CITY OF WHITE BEAR LAKE

ENGINEERING DEPARTMENT

FEASIBILITY REPORT
for the
2021 PAVEMENT REHABILITATION PROJECT

January 21, 2021

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

FEASIBILITY REPORT

for the

2021 PAVEMENT REHABILITATION PROJECT

CITY PROJECT NOS. 21-01, 04, 06, & 13

Campanaro Lane / Garden Lane / Georgia Lane / Woodcrest Road /
Birch Lake Avenue / Elm Street / Fair Oaks Court / Fair Oaks Drive /
Savannah Avenue / Lakehill Circle / Fifth Street / Sixth Street
Alley #1 / Lakewood Hills Park Parking Lots / Matoska Park Parking Lots

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 21, 2021
Date

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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 80 miles – or 95 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 and overlaying to total pavement replacement. Mill and overlay 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 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 2021 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 2021 Pavement Rehabilitation 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 **2021 Pavement Rehabilitation Project**, are shown in **Exhibits 2 - 8,** as well as City Park parking lots at Matoska Park and Lakewood Hills Park:

- **Campanaro Lane** (from Ninth Street to Garden Lane)
- **Garden Lane** (from Woodcrest Road to Georgia Lane)
- **Georgia Lane** (from Ninth Street to Garden Lane)
- **Woodcrest Road** (from Ninth Street to Garden Lane)

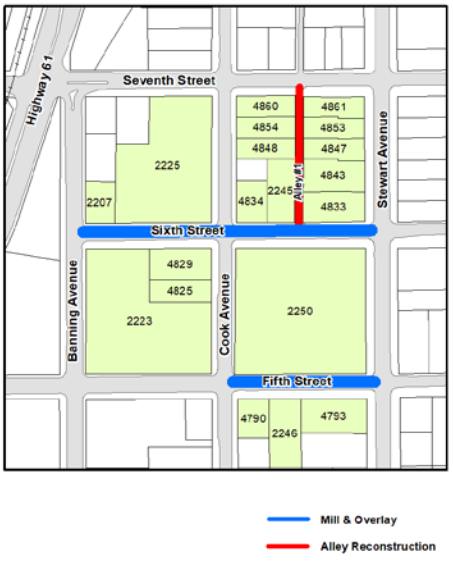
2021 Street Rehabilitation Project 21-01

- **Birch Lake Avenue** (from Otter Lake Road to Fourth Avenue)

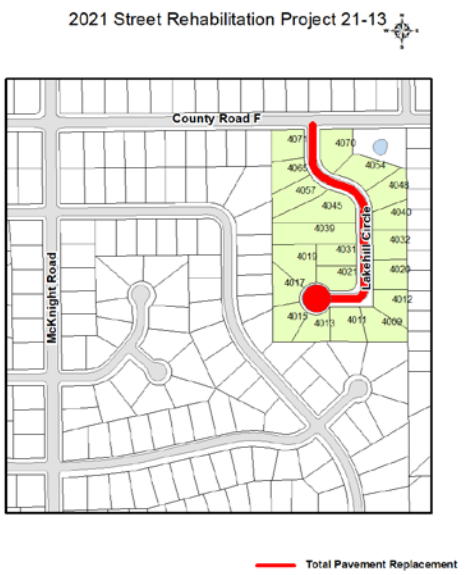
2021 Street Rehabilitation Project 21-06

- **Alley #1** (from Sixth Street to Seventh Street)
- **Fifth Street** (from Cook Avenue to Stewart Avenue)
- **Sixth Street** (from Banning Avenue to Stewart Avenue)

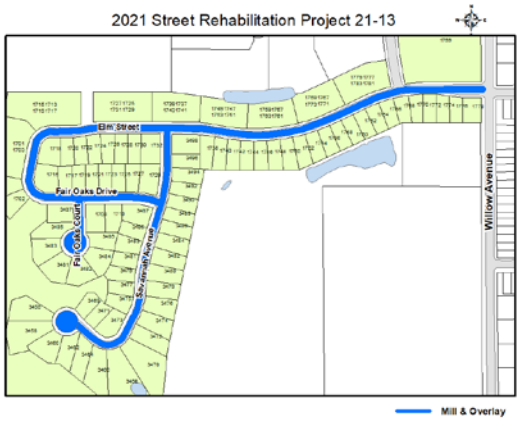
2021 Street Rehabilitation Project 21-13



- **Lakehill Circle** (from County Road F to end cul-de-sac)



- **Elm Street** (from Fair Oaks Drive to Willow Avenue)
- **Fair Oaks Drive** (from Elm Street to Savannah Avenue)
- **Fair Oaks Court** (from Fair Oaks Drive to end cul-de-sac)
- **Savannah Avenue** (Elm Street to end cul-de-sac)



On October 27, 2020, the City Council adopted Resolution No. 12653, 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. If the City Council were to order a public hearing at its January 26, 2021 meeting, the hearing could be conducted on February 23, 2021.

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 STREET 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 and 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 and 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 and 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. In 2021, the City's Engineering Department does not plan on reconstructing any of the City streets. Due to COVID-19, revenue shortfalls and basic uncertainty, 2021 will be a good year to maintain what we have and start planning for the City's 2022 Street Reconstruction Project. Looking forward, the City owned Parking Lots and the Streets in Downtown White Bear Lake are on our plan for reconstruction in the near future. In the current economic climate, we are recommending that these projects are postponed until 2023 & 2024.

IV. EXISTING CONDITIONS

The streets included in the proposed 2021 Pavement Rehabilitation Project are deteriorating and in need of pavement rehabilitation as well as minor curb and gutter, sidewalk and 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 and Alley Pavements

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

Streets proposed for rehabilitation in 2021 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 alley is just a collection of thin patching and seal coats. The pavements have been maintained by the City through a regular patching and seal coating program, but the alley pavement is now near the end of its useful life.

The project maps are shown in **Exhibits 2-8**.

TABLE 1
EXISTING STREET WIDTHS & ORIGINAL CONSTRUCTION YEAR

STREET	SEGMENT	EXISTING WIDTH (Face – Face)	ORIGINAL CONSTRUCTION YEAR
Campanaro Lane	Ninth Street to Garden Lane	32 feet	1979
Garden Lane	Woodcrest Road to Georgia Lane	32 feet	1979
Georgia Lane	Ninth Street to Garden Lane	32 feet	1979
Woodcrest Road	Ninth Street to Garden Lane	32 feet	1979
Birch Lake Avenue	Otter Lake Road to Fourth Avenue	32 feet	2001
Fifth Street	Cook Avenue to Stewart Avenue	32 feet	1993
Sixth Street	Banning Avenue to Stewart Avenue	32 feet	1993
Lakehill Circle	County Road F to end cul-de-sac	32 feet	1980
Elm Street	Fair Oaks Drive to Willow Avenue	32 feet	1998
Fair Oaks Court	Fair Oaks Drive to end cul-de-sac	32 feet	1998
Fair Oaks Drive	Elm Street to Savannah Avenue	32 feet	1998
Savannah Avenue	Elm Street to end cul-de-sac	32 feet	1998
Alley	Sixth Street to Seventh Street	10 feet	Circa 1920

C. City Park Parking Lot Pavements

The bituminous parking lot pavements in these proposed projects have been maintained by the City through a regular patching and seal coating program, but some of the pavements are now at the end of their useful life, others are just in need of a mill and overlay. These pavements are cracking and exhibiting general pavement failures which can be substantially corrected with a milling and overlaying process, or a total pavement replacement process.

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 the City's sewer funds.

B. Street & Alley Improvements

The proposed 2021 Pavement Rehabilitation Project consists of 2 methods of pavement rehabilitation:

1. Mill & Overlay consists of milling the existing top layer of deteriorated pavements, construction of new pavements, and spot repair of damaged curb sections. All roads were originally constructed with a 2% crown. Through the years the crowns of the roads today can be anywhere from 1% - 2%. The City's Engineering Department plans on increasing the crown to 2.5% - 3.0%. This will decrease the time that the moisture is on the "mat" (black top surface) and increase the life of the pavement. No changes to the curb line are proposed, therefore the street widths will remain unchanged. Although the top 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 full depth 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". All roads were originally constructed with a 2% crown. Through the years the crowns of the roads today can be anywhere from 1% - 2%. The City's Engineering Department plans on increasing the crown to 2.5% - 3.0%. This will decrease the time that the moisture is on the "mat" (black top surface) and increase the pavements life. No changes to the curb line are proposed, therefore the street widths will remain unchanged.

3. Alley Reconstruction consists of removal of existing deteriorated pavements and construction of new bituminous pavements and 6 inches of Class 5. Additional storm sewer will be constructed to improve drainage in the alley.

Typical street cross sections are shown on **Exhibits 9-13**

C. Parking Lot Improvements

The proposed parking lot projects for the 2021 Pavement Rehabilitation Project consists of 2 separate parking lots:

1. Matoska Park Parking Lot

    - Built in 1989 the pavement on the south side of Central Avenue (Island Road) is surrounded by existing B618 curb that's top layer is in poor condition. On this portion of the parking lot it is anticipated that a full pavement replacement is necessary. On the North Portion (Boat Turnarounds) the City's Engineering Department recommends replacing the pavement closest to the lake with Concrete. See **Exhibit 3**

2. Lakewood Hills Park Parking Lot

    - The original parking lot was built between 1953 & 1974, but added on to in 1988. The pavement is in fair condition. For this parking lot it is anticipated that a full pavement replacement depth in the area of the entire parking lot. The City's Engineering Department also plans on updating the existing handicap stalls up to current ADA standards, anticipating a future all abilities play ground on the South Side of Lot. The entrance to Lakewood Hills Park is also long overdue to be fixed. Due to the popularity of the park, if the City Council plans to go forward with the project, we anticipate closing the park entrance for one week during the Spring or Fall of 2021. See **Exhibit 4**.

D. Sidewalk Improvements

The existing sidewalks throughout the proposed projects are generally in good condition, but the pedestrian ramps will be updated and reconstructed to current ADA standards as part of this project. In addition to new pedestrian ramps, existing sidewalk panels that are cracked or shifted will be removed and replaced on these City Projects.

E. Proposed Mixed Use Trail Improvement

City's 2040 Comprehensive Plan contains a map of existing and proposed sidewalks and trails (see **Exhibit 14** – 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 2021 Pavement Rehabilitation Project, consideration has been given to the addition of two mixed use trails. The Engineering Department has given consideration to the inclusion of these proposed mixed use trails as follows:

1. Birch Lake Avenue Trail: Birch Lake Avenue is currently 32 feet wide. There is an existing 5 foot wide sidewalk on the north side of the street from Krech Avenue to Bald Eagle Avenue, and a 5 foot sidewalk on the south side of the street, from Otter Lake Road to Bald Eagle Avenue. There is an 8 foot parking lane on the north side of the street with two 11 foot driving lanes. Parking is heavily used by the school and church along this segment. The long term goal is to install this "trail". This future proposed trail will connect to the future around the lake trail at Birch Lake, which connects to the County Road 96 Regional Trail. On the East Side it will tie into the existing 8 foot wide off road trail. Cyclists can safely travel on Bald Eagle Avenue from Eugene Street to County Road 96 to the access the County Road 96 Regional Trail and the Around the Lake (White Bear Lake) Trail (Lake Links). We recommend that the trail be constructed at a later date.

2. Willow Marsh Preserve Trail: The proposed trail is from a point on Fair Oaks Drive to a point on Savannah Avenue along City Property to connect to existing sidewalks. This proposed trail would ultimately connect the future Bruce Vento trail along the Railroad Property. The City's Engineering Department recommendation is to build this at the same time that the Bruce Vento Trail is extended along the Rail Road Right of Way. It will be more cost effective to build at the same time as Ramsey County's Regional Trail.

VI. PERMITS

All project areas are pavement rehabilitation projects that are completely within City Right of Way or Easements. There are no MPCA or Watershed permits necessary. Birch Lake Avenue, Campanaro Lane, Georgia Lane, Lakehill Circle, and Woodcrest Road and will require Ramsey

County Right of Way permits. The reconstruction of the Matoska Park parking lot may require a DNR permit. City Staff is in communication with the DNR and will pull a permit if necessary.

VII. PUBLIC INFORMATIONAL MEETING

Much of the city's workforce continues to conduct City of White Bear Lake business from remote locations, with some city services available by appointment and many available online. Essential staff such police, fire, emergency medical response, and public works remain on duty and continue to serve the community.

