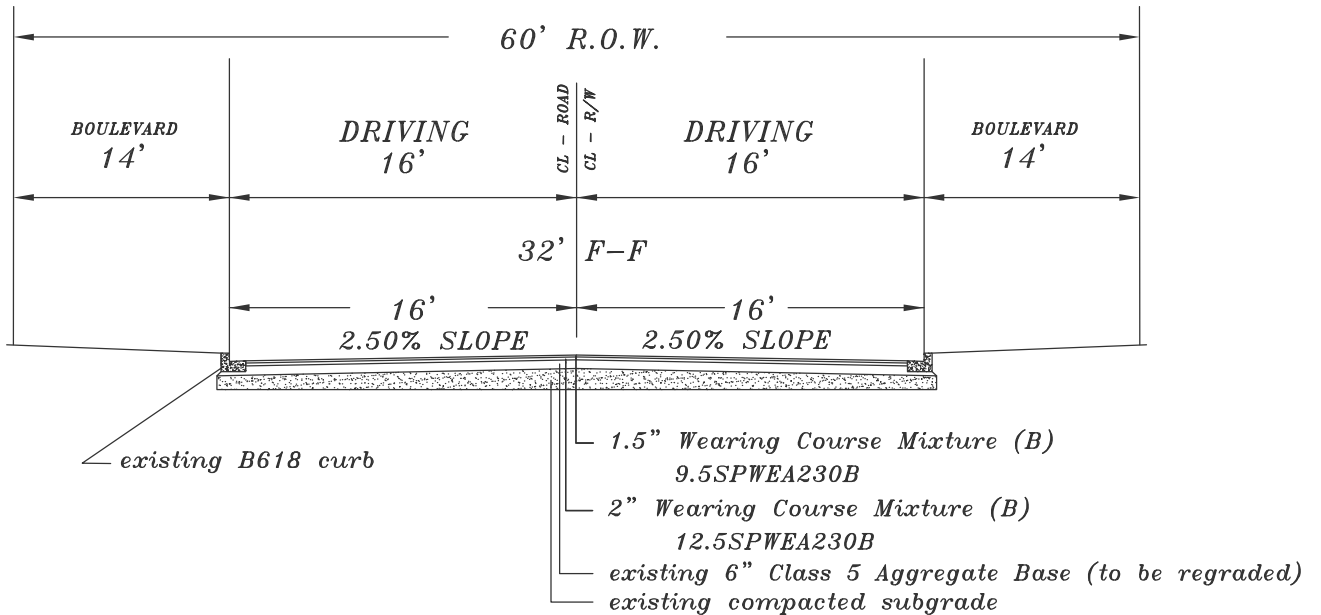
HIGHLAND AVENUE TO WEST CUL-DE-SAC

WILLOW COURT

SOUTH LIMITS TO ELM STREET

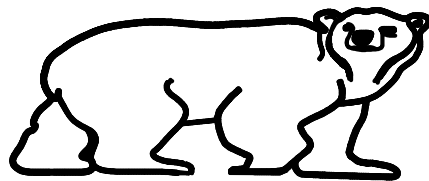
WILLOW COURT EAST

WILLOW AVENUE TO WILLOW COURT



**TYPICAL STREET
CROSS SECTIONS**

CITY PROJECT NO. 20-13

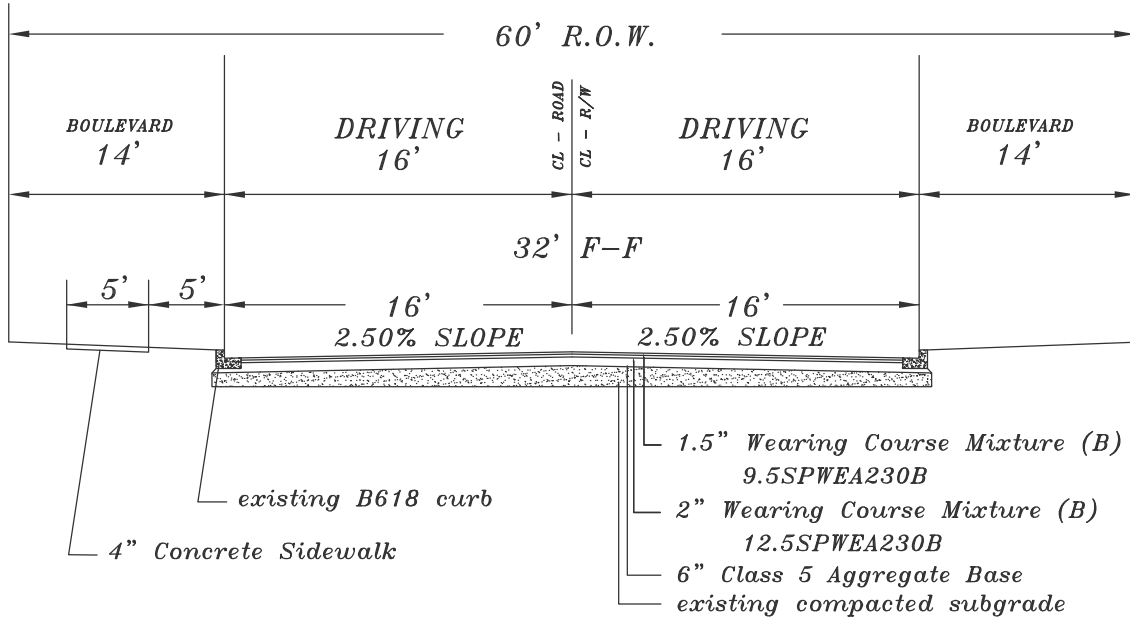


CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

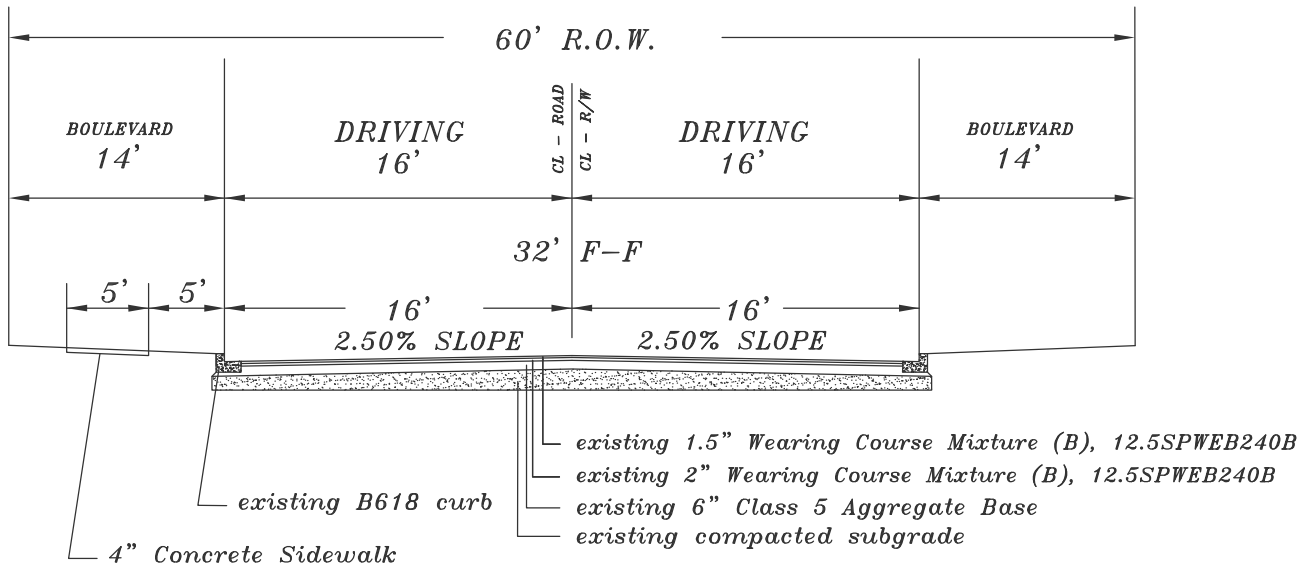
EXHIBIT

7

ELM STREET
WILLOW AVENUE TO MIDLAND COURT