Conditions in Minnesota surround the COVID-19 (Coronavirus) pandemic continue to be dynamic. As the situation evolves and when appropriate, the City of White Bear Lake is employing a phased reopening strategy based upon guidance from state health officials.

Due to the relatively non-intrusive nature and short duration of this project, City staff has decided to forgo the usual Public Informational Meeting. A letter introducing the project was mailed on November 24, 2020. A copy of this letter is included in **Appendix D**.

In the letters, the Engineering Department discussed details of the proposed project, financing methods, special assessment procedures, and answered potential questions and concerns about the project. The letter also directed residents to visit the City's webpage where the outline and a Power Point presentation are posted.

Questions and concerns will continue to be heard throughout the public involvement process and incorporated in the design of the project as necessary. All affected homeowners are encouraged to call the City's Engineering Department to get their questions answered, and concerns addressed.

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 **$2,202,000**. 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
2021 PAVEMENT REHABILITATION PROJECT COST ESTIMATE

Street Improvements	$ 1,100,000
Storm Sewer	$ 40,000
Watermain Improvements	$ 30,000
Alley	$ 35,000
Parking Lots	$ 545,000
Construction Cost	**$ 1,750,000**
10% Contingency	$ 175,000
18% Engineering, Legal, Fiscal	$ 315,000
Total Project Improvement Cost	**$ 2,240,000**

IX. FINANCING AND ASSESSMENTS

The improvements discussed in this report for the 2021 Street Rehabilitation 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 E** 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 2021 project costs and the City's practice of assessing approximately one third of the project cost to the benefitting properties.

The City's Assessment Policy provides that assessments will only pay for 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 at the Public Assessment Hearing this fall. 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

Pavement Life (Years)	% of Full Mill & Overlay rate assessed
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%

Birch Lake Ave → 20

Fair Oaks Ct & Dr, Elm St, & Savannah Ave → 23

All other streets are 25+ years old → 25

The Mill & Overlay assessment rates are proposed to be set at a rate of $14.78 per assessable foot for residential properties, $19.33 for townhomes/apartment property and $23.53 for commercial properties. The total pavement replacement assessment rates are proposed to be set at a rate of $29.55 per assessable foot for residential properties, $38.42 for townhomes/apartment property and $47.29 for commercial properties. Streets included in the 2021 project were last constructed between 1979 and 2001. Birch Lake Avenue was built in 2001 and will be assessed 69% of the rate. Fair Oaks Court, Fair Oaks Drive, Elm Street and Savannah Avenue were built in 1998, and will be assessed 88.2% of the rate. All other streets on this project will be assessed 100% of the rate. It is anticipated that alley properties will be assessed 80% of the alley cost, which was the practice in 2018 & 2019. Properties abutting the alley will be assessed on an each basis, not per assessable foot. The assessment for each property abutting the alley is anticipated to be $2,300.

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 anticipated amount of the proposed assessment.

After the Assessment hearing in the fall, property owners will have 30 days to pay any portion up to the full amount of the Assessment payable to the City of White Bear Lake. The remainder of the balance will be forwarded to Ramsey County and be collected on the property owners' property taxes over the next 10 to 15 years. 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 2021 PAVEMENT REHABILITATION PROJECT SCHEDULE

City Council orders Feasibility Report	October 27, 2020
City Council receives Feasibility Report	January 26, 2021
City Council sets date for Public Improvement Hearing	January 26, 2021
City Council holds Public Improvement Hearing	February 23, 2021
City Council approves Plans and Specifications and City Council authorizes Advertisement for Bids	February 23, 2021
Bids Opened	March 25, 2021
City Council awards Bid	April 13, 2021
Begin Construction	May 3, 2021
City Council sets date for Assessment Hearing	August 24, 2021
Construction Substantially Complete	August 27, 2021
City Council holds Assessment Hearing	September 21, 2021

XI. FEASIBILITY, NECESSITY AND COST-EFFECTIVENESS

The proposed improvements included in the 2021 Pavement Rehabilitation 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 the 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. 12653 ORDERING FEASIBILITY REPORT

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City of White Bear Lake
City Engineer's Office

M E M O R A N D U M

To: Ellen Hiniker, City Manager

From: Paul Kauppi, Public Works Director/City Engineer

Date: October 27, 2020

Subject: **Feasibility Report for Proposed 2021 Mill & Overlay Project**
City Project Nos. 21-01, 21-04, 21-06, & 21-13

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 92% of its streets (79 miles) which leaves just under 7 miles remaining to be improved to current engineering standards.

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 can show signs of wear more 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 & overlay program is starting now even though we have not yet completed the street reconstruction program (approximately 8% or 7 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.

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 2021 Street Reconstruction is highlighted in the color blue on the Proposed Street Projects 2021 Map included with this memo. This includes one alley to be reconstructed as part of the 2021 Project.

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 2021 Mill & Overlay Project is highlighted in the color red on the Proposed Street Projects 2021 Map included with this memo.

Based upon our analysis, the following are recommended to the City Council for inclusion in a Feasibility Report for the 2021 Mill & Overlay Project:

21-01 Streets being considered:

Campanaro Lane
(Ninth Street to Garden Lane)

Garden Lane
(Woodcrest Road to Georgia Lane)

Georgia Lane
(Ninth Street to Garden Lane)

Woodcrest Road
(Ninth Street to Garden Lane)

21-04 City Parking Lots being considered:

Matoska Park (Parking Lot off of Lake Avenue)

Lakewood Hills Park (Parking Lot off of Orchard Lane)

21-06 Streets being considered:

Birch Lake Avenue
(Otter Lake Road to Fourth Avenue)

21-13 Streets being considered:

Elm Street
(Fair Oaks Drive to Willow Avenue)

Fair Oaks Drive
(Elm Street to Savannah Avenue)

Fair Oaks Court
(Fair Oaks Drive to End Cul-De-Sac)

Lake Hill Circle
(County Road F to End Cul-De-Sac)

Savannah Avenue
(Elm Street to End Cul-De-Sac)

Fifth Street
(Cook Avenue to Stewart Avenue)

Sixth Street
(Banning Avenue to Stewart Avenue)

Alley
(Between Cook Avenue & Stewart Avenue from 6th Street to 7th Street)

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 2021 will be reviewed in consultation with the City's appraisal consultant 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. A copy of the appraisal report will be provided to the City Council when complete.

RECOMMENDED COUNCIL ACTION

Staff recommends that the Council adopt the resolution and order the preparation of Feasibility Reports for the 2021 Mill & Overlay Project.

ATTACHMENTS
Resolution
Proposed Street Projects 2021 Map

RESOLUTION NO.: 12653

RESOLUTION ORDERING PREPARATION OF A FEASIBILITY REPORT FOR THE 2021 MILL & OVERLAY PROJECT

CITY PROJECT NOs. 21-01, 21-04, 21-06 & 21-13

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 one Alley (between Cook Avenue & Stewart Avenue from 6th Street to 7th Street) by installation of utility, storm sewer improvements and 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 Campanaro Lane (from Ninth Street to Garden Lane), Garden Lane (from Woodcrest Road to Georgia Lane), Georgia Lane (from Ninth Street to Garden Lane), Woodcrest Road (from Ninth Street to Garden Lane), Birch Lake Avenue (from Otter Lake Road to Fourth Avenue), Elm Street (from Fair Oaks Drive to Willow Avenue), Fair Oaks Drive (from Elm Street to Savannah Avenue), Fair Oaks Court (from Fair Oaks Drive to End Cul-De-Sac), Lake Hill Circle (from County Road F to End Cul-De-Sac), Savannah Avenue (from Elm Street to End Cul-De-Sac), Fifth Street (from Cook Avenue to Stewart Avenue), and Sixth Street (from Banning Avenue to Stewart Avenue) 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.

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

Ayes:	Biehn, Edberg, Engstran, Jones, Walsh
Nays:	None
Passed:	October 27, 2020

Jo Emerson

Jo Emerson, Mayor

ATTEST:

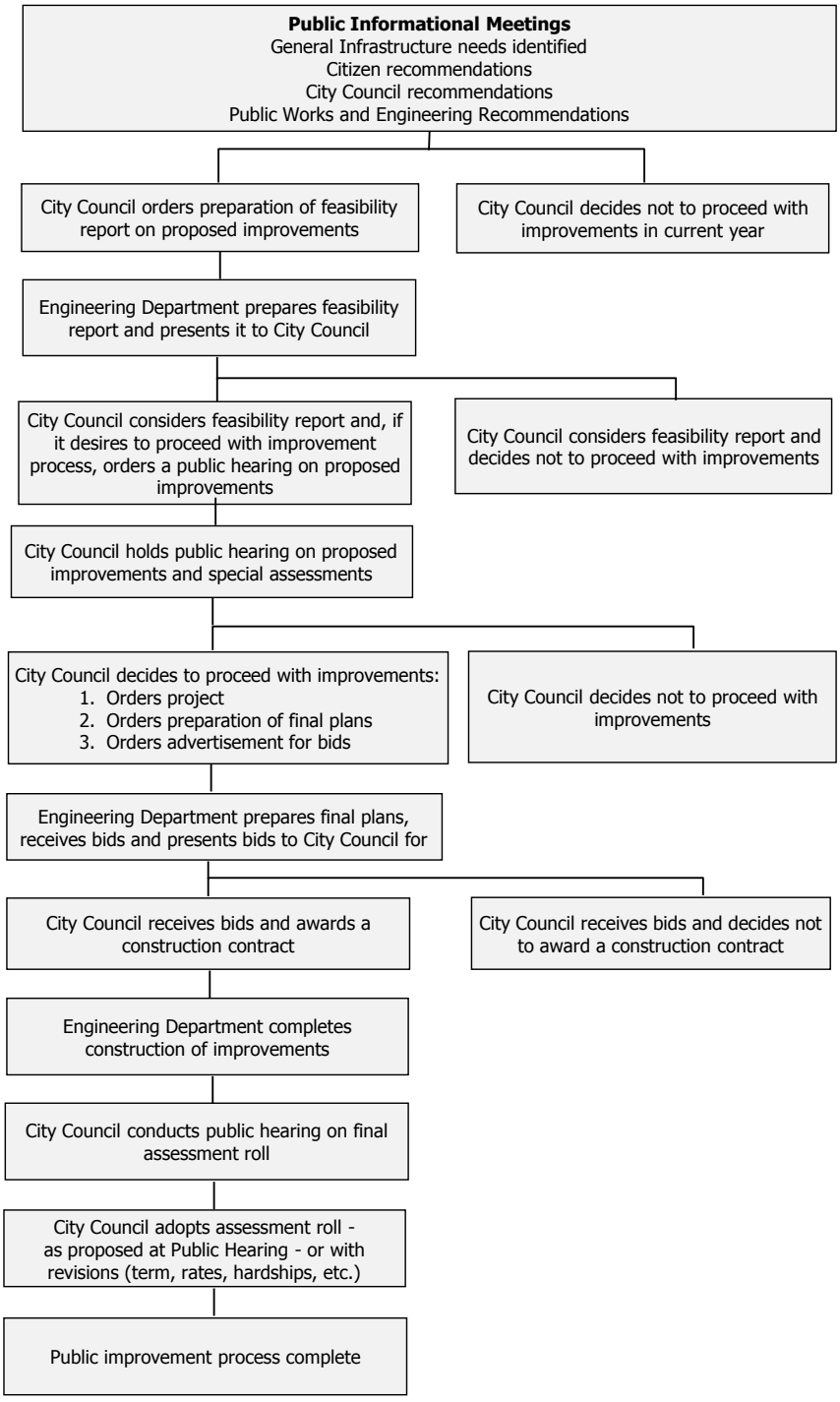
Kara E. Coustry

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

M E M O R A N D U M

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

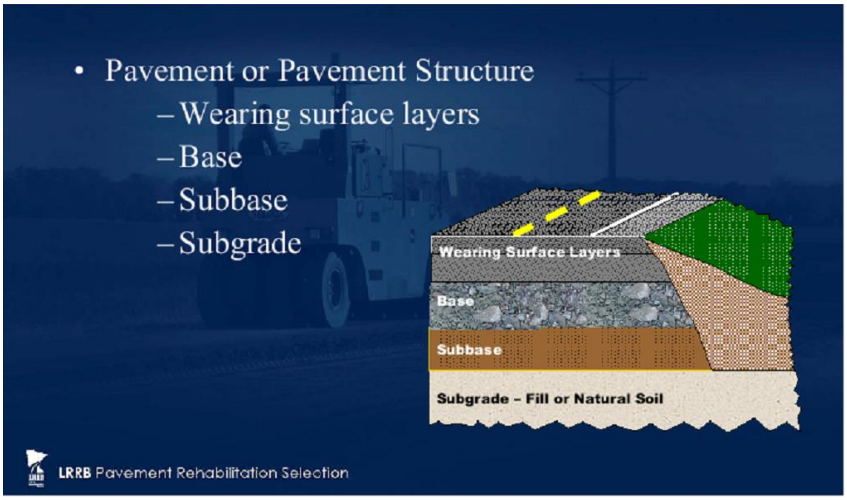
occur and when damage is noted, timely repairs will prevent the damage from deteriorating into more severe problems that will be more expensive to replace. Relatively small scale expenditures on periodic maintenance will actually save money in the long run.

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.

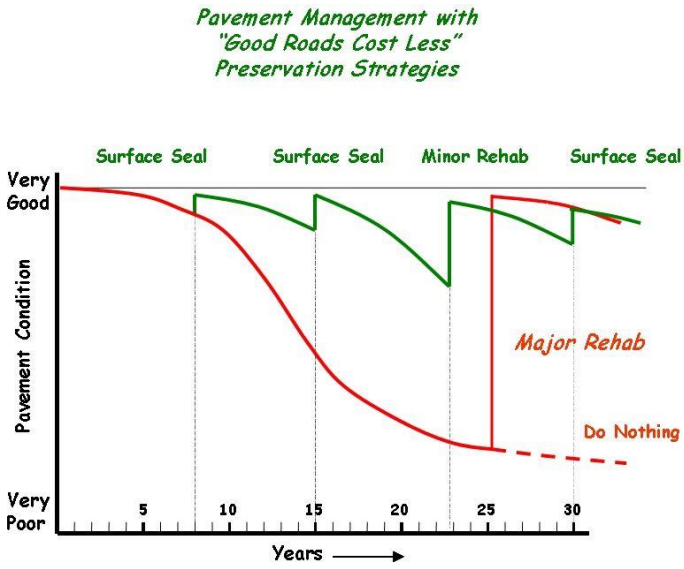
"Routine" maintenance is performed annually on city streets. Routine maintenance includes crack repair, filling potholes, patching, and temporary overlays. New streets typically receive minimal routine maintenance, however, as the roadway ages and becomes more distressed, the required maintenance becomes 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.

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 benefiting 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 benefiting 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

Pavement Life (Years)	% of Full Mill & Overlay rate assessed
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:

Pavement Life (Years)	% of Full Mill & Overlay assessment rate applied (%)	Assessment for 80' wide residential lot ($)	
0-9	0%	$0.00	
10	5%	$49	($12.25 x 80' x 0.05 = $49)
15	37%	$362.60	
20	68%	$666.40	
25	100%	$980.00	($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

City of White Bear Lake
Engineering Department

M E M O R A N D U M

TO: Mark Sather, City Manager

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

DATE: April 21, 2011

SUBJECT: **Amendment to the City's Special Assessment Policy to provide for adjustment of special assessment rates for Mill & Overlay improvements**

At its meeting on April 12, 2011, the City Council discussed the establishment of a Mill & Overlay component into its overall Pavement Management Program and methods of financing such improvements. (Attached for reference is the memo from this meeting.) The City Council stated it recognized the importance of maintaining the City's pavement infrastructure and directed staff to proceed with preparation of a Feasibility Report regarding future mill and overlay projects.

The City Staff and Council also discussed the expected life of street pavement and various maintenance techniques. It is anticipated that a standard residential street that has been built to current engineering standards will last approximately 25 years before a mill and overlay would be required. Routine maintenance would also be required throughout this 25-year period. 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.

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 incorporated 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.

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 benefiting 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 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.

ASSESSMENT POLICY CONSIDERATIONS

As staff has considered 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 City funds.

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. Consideration will need to be given for premature pavement failure caused by these or other factors. 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).

ASSESSMENT POLICY REVISION

A proposed assessment model has been developed which would provide a means to determine 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 pavement life of 25 years after a street is constructed to current engineering standards. The reconstructed street would be maintained by the City with regular patching, crack sealing and seal coating applications with City funds.

Staff has given much consideration to the fairness of the proposed policy revision specific to Mill & Overlay Projects, namely the concept of prorating assessments based on the expected pavement life as previously discussed. We have considered several methods of

prorating the mill and overlay assessment rate to account for reduced pavement service life. The preferred 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 proposed model.

Mill & Overlay Assessment Adjustment Table

Pavement Life (Years)	% of Full Mill & Overlay rate assessed
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 total improvement project cost at the 25 year mark to benefitting properties and the City financing the remaining 67%. As is typical for all improvement projects, the assessment rate will be established by the City Council each year.

CONCLUSION

The City of White Bear Lake policies for Public Improvements is proposed to be amended as detailed in this memo. The attached resolution would be incorporated into the Policy as Appendix "D". Please forward this memo and resolution to the City Council for discussion at its April 26, 2011 meeting. Our recommendation is that the Council approve the amendment to the City Assessment Policy regarding adjusting assessment rates for Mill & Overlay projects.

The Engineering Department will also be presenting a Feasibility Report at the April 26th City Council meeting on a proposed Mill & Overlay Project as ordered by the City Council at its March 22, 2011 meeting.

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

Pavement Life (Years)	% of Full Mill & Overlay rate assessed
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

Jo Emerson, Mayor

ATTEST:

Ellen Richter

Ellen Richter, City Clerk

APPENDIX D

LETTER INTRODUCING 2021 CITY PROJECTS

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

2021 PAVEMENT REHABILITATION PROJECT

November 24, 2020

RE: Proposed 2021 Pavement Rehabilitation Project
City Project No. 21-01, 21-06 and 21-13

Dear Property Owners:

During the 2021 construction season, the City of White Bear Lake is considering:

Mill & Overlay (CP 21-06 & 21-13):

- Birch Lake Avenue (from Otter Lake Road to Fourth Avenue)
- Elm Street (from Fair Oaks Drive to Willow Lane)
- Fair Oaks Drive (from Elm Street to Savannah Avenue)
- Fair Oaks Court (from Fair Oaks Drive to End Cul-de-sac)
- Savannah Avenue (from Elm Street to End Cul-de-sac)
- Fifth Street (Cook Avenue to Stewart Avenue)
- Sixth Street (Banning Avenue to Stewart Avenue)

The mill and overlay process consists of milling (grinding) the upper layer (wearing course) of bituminous from the street, replacing select damaged sections of curb and placing a new wearing course layer of bituminous pavement.

Total Pavement Replacement (CP 21-01 & CP 21-13):

- Campanaro Lane (from Ninth Street to Garden Lane)
- Garden Lane (from Woodcrest Road to Georgia Lane)
- Georgia Lane (from Ninth Street to Garden Lane)
- Woodcrest Road (from Ninth Street to Garden Lane
- Lake Hill Circle (from County Road F to End Cul-De-Sac)

The total pavement replacement process consists of removing all of the bituminous from the street, re-grading existing gravel, replacing select damaged sections of curb and placing a new non-wearing course layer and a wearing course layer of bituminous pavement.

Alley Reconstruction (CP 21-13):

- Alley between Cook Avenue and Stewart Avenue, from Sixth Street and Seventh Street

The alley reconstruction consists of pavement removal, minor storm sewer installation, earthwork, new gravel, and two (2) lifts of bituminous pavement.

The projects would be undertaken in the summer of 2021 if approved by the City Council. The City usually holds a public informational meeting to introduce the project and answer any questions, however, due to meeting restrictions for COVID-19, we will be doing all communications electronically or by mail. Please see attached project outline on what to expect during this project and how to access online information.

The attached and online material will provide you with information on the proposed improvements, how they may impact your property and how street rehabilitation projects are funded and financed. We would like to receive comments regarding the project from residents and will provide further information on construction.

The City finances street rehabilitation projects with a combination of City funding sources and assessments to property owners. The City assesses approximately one-third of the project cost to benefitted property owners. In 2021 the typical proposed assessments are to be approximately **$1,200 per 80-ft lot for mill and overlay, $2,400 per 80-ft lot for total pavement replacement, and $2,400 per lot for alley reconstruction.** Exact amounts will be available at a later date as staff completes the project feasibility study.

Note: Assessments will be based on the City's assessment policy and are based on actual lot size and location. Commercial and Apartment assessments are also being reviewed. Assessment benefit will be confirmed through a review by an independent property appraiser.

If you have any questions or 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

Following State Statute 429 and the City's Public Improvement Process, the anticipated project schedule is as follows:

- Accept the Feasibility Report Order the Public Improvement Hearing – January 26, 2021
- Hold the Public Hearing & Authorize Advertisement for Bids – February 23, 2021
    - At this meeting, City Council can order the proposed improvements and allow the City to advertise for bids for the project. You will receive formal notice of this public hearing.
- City Council awards the construction contract – April 13, 2021
- Construction – Approximately May until September.
- Assessment Public Hearing – September 2021
    - At this meeting, City Council can adopt the assessment roll. You will receive formal notice of the public hearing.

The Engineering Department staff are available to answer your questions or meet with you to review any portion of the proposed project. In addition, the information typically presented at the informational 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**"). Information will be posted as it becomes available so check back frequently.

Sincerely,

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

APPENDIX E

PROJECT FINANCING SUMMARY

2021 PAVEMENT REHABILITATION PROJECT

PROJECT FINANCING SUMMARY

IMPROVEMENT COSTS:

	CONSTRUCTION COST
Full Depth Pavement/Mill & Overlay	$ 1,100,000
Storm Sewer	$ 40,000
Watermain	$ 30,000
Alley	$ 35,000
Parking Lots	$ 545,000
Construction Cost	$ **1,750,000**
10% Contingency	$ 175,000
18% Engineering, Legal, Fiscal	$ 315,000
Total Estimated Improvement Costs:	**$ 2,240,000**

FUNDING SUMMARY:

SPECIAL ASSESSMENTS TO PROPERTY OWNERS:

Street Assessments	$ 460,000
Alley Assessments	$ 20,000
Estimated Special Assessments	$ **480,000**

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

Community Reinvestment Fund	$ 113,000
Bonding	$ 1,647,000
Estimated City Funds:	**$ 1,760,000**

TOTAL MILL & OVERLAY PROJECT FUNDING (not counting Parking Lots):

Estimated Special Assessments	$ 480,000	(31%)
Estimated Other Resources	$ 1,062,000	(69%)
TOTAL	**$ 1,542,000**	

APPENDIX F

PRELIMINARY ASSESSENT ROLLS

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-01

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-01

CREATED:	8/31/2020
UPDATED:	11/17/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202101

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
1	113022430009	25	0 Garden Ln	740.00	100.00	$2,955.00				$0.00	$2,955.00	1
2	113022330036	1	5048 Campanaro Ln	210.40	136.98	$4,047.76				$0.00	$4,047.76	2
3	113022330037	1	5049 Georgia Ln	238.88	127.43	$3,765.56				$0.00	$3,765.56	3
4	113022330038		5048 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	4
5	113022330039		5056 Georgia Ln	100.36	100.00	$2,955.00				$0.00	$2,955.00	5
6	143022220005		5032 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	6
7	143022220006		5040 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	7
8	143022220007		5024 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	8
9	143022220008		5016 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	9
10	143022220009		5008 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	10
11	143022220010		5000 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	11
12	143022220011		4992 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	12
13	143022220012		4984 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	13
14	143022220013		4976 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	14
15	143022220014		4968 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	15
16	143022220015		4960 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	16
17	143022220016	1	4952 Georgia Ln	230.00	67.50	$1,994.63				$0.00	$1,994.63	17
18	143022220017	1	4936 Georgia Ln	235.00	67.50	$1,994.63				$0.00	$1,994.63	18
19	143022220018		4928 Georgia Ln	94.34	94.34	$2,787.75				$0.00	$2,787.75	19
20	143022220019	1	4920 Georgia Ln	235.00	67.50	$1,994.63				$0.00	$1,994.63	20
21	143022220020	1	4921 Georgia Ln	230.00	67.50	$1,994.63				$0.00	$1,994.63	21
22	143022220021		4929 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	22
23	143022220022		4937 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	23
24	143022220023		4945 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	24
25	143022220024		4953 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	25
26	143022220025		4961 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	26
27	143022220026		4969 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	27
28	143022220027		4977 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	28
29	143022220028		4985 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	29
30	143022220029		4993 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	30
31	143022220030		5001 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	31
32	143022220031		5009 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	32
33	143022220032		5017 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	33
34	143022220033		5025 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	34
35	143022220034		5033 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	35
36	143022220035		5041 Georgia Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	36
37	143022220036		5040 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	37
38	143022220037		5032 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	38
39	143022220038		5024 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	39
40	143022220039		5016 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	40
41	143022220040		5008 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	41
42	143022220041		5000 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	42
43	143022220042		4992 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	43
44	143022220043		4984 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	44