32' FACE TO FACE

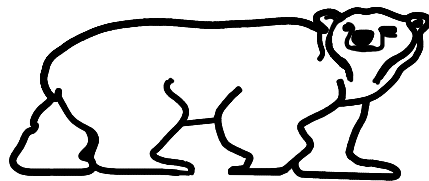


ELM STREET
MIDLAND COURT TO WHITE BEAR AVENUE
32' FACE TO FACE



**TYPICAL STREET
 CROSS SECTIONS**

CITY PROJECT NO. 20-13

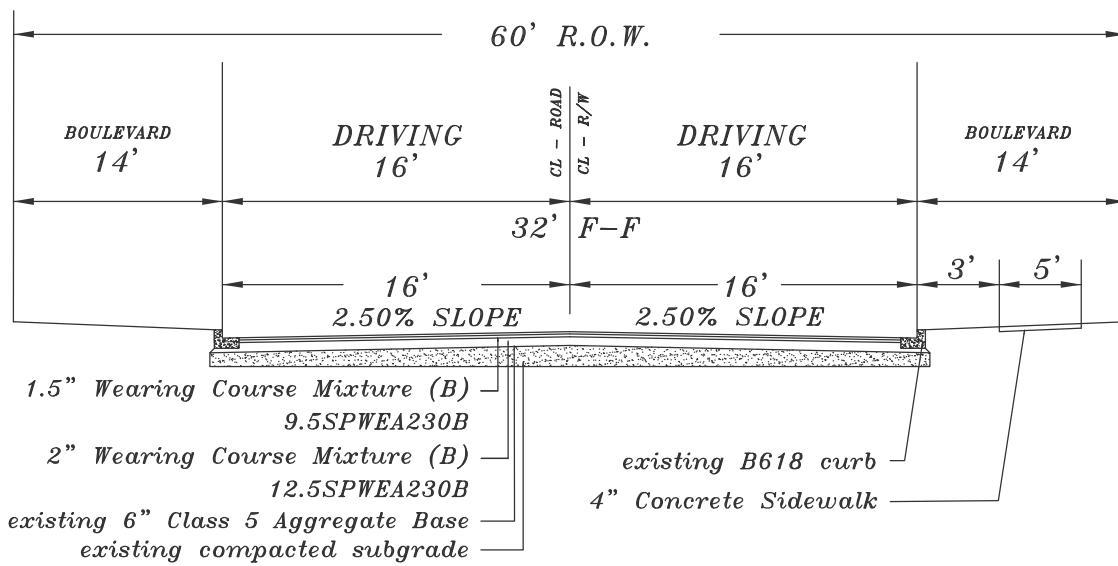


**CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT**

EXHIBIT

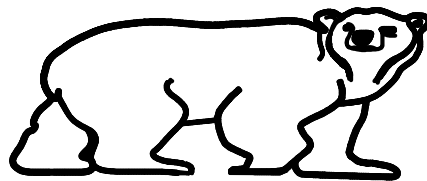
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HIGHLAND AVENUE
ELM STREET TO COUNTY ROAD E