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-01

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-01

CREATED:	8/31/2020
UPDATED:	11/17/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202101

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
45	143022220044		4976 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	45
46	143022220045		4968 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	46
47	143022220046		4960 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	47
48	143022220047		4952 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	48
49	143022220048		4944 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	49
50	143022220049		4936 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	50
51	143022220050		4928 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	51
52	143022220051	1	4920 Campanaro Ln	230.00	67.50	$1,994.63				$0.00	$1,994.63	52
53	143022220052	1	4921 Campanaro Ln	230.00	67.50	$1,994.63				$0.00	$1,994.63	53
54	143022220053		4929 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	54
55	143022220054		4937 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	55
56	143022220055		4945 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	56
57	143022220056		4953 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	57
58	143022220057		4961 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	58
59	143022220058		4969 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	59
60	143022220059		4977 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	60
61	143022220060		4985 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	61
62	143022220061		4993 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	62
63	143022220062		5001 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	63
64	143022220063		5009 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	64
65	143022220064		5017 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	65
66	143022220065		5025 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	66
67	143022220066		5033 Campanaro Ln	80.00	80.00	$2,364.00				$0.00	$2,364.00	67
68	143022220067	1	5041 Campanaro Ln	264.53	141.00	$4,166.55				$0.00	$4,166.55	68
69	143022220068	1	5040 Woodcrest Rd	206.35	136.41	$4,030.92				$0.00	$4,030.92	69
70	143022220069		5032 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	70
71	143022220070		5024 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	71
72	143022220071		5016 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	72
73	143022220072		5008 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	73
74	143022220073		5000 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	74
75	143022220074		4992 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	75
76	143022220075		4984 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	76
77	143022220076		4976 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	77
78	143022220077		4968 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	78
79	143022220078		4960 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	79
80	143022220079		4952 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	80
81	143022220080		4944 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	81
82	143022220081		4936 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	82
83	143022220082		4928 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	83
84	143022220083	1	4920 Woodcrest Rd	230.00	67.50	$1,994.63				$0.00	$1,994.63	84
85	143022220084	1	4921 Woodcrest Rd	215.22	67.61	$1,997.88				$0.00	$1,997.88	85
86	143022220085		4929 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	86
87	143022220086		4937 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	87
88	143022220087		4945 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	88

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-01

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-01

CREATED:	8/31/2020
UPDATED:	11/17/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202101

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
89	143022220088		4953 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	89
90	143022220089		4961 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	90
91	143022220090		4969 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	91
92	143022220091		4977 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	92
93	143022220092		4985 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	93
94	143022220093		4993 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	94
95	143022220094		5001 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	95
96	143022220095		5009 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	96
97	143022220096		5017 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	97
98	143022220097		5025 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	98
99	143022220098		5033 Woodcrest Rd	80.00	80.00	$2,364.00				$0.00	$2,364.00	99
100	143022220099	1	5041 Woodcrest Rd	116.88	100.00	$2,955.00				$0.00	$2,955.00	100
						$242,199.78				$0.00	$242,199.78	

Assessments for Commercial owned parcels being reviewed.

	Residential street assessment	**$ 42.16**
1	Corner lot	
2	Bound by streets on 2, 3, or all sides	
3	Interior lot 100 ft maximum	**$ 4,216.00**
4	Maximum residential corner lot assessment	**$ 5,769.43**
5	1/2 maximum residential corner lot assessment	**$ 2,884.72**
6	Commercial lot per front foot assessment	**$ 67.26**
7	Apartment/Townhome per foot assessment	**$ 52.78**
8	Lot splits in future to be assessed at future rate per front foot	
9	Lot split in future will be assessed at future rate per sq ft	
10	Cul de sac lot	
11	Residential irregular interior lot	
12	Lot has been assessed maximum storm sewer rate	
13	Alley Assessment (Each)	**$ 2,266.00**
14	Residential storm sewer rate	**$ 0.12**
15	Commercial storm sewer rate	**$ 0.24**
16	Open Space, Park & Public storm sewer rate	**$ 0.06**
17	Sanitary sewer service repair	**varies on repairs**
18	Assessment in lieu of charges	
19	Residental Street Mill & Overlay Rate	**$ 14.78**
20	Apartment/Town Home Mill & Overlay Rate	**$ 19.33**
21	Commercial Mill and Overlay Rate	**$ 23.53**
22	Residental Total Pavement Replacement Rate	**$ 29.55**
23	Apartment/Townhome Total Pavement Replacement Rate	**$ 38.42**

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-01

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-01

CREATED:	8/31/2020
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County Data Current 8/5/2020

ASSESSMENT CODE 93202101

PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT
	24	Commercial Total Pavement Replacement Rate			$ 47.29					
	25	Appraiser's Opinion								

ASSESSMENT PERIOD - 10 YEARS FOR RESIDENTIAL - 20 YEARS FOR APARTMENTS AND COMMERCIAL
INTEREST RATE (2020) - 3.46%
RAMSEY COUNTY ADMINISTRATIVE FEE ($2.50 PER YEAR FOR 10 YEARS = $25.00)
RAMSEY COUNTY ADMINISTRATIVE FEE ($2.50 PER YEAR FOR 20 YEARS = $50.00)

NON-RESIDENT PROPERTY ADDRESS

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-06

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-06

CREATED:	8/31/2020
UPDATED:	11/17/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202106

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
1	143022320102		1835 Birch Lake Ave	60.00	60.00	$611.89				$0.00	$611.89	1
2	143022320108		1783 Birch Lake Ave	116.40	100.00	$1,019.82				$0.00	$1,019.82	2
3	143022320111		1823 Birch Lake Ave	120.00	100.00	$1,019.82				$0.00	$1,019.82	3
4	143022320112		1807 Birch Lake Ave	120.00	100.00	$1,019.82				$0.00	$1,019.82	4
5	143022320127		1800 2nd St	120.00	90.00	$917.84				$0.00	$917.84	5
6	143022330010	1	1836 Birch Lake Ave	185.00	58.75	$599.14				$0.00	$599.14	6
7	143022330011		1830 Birch Lake Ave	50.00	50.00	$509.91				$0.00	$509.91	7
8	143022330012		1824 Birch Lake Ave	50.00	50.00	$509.91				$0.00	$509.91	8
9	143022330013		1818 Birch Lake Ave	50.00	50.00	$509.91				$0.00	$509.91	9
10	143022330014		1814 Birch Lake Ave	50.00	50.00	$509.91				$0.00	$509.91	10
11	143022330015		1808 Birch Lake Ave	50.00	50.00	$509.91				$0.00	$509.91	11
12	143022330018		1784 Birch Lake Ave	105.00	100.00	$1,019.82				$0.00	$1,019.82	12
13	143022330137		1790 Birch Lake Ave	147.90	39.70	$404.87				$0.00	$404.87	13
14	143022330138		1800 Birch Lake Ave	80.05	80.05	$816.37				$0.00	$816.37	14
15	153022410060		1765 Birch Lake Ave	150.00	100.00	$1,019.82				$0.00	$1,019.82	15
16	153022410061		1759 Birch Lake Ave	75.00	75.00	$764.87				$0.00	$764.87	16
17	153022410062		1755 Birch Lake Ave	75.00	75.00	$764.87				$0.00	$764.87	17
18	153022410063		1747 Birch Lake Ave	89.13	88.57	$903.20				$0.00	$903.20	18
19	153022410064		1741 Birch Lake Ave	87.00	87.00	$887.24				$0.00	$887.24	19
20	153022410065		1735 Birch Lake Ave	87.00	87.00	$887.24				$0.00	$887.24	20
21	153022410066		1729 Birch Lake Ave	87.00	87.00	$887.24				$0.00	$887.24	21
22	153022410067		1719 Birch Lake Ave	87.00	87.00	$887.24				$0.00	$887.24	22
23	153022410068		1707 Birch Lake Ave	87.00	87.00	$887.24				$0.00	$887.24	23
24	153022410069		1699 Birch Lake Ave	87.00	87.00	$887.24				$0.00	$887.24	24
25	153022410070		1693 Birch Lake Ave	87.00	87.00	$887.24				$0.00	$887.24	25
26	153022410071		1691 Birch Lake Ave	100.00	100.00	$1,019.82				$0.00	$1,019.82	26
27	153022410072	1	1673 Birch Lake Ave	207.91	64.08	$653.45				$0.00	$653.45	27
28	153022420025	1	1655 Birch Lake Ave	210.00	65.00	$662.88				$0.00	$662.88	28
29	153022420026	1	4688 Carolyn Ln	210.00	65.00	$662.88				$0.00	$662.88	29
30	153022420060	1	1625 Birch Lake Ave	210.00	65.00	$662.88				$0.00	$662.88	30
31	153022420061	1	1615 Birch Lake Ave	210.00	65.00	$662.88				$0.00	$662.88	31
32	153022420086	1	1605 Birch Lake Ave	211.14	65.57	$668.70				$0.00	$668.70	32
33	153022420095	1	4686 Otter Lake Rd	302.56	84.64	$863.12				$0.00	$863.12	33
34	153022420096		1603 Birch Lake Ave	105.00	100.00	$1,019.82				$0.00	$1,019.82	34
35	153022430001		1660 Birch Lake Ave	318.34	318.34	$3,246.49				$0.00	$3,246.49	35
36	153022430040		1616 Birch Lake Ave	410.00	410.00	$4,181.26				$0.00	$4,181.26	36
37	153022430043		1616 Birch Lake Ave	160.00	160.00	$1,631.71				$0.00	$1,631.71	37
38	153022430044	1	4680 Otter Lake Rd	250.00	82.50	$841.35				$0.00	$841.35	38
39	153022440001		1776 Birch Lake Ave	103.21	100.00	$1,019.82				$0.00	$1,019.82	39
40	153022440004		1754 Birch Lake Ave	103.23	100.00	$1,019.82				$0.00	$1,019.82	40
41	153022440005		1750 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	41
42	153022440008		1748 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	42
43	153022440009		1744 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	43
44	153022440012		1740 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	44

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-06

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-06

CREATED:	8/31/2020
UPDATED:	11/17/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202106

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	
45	153022440013		1734 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	45
46	153022440016		1730 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	46
47	153022440017		1724 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	47
48	153022440020		1716 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	48
49	153022440028		1700 Birch Lake Ave	100.00	100.00	$1,019.82				$0.00	$1,019.82	49
50	153022440029		1694 Birch Lake Ave	98.03	98.03	$999.73				$0.00	$999.73	50
51	153022440031		1692 Birch Lake Ave	103.00	100.00	$1,019.82				$0.00	$1,019.82	51
52	153022440032		1674 Birch Lake Ave	95.03	95.03	$969.13				$0.00	$969.13	52
53	153022440033		1666 Birch Lake Ave	100.00	100.00	$1,019.82				$0.00	$1,019.82	53
54	153022440092		1710 Birch Lake Ave	68.82	68.82	$701.84				$0.00	$701.84	54
						$49,804.18				$0.00	$49,804.18	

Assessments for Commercial owned parcels being reviewed.

	Residential street assessment	**$ 42.16**
1	Corner lot	
2	Bound by streets on 2, 3, or all sides	
3	Interior lot 100 ft maximum	**$ 4,216.00**
4	Maximum residential corner lot assessment	**$ 5,769.43**
5	1/2 maximum residential corner lot assessment	**$ 2,884.72**
6	Commercial lot per front foot assessment	**$ 67.26**
7	Apartment/Townhome per foot assessment	**$ 52.78**
8	Lot splits in future to be assessed at future rate per front foot	
9	Lot split in future will be assessed at future rate per sq ft	
10	Cul de sac lot	
11	Residential irregular interior lot	
12	Lot has been assessed maximum storm sewer rate	
13	Alley Assessment (Each)	**$ 2,266.00**
14	Residential storm sewer rate	**$ 0.12**
15	Commercial storm sewer rate	**$ 0.24**
16	Open Space, Park & Public storm sewer rate	**$ 0.06**
17	Sanitary sewer service repair	**varies on repairs**
18	Assessment in lieu of charges	
19	Residental Street Mill & Overlay Rate	**$ 14.78**
20	Apartment/Town Home Mill & Overlay Rate	**$ 19.33**
21	Commercial Mill and Overlay Rate	**$ 23.53**
22	Residental Total Pavement Replacement Rate	**$ 29.55**
23	Apartment/Townhome Total Pavement Replacement Rate	**$ 38.42**
24	Commercial Total Pavement Replacement Rate	**$ 47.29**
25	Appraiser's Opinion	

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-06

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-06

CREATED:	8/31/2020
UPDATED:	11/17/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202106

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	TOTAL ASSESSMENT	

ASSESSMENT PERIOD - 10 YEARS FOR RESIDENTIAL - 20 YEARS FOR APARTMENTS AND COMMERCIAL
INTEREST RATE **(2020) - 3.46%**
PROPERTIES ON BIRCH LAKE AVE (OTTER LAKE ROAD - FOURTH AVENUE) WILL PAY 69% OF THE STREET ASSESSMENT (2021-06)
RAMSEY COUNTY ADMINISTRATIVE FEE ($2.50 PER YEAR FOR 10 YEARS = $25.00)
RAMSEY COUNTY ADMINISTRATIVE FEE ($2.50 PER YEAR FOR 20 YEARS = $50.00)

NON-RESIDENT PROPERTY ADDRESS

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-13

CREATED:	9/1/2020
UPDATED:	12/16/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202113

				STREET ASSESSMENT CALCULATIONS				STORM SEWER ASSESSMENT CALCULATIONS			ALLEY ASSESSMENT CALCULATIONS		
	PIN	NO *	PROPERTY ADDRESS	FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT	TOTAL ASSESSMENT	
1	143022140028	13	4861 Stewart Ave	191.22							$2,266.00	$2,266.00	1
2	143022140029	13	4853 Stewart Ave	50.50							$2,266.00	$2,266.00	2
3	143022140030	13	4847 Stewart Ave	50.50							$2,266.00	$2,266.00	3
4	143022140031	13	4843 Stewart Ave	75.75							$2,266.00	$2,266.00	4
5	143022140032	13	4833 Stewart Ave	75.75							$2,266.00	$2,266.00	5
6	143022140033	13,19	2245 6th St	65.40	65.40	$966.61					$2,266.00	$3,232.61	6
7	143022140034	1,19	4834 Cook Ave	176.45	50.75	$750.09						$750.09	7
8	143022140036	13	4848 Cook Ave	50.35							$2,266.00	$2,266.00	8
9	143022140037	13	4854 Cook Ave	50.35							$2,266.00	$2,266.00	9
10	143022140038	13	4860 Cook Ave	191.07							$2,266.00	$2,266.00	10
11	143022140044	20	2207 6th St	75.00	75.00	$1,449.75						$1,449.75	11
12	143022140053		2223 5th St	150.00	0.00	$0.00						$0.00	12
13	143022140055	19	4829 Cook Ave	225.00	75.00	$1,108.50						$1,108.50	13
14	143022140146	20	2225 6th St	225.00	225.00	$4,349.25						$4,349.25	14
15	143022140147	20	2250 6th St	300.00	300.00	$5,799.00						$5,799.00	15
16	143022410001	1, 19	4793 Stewart Ave	232.38	75.00	$1,108.50						$1,108.50	16
17	143022410003	19	2246 5th St	75.00	75.00	$1,108.50						$1,108.50	17
18	143022410004	1,19	4790 Cook Ave	169.00	47.00	$694.66						$694.66	18
19	253022220005		4048 Lakehill Cir	81.09	95.55	$2,823.50						$2,823.50	19
20	253022220006		4040 Lakehill Cir	67.92	80.00	$2,364.00						$2,364.00	20
21	253022220007		4032 Lakehill Cir	110.00	100.00	$2,955.00						$2,955.00	21
22	253022220008		4020 Lakehill Cir	110.00	100.00	$2,955.00						$2,955.00	22
23	253022220009		4012 Lakehill Cir	63.00	80.00	$2,364.00						$2,364.00	23
24	253022220010		4009 Lakehill Cir	50.00	80.00	$2,364.00						$2,364.00	24
25	253022220011		4011 Lakehill Cir	110.30	100.00	$2,955.00						$2,955.00	25
26	253022220012		4013 Lakehill Cir	93.95	80.00	$2,364.00						$2,364.00	26
27	253022220013		4015 Lakehill Cir	52.35	80.00	$2,364.00						$2,364.00	27
28	253022220014		4017 Lakehill Cir	54.16	80.00	$2,364.00						$2,364.00	28
29	253022220015		4019 Lakehill Cir	53.13	80.00	$2,364.00						$2,364.00	29
30	253022220016		4021 Lakehill Cir	238.91	100.00	$2,955.00						$2,955.00	30
31	253022220017		4031 Lakehill Cir	80.00	80.00	$2,364.00						$2,364.00	31
32	253022220018		4039 Lakehill Cir	80.00	80.00	$2,364.00						$2,364.00	32
33	253022220019		4045 Lakehill Cir	186.04	100.00	$2,955.00						$2,955.00	33
34	253022220020		4057 Lakehill Cir	85.09	87.54	$2,586.81						$2,586.81	34
35	253022220021		4065 Lakehill Cir	70.00	80.00	$2,364.00						$2,364.00	35
36	253022220022		4071 Lakehill Cir	224.73	60.37	$1,783.79						$1,783.79	36
37	253022220112		4070 Lakehill Cir	305.41	70.10	$2,071.46						$2,071.46	37
38	253022220113		4054 Lakehill Cir	139.34	100.00	$2,955.00						$2,955.00	38
39	343022110008		1799 Elm St	351.02	0.00	$0.00						$0.00	39
40	343022110016		1777 Elm St	204.50	40.90	$697.31						$697.31	40
41	343022110017		1779 Elm St	204.50	40.90	$697.31						$697.31	41
42	343022110018		1781 Elm St	204.50	40.90	$697.31						$697.31	42
43	343022110019		1783 Elm St	204.50	40.90	$697.31						$697.31	43
44	343022110020		1785 Elm St	204.50	40.90	$697.31						$697.31	44
45	343022130021		3458 Savannah Ave	34.00	80.00	$1,042.88						$1,042.88	45
46	343022130022		3456 Savannah Ave	33.29	80.00	$1,042.88						$1,042.88	46
47	343022130023		0 Unassigned	96.85	96.85	$1,262.53						$1,262.53	47
48	343022130024		3469 Savannah Ave	54.08	80.00	$1,042.88						$1,042.88	48
49	343022130025		3471 Savannah Ave	57.45	57.45	$748.92						$748.92	49
50	343022130026		3473 Savannah Ave	201.68	100.00	$1,303.60						$1,303.60	50
51	343022130027		3475 Savannah Ave	79.18	62.62	$816.31						$816.31	51
52	343022130028		3477 Savannah Ave	60.24	57.23	$746.05						$746.05	52

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-13

CREATED:	9/1/2020
UPDATED:	12/16/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202113

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT CALCULATIONS: ALLEY ASSESSMENT	TOTAL ASSESSMENT	
53	343022130029		3479 Savannah Ave	54.76	58.48	$762.34						$762.34	53
54	343022130032		3485 Savannah Ave	58.82	58.28	$759.74						$759.74	54
55	343022130033	1	3487 Savannah Ave	219.89	119.64	$1,559.62						$1,559.62	55
56	343022130034		1710 Fair Oaks Dr	71.47	71.52	$932.33						$932.33	56
57	343022130035	1	1708 Fair Oaks Dr	197.19	116.89	$1,523.77						$1,523.77	57
58	343022130043	1	3487 Fair Oaks Ct	185.03	110.03	$1,434.35						$1,434.35	58
59	343022130044	1	1729 Fair Oaks Dr	210.40	126.64	$1,650.87						$1,650.87	59
60	343022130045		1727 Fair Oaks Dr	52.28	58.79	$766.38						$766.38	60
61	343022130046		1725 Fair Oaks Dr	55.48	55.48	$723.24						$723.24	61
62	343022130047		1723 Fair Oaks Dr	55.31	55.32	$721.15						$721.15	62
63	343022130048		1721 Fair Oaks Dr	55.68	55.73	$726.49						$726.49	63
64	343022130049		1719 Fair Oaks Dr	55.49	55.54	$724.02						$724.02	64
65	343022130050		1717 Fair Oaks Dr	56.07	56.12	$731.58						$731.58	65
66	343022130051		1715 Fair Oaks Dr	203.73	100.00	$1,303.60						$1,303.60	66
67	343022130052		1718 Elm St	169.86	100.00	$1,303.60						$1,303.60	67
68	343022130053		1720 Elm St	55.57	57.95	$755.43						$755.43	68
69	343022130054		1722 Elm St	55.38	56.65	$738.49						$738.49	69
70	343022130055		1724 Elm St	55.33	55.72	$726.36						$726.36	70
71	343022130056		1726 Elm St	61.09	56.25	$733.27						$733.27	71
72	343022130057		1728 Elm St	55.40	55.40	$722.19						$722.19	72
73	343022130058		1730 Elm St	55.31	55.31	$721.02						$721.02	73
74	343022130059		1732 Elm St	203.16	123.53	$1,610.33						$1,610.33	74
75	343022130060		1702 Fair Oaks Dr	45.50	71.91	$937.42						$937.42	75
76	343022130061		1700 Fair Oaks Dr	40.23	74.62	$972.74						$972.74	76
77	343022130065		3482 Savannah Ave	71.47	65.32	$851.51						$851.51	77
78	343022130066		3480 Savannah Ave	72.34	65.32	$851.51						$851.51	78
79	343022130067		3478 Savannah Ave	65.17	65.24	$850.47						$850.47	79
80	343022130068		3476 Savannah Ave	60.22	73.94	$963.88						$963.88	80
81	343022130069		3474 Savannah Ave	62.11	73.35	$956.19						$956.19	81
82	343022130070		3472 Savannah Ave	57.04	58.06	$756.87						$756.87	82
83	343022130071		3470 Savannah Ave	54.27	80.00	$1,042.88						$1,042.88	83
84	343022130072		3468 Savannah Ave	53.96	80.00	$1,042.88						$1,042.88	84
85	343022130073		3466 Savannah Ave	60.33	80.00	$1,042.88						$1,042.88	85
86	343022130074		3464 Savannah Ave	74.61	73.50	$958.14						$958.14	86
87	343022130075	10	3462 Savannah Ave	81.92	80.00	$1,042.88						$1,042.88	87
88	343022130076	10	3460 Savannah Ave	45.46	80.00	$1,042.88						$1,042.88	88
89	343022130077		3481 Savannah Ave	58.30	59.58	$776.68						$776.68	89
90	343022130078		3483 Savannah Ave	60.73	67.64	$881.75						$881.75	90
91	343022130079	10	3486 Fair Oaks Ct	65.33	80.00	$1,042.88						$1,042.88	91
92	343022130080	10	3484 Fair Oaks Ct	46.61	80.00	$1,042.88						$1,042.88	92
93	343022130081	10	3482 Fair Oaks Ct	44.69	80.00	$1,042.88						$1,042.88	93
94	343022130082	10	3481 Fair Oaks Ct	46.79	80.00	$1,042.88						$1,042.88	94
95	343022130083	10	3483 Fair Oaks Ct	52.83	80.00	$1,042.88						$1,042.88	95
96	343022130084	10	3485 Fair Oaks Ct	96.41	80.00	$1,042.88						$1,042.88	96
97	343022130085	23	1701 Elm St	211.80	35.30	$460.17						$460.17	97
98	343022130086	23	1703 Elm St	211.80	35.30	$460.17						$460.17	98
99	343022130087	23	1705 Elm St	211.80	35.30	$460.17						$460.17	99
100	343022130088	23	1707 Elm St	211.80	35.30	$460.17						$460.17	100
101	343022130089	23	1709 Elm St	211.80	35.30	$460.17						$460.17	101
102	343022130090	23	1711 Elm St	211.80	35.30	$460.17						$460.17	102
103	343022130091	23	1713 Elm St	193.82	32.30	$421.10						$421.10	103
104	343022130092	23	1715 Elm St	193.82	32.30	$421.10						$421.10	104

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-13

CREATED:	9/1/2020
UPDATED:	12/16/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202113