TYPICAL STREET
 CROSS SECTIONS

CITY PROJECT NO. 20-13

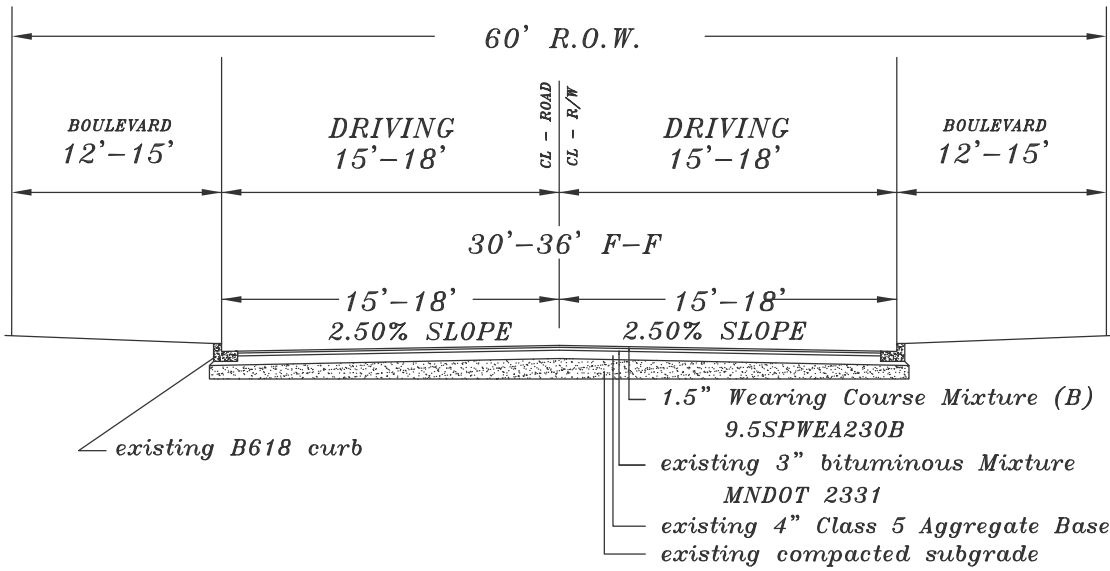


CITY OF WHITE BEAR LAKE
 ENGINEERING DEPARTMENT

EXHIBIT

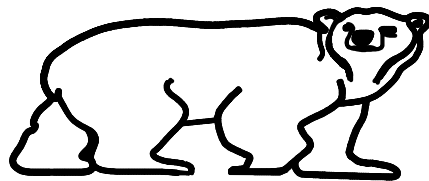
9

GLEN OAKS AVENUE
ELM DRIVE TO SOUTH CUL-DE-SAC
GLEN OAKS COURT
GLEN OAKS AVENUE TO NORTH CUL-DE-SAC
JANSEN AVENUE
BELLAIRE AVENUE TO GLEN OAKS AVENUE