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	STREET ASSESSMENT CALCULATIONS: ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	STORM SEWER ASSESSMENT CALCULATIONS: PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT CALCULATIONS: ALLEY ASSESSMENT	TOTAL ASSESSMENT	
105	343022130093	23	1717 Elm St	193.82	32.30	$421.10						$421.10	105
106	343022130094	23	1719 Elm St	193.82	32.30	$421.10						$421.10	106
107	343022130095	23	1721 Elm St	193.82	32.30	$421.10						$421.10	107
108	343022130096	23	1723 Elm St	193.82	32.30	$421.10						$421.10	108
109	343022130097	23	1725 Elm St	244.11	40.69	$530.37						$530.37	109
110	343022130098	23	1727 Elm St	244.11	40.69	$530.37						$530.37	110
111	343022130099	23	1729 Elm St	244.11	40.69	$530.37						$530.37	111
112	343022130100	23	1731 Elm St	244.11	40.69	$530.37						$530.37	112
113	343022130101	23	1733 Elm St	244.11	40.69	$530.37						$530.37	113
114	343022130102	23	1735 Elm St	244.11	40.69	$530.37						$530.37	114
115	343022140003	1	1778 Elm St	181.38	52.30	$681.72						$681.72	115
116	343022140004		1776 Elm St	55.51	55.25	$720.24						$720.24	116
117	343022140005		1774 Elm St	55.51	55.25	$720.24						$720.24	117
118	343022140006		1772 Elm St	55.00	55.00	$716.98						$716.98	118
119	343022140007		1770 Elm St	60.24	52.82	$688.56						$688.56	119
120	343022140008		1768 Elm St	64.15	58.54	$763.13						$763.13	120
121	343022140009		1766 Elm St	63.42	57.53	$749.96						$749.96	121
122	343022140010		1764 Elm St	61.59	56.58	$737.57						$737.57	122
123	343022140011		1762 Elm St	55.08	55.08	$718.02						$718.02	123
124	343022140013		1758 Elm St	53.57	56.29	$733.79						$733.79	124
125	343022140014		1756 Elm St	53.57	57.63	$751.26						$751.26	125
126	343022140015		1754 Elm St	53.58	58.04	$756.61						$756.61	126
127	343022140016		1752 Elm St	53.74	58.17	$758.30						$758.30	127
128	343022140017		1750 Elm St	53.66	59.41	$774.47						$774.47	128
129	343022140018		1748 Elm St	53.62	58.06	$756.87						$756.87	129
130	343022140019		1746 Elm St	53.66	57.85	$754.13						$754.13	130
131	343022140020		1744 Elm St	54.28	56.77	$740.05						$740.05	131
132	343022140021		1742 Elm St	54.65	55.92	$728.97						$728.97	132
133	343022140022		1740 Elm St	54.72	56.29	$733.79						$733.79	133
134	343022140023		1738 Elm St	62.06	56.16	$732.10						$732.10	134
135	343022140024	1	3498 Savannah Ave	199.08	114.77	$1,496.14						$1,496.14	135
136	343022140025		3496 Savannah Ave	54.79	57.76	$752.96						$752.96	136
137	343022140026		3494 Savannah Ave	54.38	58.93	$768.21						$768.21	137
138	343022140027		3492 Savannah Ave	54.46	59.39	$774.21						$774.21	138
139	343022140028		3490 Savannah Ave	54.77	59.17	$771.34						$771.34	139
140	343022140036		1767 Elm St	209.61	41.92	$714.73						$714.73	140
141	343022140037		1769 Elm St	209.61	41.92	$714.73						$714.73	141
142	343022140038		1771 Elm St	209.61	41.92	$714.73						$714.73	142
143	343022140039		1773 Elm St	209.61	41.92	$714.73						$714.73	143
144	343022140040		1775 Elm St	209.61	41.92	$714.73						$714.73	144
145	343022140041		1757 Elm St	215.10	43.02	$733.45						$733.45	145
146	343022140042		1759 Elm St	215.10	43.02	$733.45						$733.45	146
147	343022140043		1761 Elm St	215.10	43.02	$733.45						$733.45	147
148	343022140044		1763 Elm St	215.10	43.02	$733.45						$733.45	148
149	343022140045		1765 Elm St	215.10	43.02	$733.45						$733.45	149
150	343022140046		3488 Savannah Ave	55.00	55.06	$938.72						$938.72	150
151	343022140047		3486 Savannah Ave	55.12	55.17	$940.60						$940.60	151
152	343022140048		3484 Savannah Ave	64.27	66.93	$1,141.09						$1,141.09	152
153	343022140049		1760 Elm St	55.33	55.33	$721.28						$721.28	153
154	343022140050		1747 Elm St	200.52	40.10	$683.74						$683.74	154
155	343022140051		1749 Elm St	200.52	40.10	$683.74						$683.74	155
156	343022140052		1751 Elm St	200.52	40.10	$683.74						$683.74	156

PROPOSED ASSESSMENT ROLL
STREET IMPROVEMENTS
CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
2021 MILL & OVERLAY PROJECT
CITY PROJECT NO. 21-13

CREATED:	9/1/2020
UPDATED:	12/16/2020

County Data Current 8/5/2020

ASSESSMENT CODE 93202113

	PIN	NO *	PROPERTY ADDRESS	STREET ASSESSMENT CALCULATIONS: FRONT FOOTAGE	ASSESSABLE FOOTAGE	STREET ASSESSMENT	LOT AREA	STORM SEWER ASSESSMENT CALCULATIONS: ASSESSABLE AREA	PREVIOUS STORM SEWER ASSESSMENT	STORM ASSESSMENT	ALLEY ASSESSMENT CALCULATIONS: ALLEY ASSESSMENT	TOTAL ASSESSMENT	
157	343022140053		1753 Elm St	200.52	40.10	$683.74						$683.74	157
158	343022140054		1755 Elm St	200.52	40.10	$683.74						$683.74	158
159	343022140055		1737 Elm St	196.89	39.38	$671.36						$671.36	159
160	343022140056		1739 Elm St	196.89	39.38	$671.36						$671.36	160
161	343022140057		1741 Elm St	196.89	39.38	$671.36						$671.36	161
162	343022140058		1743 Elm St	196.89	39.38	$671.36						$671.36	162
163	343022140059		1745 Elm St	196.89	39.38	$671.36						$671.36	163
						$167,829.47					$20,394.00	$188,223.47	

Assessments for Commercial owned parcels being reviewed.

	Residential street assessment	**$ 42.16**
1	Corner lot	
2	Bound by streets on 2, 3, or all sides	
3	Interior lot 100 ft maximum	**$ 4,216.00**
4	Maximum residential corner lot assessment	**$ 5,769.43**
5	1/2 maximum residential corner lot assessment	**$ 2,884.72**
6	Commercial lot per front foot assessment	**$ 67.26**
7	Apartment/Townhome per foot assessment	**$ 52.78**
8	Lot splits in future to be assessed at future rate per front foot	
9	Lot split in future will be assessed at future rate per sq ft	
10	Cul de sac lot	
11	Residential irregular interior lot	
12	Lot has been assessed maximum storm sewer rate	
13	Alley Assessment (Each)	**$ 2,266.00**
14	Residential storm sewer rate	**$ 0.12**
15	Commercial storm sewer rate	**$ 0.24**
16	Open Space, Park & Public storm sewer rate	**$ 0.06**
17	Sanitary sewer service repair	**varies on repairs**
18	Assessment in lieu of charges	
19	Residental Street Mill & Overlay Rate	**$ 14.78**
20	Apartment/Town Home Mill & Overlay Rate	**$ 19.33**
21	Commercial Mill and Overlay Rate	**$ 23.53**
22	Residental Total Pavement Replacement Rate	**$ 29.55**
23	Apartment/Townhome Total Pavement Replacement Rate	**$ 38.42**
24	Commercial Total Pavement Replacement Rate	**$ 47.29**
25	Appraiser's Opinion	

ASSESSMENT PERIOD - 10 YEARS FOR RESIDENTIAL - 20 YEARS FOR APARTMENTS AND COMMERCIAL
INTEREST RATE **(2020) - 3.46%**
PROPERTIES ON ELM STREET, FAIR OAKS DR, FAIR OAKS CT, AND SAVANNAH DR WILL PAY 88.2% OF THE STREET ASSESSMENT (1998)
RAMSEY COUNTY ADMINISTRATIVE FEE ($2.50 PER YEAR FOR 10 YEARS = $25.00)
RAMSEY COUNTY ADMINISTRATIVE FEE ($2.50 PER YEAR FOR 20 YEARS = $50.00)

NON-RESIDENT PROPERTY

APPENDIX G

SAMPLE ASSESSMENT BREAKDOWNS

SAMPLE Assessment Breakdown

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

ASSESSMENT AMOUNT	**$1,500.00**
COUNTY FEE $2.50/10YR	**$25.00**
TOTAL ASSESSMENT	**$1,525.00**
PRINCIPAL PER YEAR	$152.50
ASSUMED INTEREST RATE	5.0%
STREET / WATER 10 YR	

YEAR	ANNUAL PAYMENT	PRINCIPAL BALANCE
		$1,525.00
1	$247.81	$1,372.50
2	$221.13	$1,220.00
3	$213.50	$1,067.50
4	$205.88	$915.00
5	$198.25	$762.50
6	$190.63	$610.00
7	$183.00	$457.50
8	$175.38	$305.00
9	$167.75	$152.50
10	$160.13	$0.00

ASSESSMENT AMOUNT	**$2,000.00**
COUNTY FEE $2.50/10YR	**$25.00**
TOTAL ASSESSMENT	**$2,025.00**
PRINCIPAL PER YEAR	$202.50
ASSUMED INTEREST RATE	5.0%

YEAR	ANNUAL PAYMENT	PRINCIPAL BALANCE
		$2,025.00
1	$329.06	$1,822.50
2	$293.63	$1,620.00
3	$283.50	$1,417.50
4	$273.38	$1,215.00
5	$263.25	$1,012.50
6	$253.13	$810.00
7	$243.00	$607.50
8	$232.88	$405.00
9	$222.75	$202.50
10	$212.63	$0.00

ASSESSMENT AMOUNT	**$2,500.00**
COUNTY FEE $2.50/10YR	**$25.00**
TOTAL ASSESSMENT	**$2,525.00**
PRINCIPAL PER YEAR	$252.50
ASSUMED INTEREST RATE	5.0%

YEAR	ANNUAL PAYMENT	PRINCIPAL BALANCE
		$2,525.00
1	$410.31	$2,272.50
2	$366.13	$2,020.00
3	$353.50	$1,767.50
4	$340.88	$1,515.00
5	$328.25	$1,262.50
6	$315.63	$1,010.00
7	$303.00	$757.50
8	$290.38	$505.00
9	$277.75	$252.50
10	$265.13	$0.00

ASSESSMENT AMOUNT	**$3,000.00**
COUNTY FEE $2.50/10YR	**$25.00**
TOTAL ASSESSMENT	**$3,025.00**
PRINCIPAL PER YEAR	$302.50
ASSUMED INTEREST RATE	5.0%

YEAR	ANNUAL PAYMENT	PRINCIPAL BALANCE
		$3,025.00
1	$491.56	$2,722.50
2	$438.63	$2,420.00
3	$423.50	$2,117.50
4	$408.38	$1,815.00
5	$393.25	$1,512.50
6	$378.13	$1,210.00
7	$363.00	$907.50
8	$347.88	$605.00
9	$332.75	$302.50
10	$317.63	$0.00

ASSESSMENT AMOUNT	**$3,500.00**
COUNTY FEE $2.50/10YR	**$25.00**
TOTAL ASSESSMENT	**$3,525.00**
PRINCIPAL PER YEAR	$352.50
ASSUMED INTEREST RATE	5.0%

YEAR	ANNUAL PAYMENT	PRINCIPAL BALANCE
		$3,525.00
1	$572.81	$3,172.50
2	$511.13	$2,820.00
3	$493.50	$2,467.50
4	$475.88	$2,115.00
5	$458.25	$1,762.50
6	$440.63	$1,410.00
7	$423.00	$1,057.50
8	$405.38	$705.00
9	$387.75	$352.50
10	$370.13	$0.00

ASSESSMENT AMOUNT	**$4,000.00**
COUNTY FEE $2.50/10YR	**$25.00**
TOTAL ASSESSMENT	**$4,025.00**
PRINCIPAL PER YEAR	$402.50
ASSUMED INTEREST RATE	5.0%

YEAR	ANNUAL PAYMENT	PRINCIPAL BALANCE
		$4,025.00
1	$654.06	$3,622.50
2	$583.63	$3,220.00
3	$563.50	$2,817.50
4	$543.38	$2,415.00
5	$523.25	$2,012.50
6	$503.13	$1,610.00
7	$483.00	$1,207.50
8	$462.88	$805.00
9	$442.75	$402.50
10	$422.63	$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.

Table of Contents

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

APPENDIX A

ORDINANCE NO. 612

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

APPENDIX B

RESOLUTION ESTABLISHING GUIDELINES FOR SENIOR CITIZEN OR DISABLED RETIREE HARDSHIP DEFERRAL

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, Dietrich, McCarty
Nays: None
Passed: October 13, 1981

Brad Stanius, 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 occurence 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

Sharon Legg
Finance Director

SL/el
Attachments

APPENDIX C

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

APPENDIX D

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

Pavement Life (Years)	% of Full Mill & Overlay rate assessed
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

Jo Emerson, Mayor

ATTEST:

Ellen Richter

Ellen Richter, City Clerk

EXHIBITS

EXHIBIT 12 **TYPICAL STREET CROSS SECTIONS CITY PROJECT NO. 21-13**

EXHIBIT 13 **TYPICAL STREET CROSS SECTIONS CITY PROJECT NO. 21-13**

EXHIBIT 14 **NON-MOTORIZED TRANSPORTATION PLAN**

CITY OF WHITE BEAR LAKE
PROPOSED STREET
MILL & OVERLAY PROGRAM
2021-2025

PAVEMENT CONDITION

LEVEL 1
(RECONSTRUCTED TO CURRENT ENGINEERING STANDARDS)

LEVEL 2
(DEVELOPER-BUILT STREETS WITH CONCRETE CURB & GUTTER)

LEVEL 3
(BITUMINOUS STREETS)

PROPOSED 2021 PROJECT
(0.94)

PROPOSED 2025 PROJECT
(1.62)

PROPOSED 2021 PROJECT
(0.56)

PROPOSED 2021 PROJECT
(0.22)

PROPOSED 2021 PROJECT
(0.21+0.06 Alley)

PROPOSED 2022 PROJECT
(0.20)

PROPOSED 2024 PROJECT
(0.50)

PROPOSED 2022 PROJECT
(0.25)

PROPOSED 2021 PROJECT
(0.18)

PROPOSED 2024 PROJECT
(1.07)

PROPOSED 2022 PROJECT
(1.15)

PROPOSED 2022 PROJECT
(0.21)

PROPOSED 2021 PROJECT
(0.64)

PROPOSED 2024 PROJECT
(1.05)

PROPOSED 2021 PROJECT
(0.92)

PROPOSED 2022 PROJECT
(1.35)

PAVEMENT CONDITION MAP

CITY PROJECT NOS. 21-01, 04, 06, & 13

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT 1

X:\CITY MAP\pavement condition maps\WHITE BEAR 2021 PAVEMENT CONDITIONS.dwg, 12/29/2020 11:11:51 AM, PrimoPDF