OAK COURT
BELLAIRE AVENUE TO EAST CUL-DE-SAC
ROLLING VIEW DRIVE
GLEN OAKS AVENUE TO COUNTY ROAD E
ROLLING VIEW COURT
ROLLING VIEW DRIVE TO SOUTH CUL-DE-SAC



**TYPICAL STREET
CROSS SECTIONS**

CITY PROJECT NO. 20-13



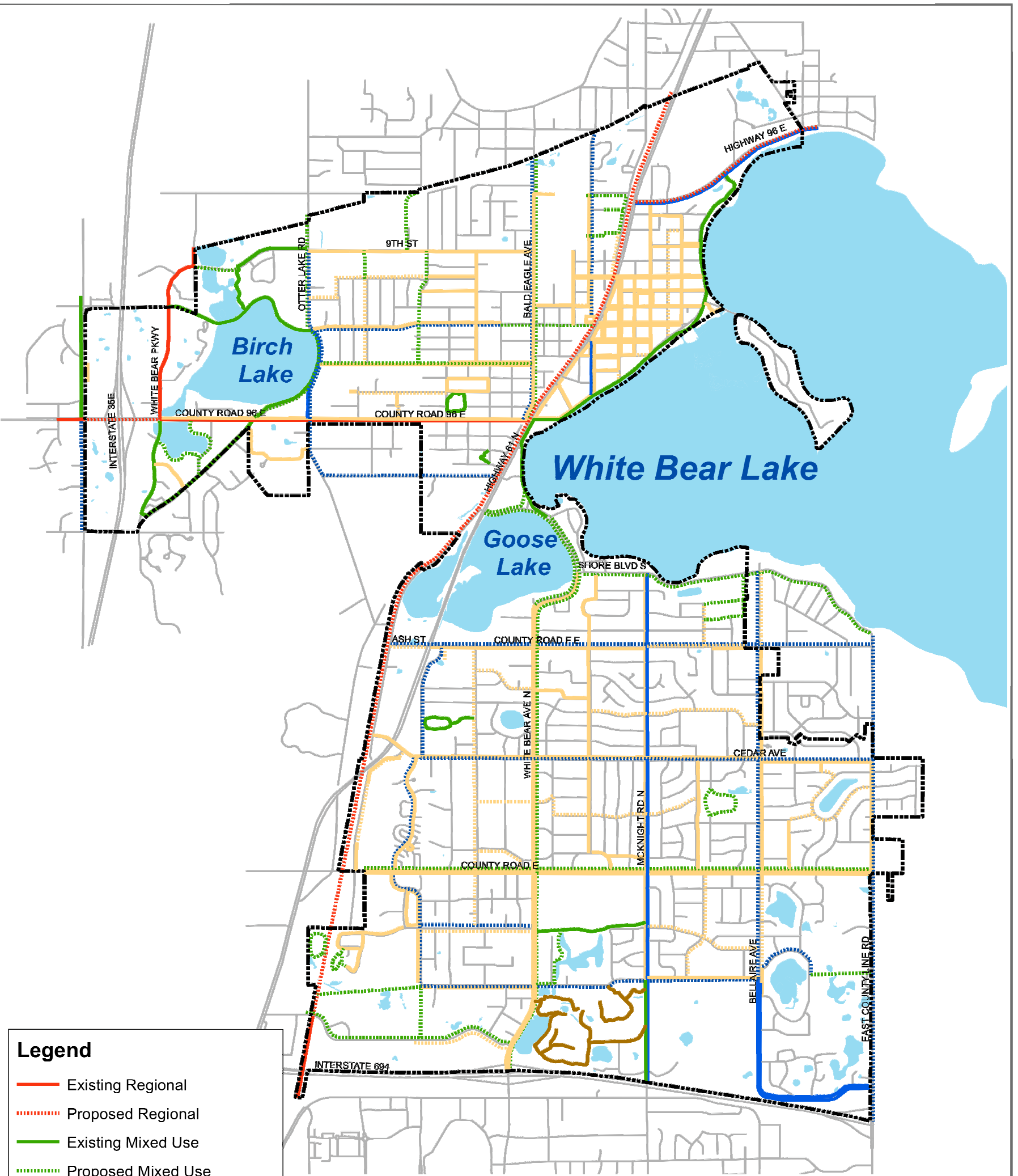
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

10

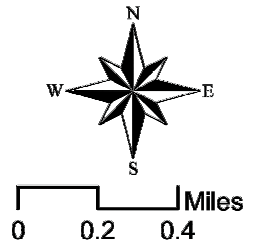
NON-MOTORIZED
 TRANSPORTATION PLAN

FEASIBILITY REPORT
 PROJECT MAP
 CITY PROJECT NO. 20-13



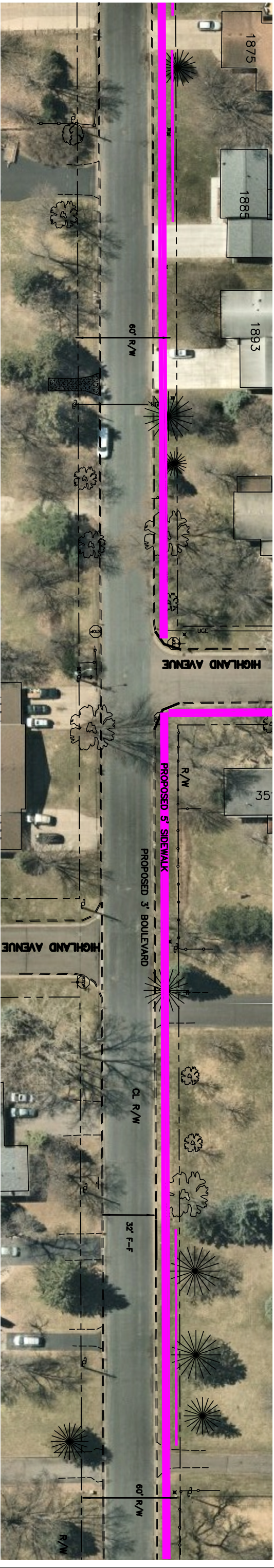
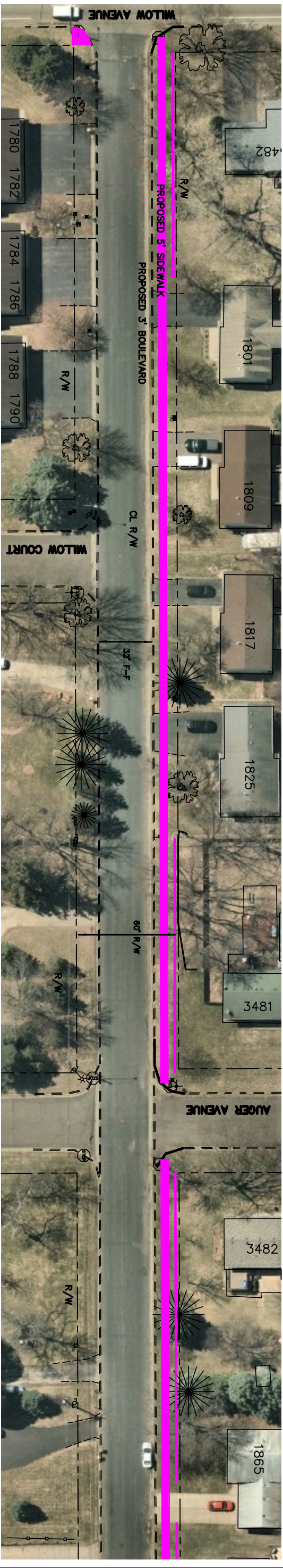
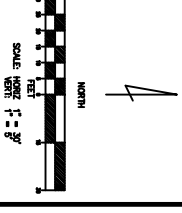
Legend

- Existing Regional
- - - Proposed Regional
- Existing Mixed Use
- - - Proposed Mixed Use
- Existing On Road Bike Lane
- - - Proposed On Road Bike Lane
- Existing Sidewalk
- - - Proposed Sidewalk
- Woodchip



**CITY OF WHITE BEAR LAKE
 2040 COMPREHENSIVE PLAN
 NON-MOTORIZED
 TRANSPORTATION PLAN**
 Created February 2018
 By the Community Development Department
 Utilizing Ramsey County GIS Data
 For More Information, Call 651-429-8561

ELM STREET



CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT
4701 HIGHWAY 61
WHITE BEAR LAKE
MINNESOTA 55110-3227
TEL: (651) 429-6531 FAX: (651) 429-6500

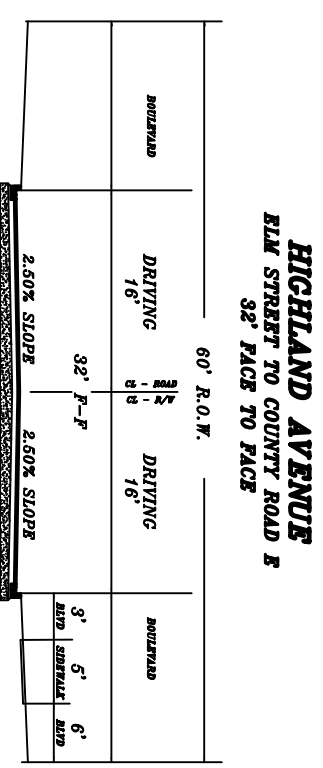
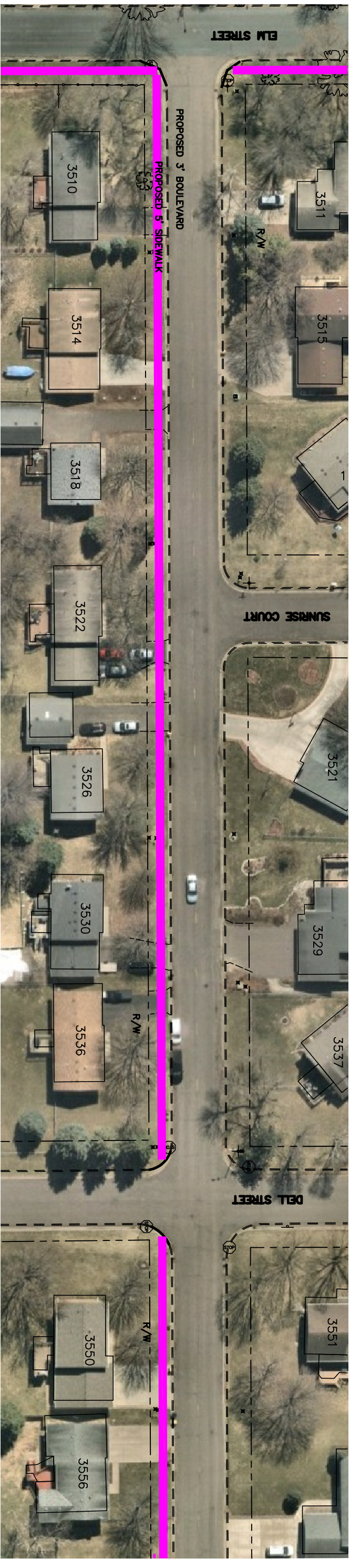
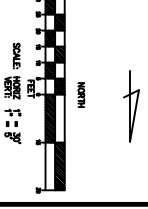
ELM STREET
STREET RECONSTRUCTION &
UTILITY REHABILITATION
CITY PROJECT #20-13

PROJECT MAP
CITY PROJECT NO. 20-13



EXHIBIT 12

HIGHLAND AVENUE



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

HIGHLAND AVENUE
 STREET RECONSTRUCTION &
 UTILITY REHABILITATION
 CITY PROJECT #20-13

PROJECT MAP
 CITY PROJECT NO. 20-13

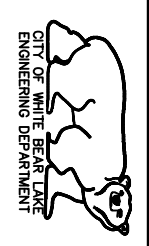


EXHIBIT 13