CITY PROJECT 21-01

PAVEMENT REHABILITATION PROJECT MAP

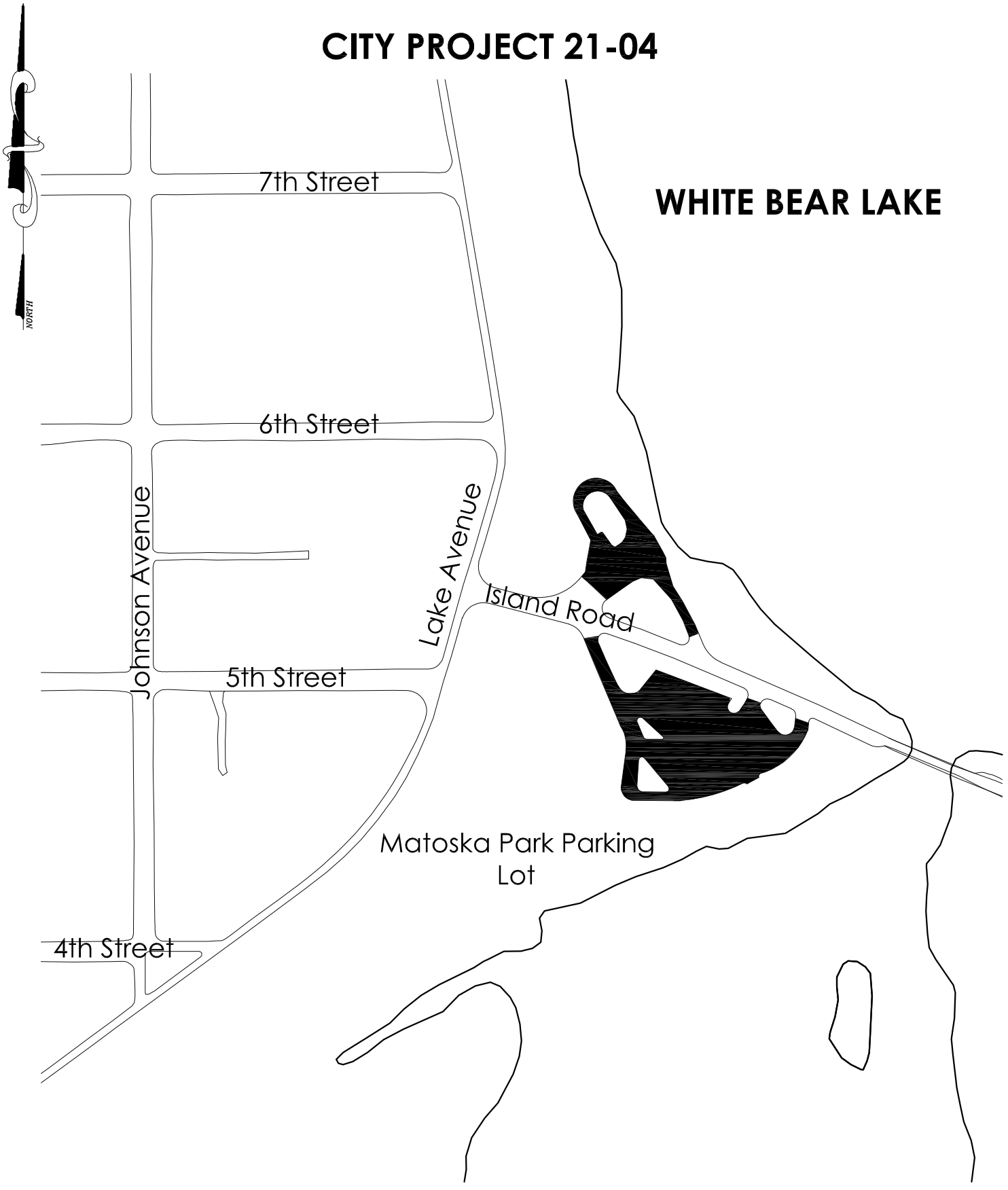
CITY PROJECT NO. 21-01

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

2

CITY PROJECT 21-04



CITY PARKING LOT PROJECT MAP

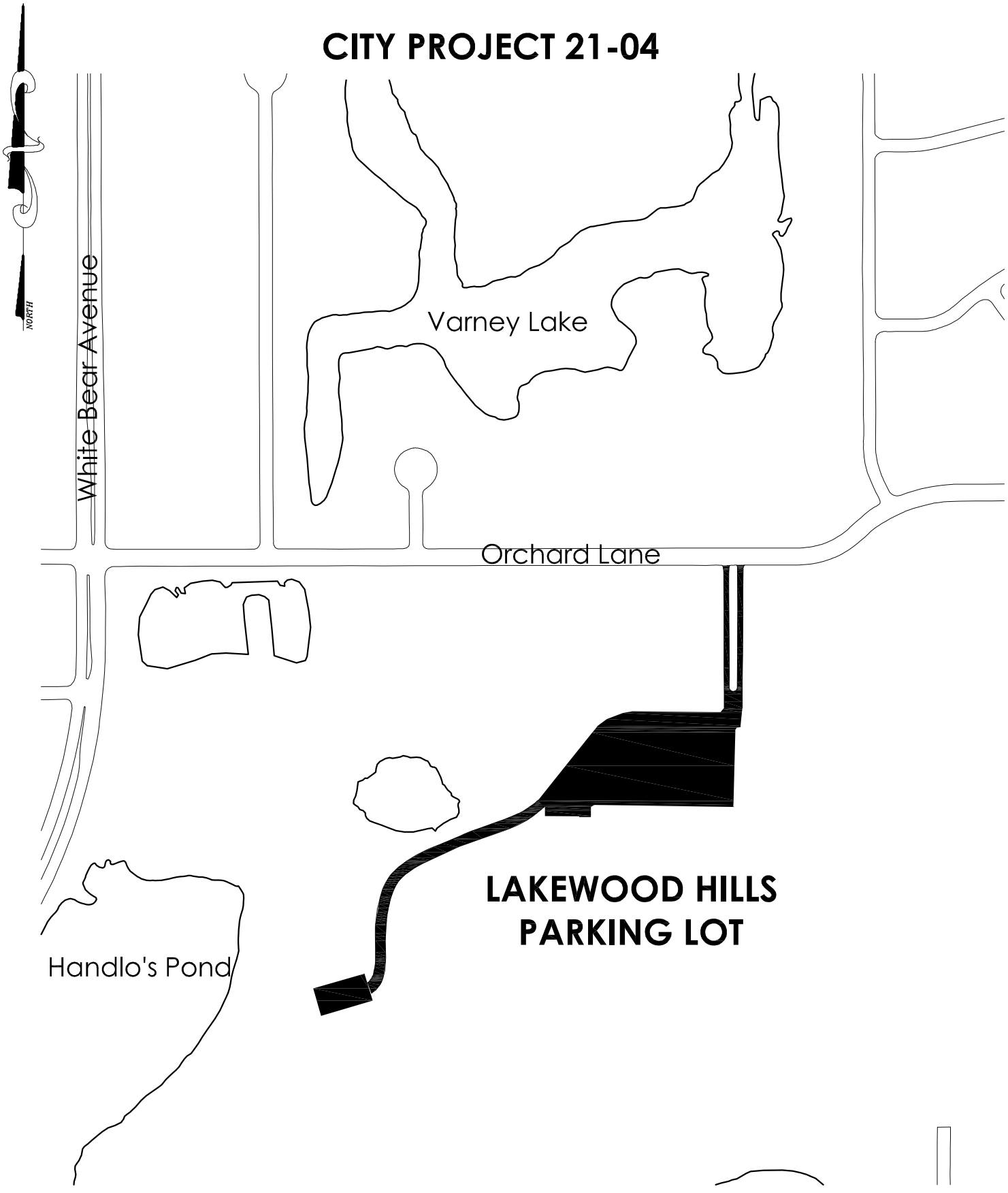
CITY PROJECT NO. 21-04

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

3

CITY PROJECT 21-04



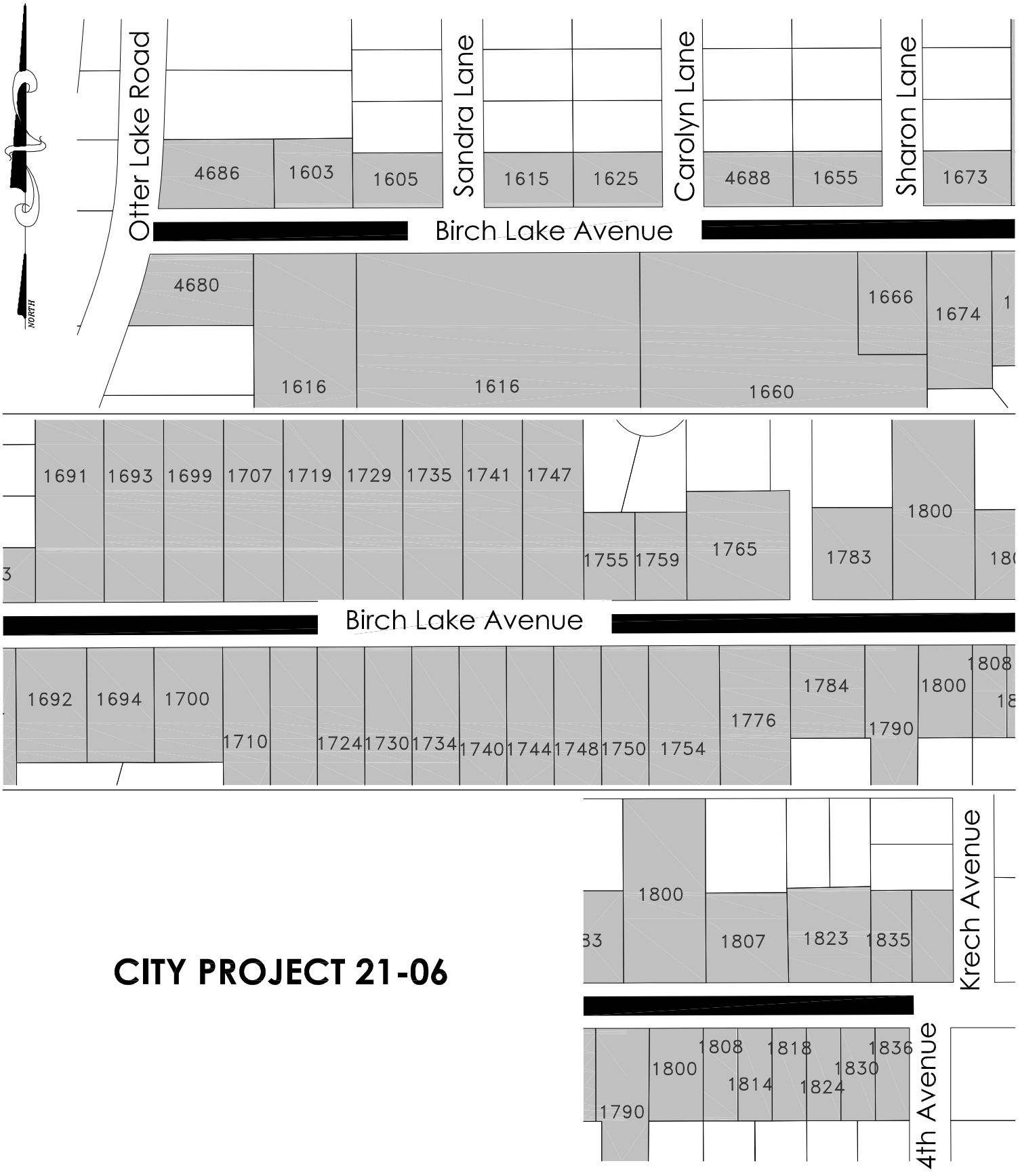
CITY PARKING LOT
PROJECT MAP

CITY PROJECT NO. 21-04

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

4



CITY PROJECT 21-06

PAVEMENT REHABILITATION PROJECT MAP

CITY PROJECT NO. 21-06

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

5

CITY PROJECT 21-13

PAVEMENT REHABILITATION PROJECT MAP

CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

6

CITY PROJECT 21-13

PAVEMENT REHABILITATION PROJECT MAP

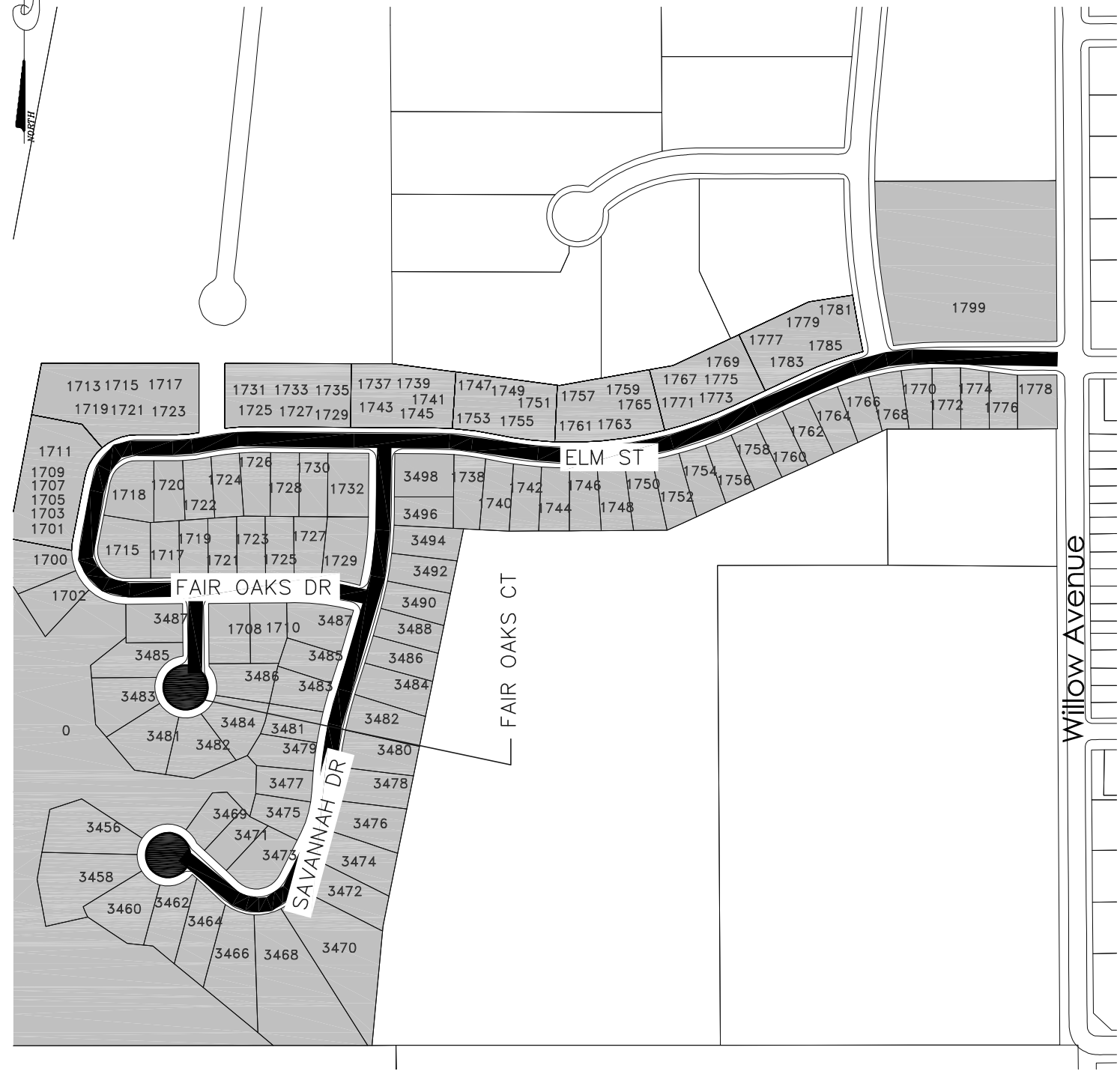
CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

7

CITY PROJECT 21-13



PAVEMENT REHABILITATION PROJECT MAP

CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

8

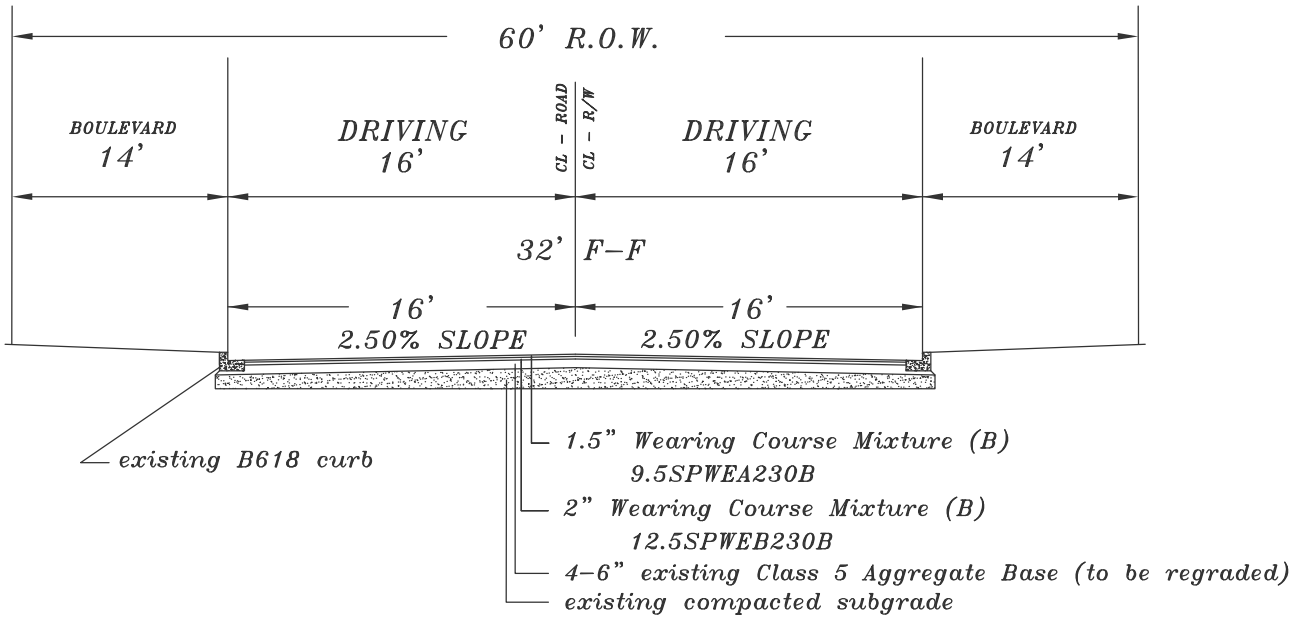
CAMPANARO LANE
NINTH STREET TO GARDEN LANE

GARDEN LANE
WOODCREST ROAD TO GEORGIA LANE

GEORGIA LANE
NINTH STREET TO GARDEN LANE

WOODCREST ROAD
NINTH STREET TO GARDEN LANE

32' FACE TO FACE



TYPICAL STREET CROSS SECTIONS

CITY PROJECT NO. 21-01

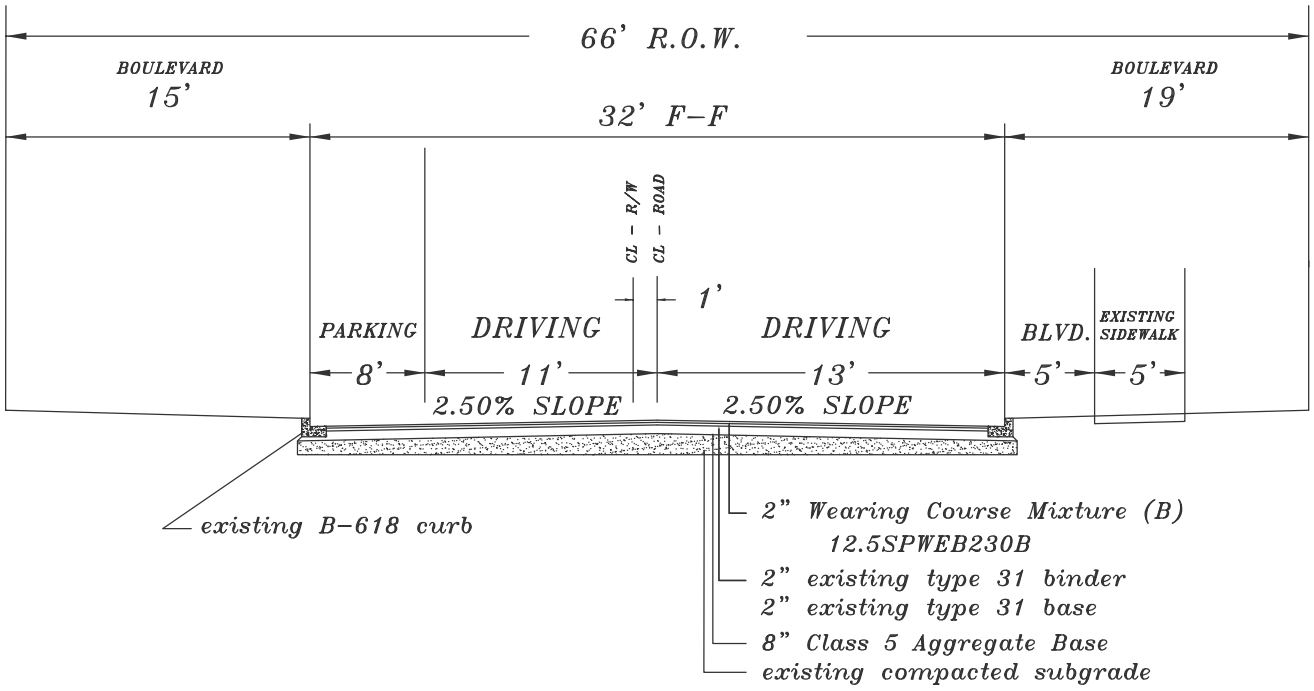
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

9

BIRCH LAKE AVENUE

OTTER LAKE ROAD TO FOURTH AVENUE
32' FACE TO FACE



TYPICAL STREET CROSS SECTIONS

CITY PROJECT NO. 21-06

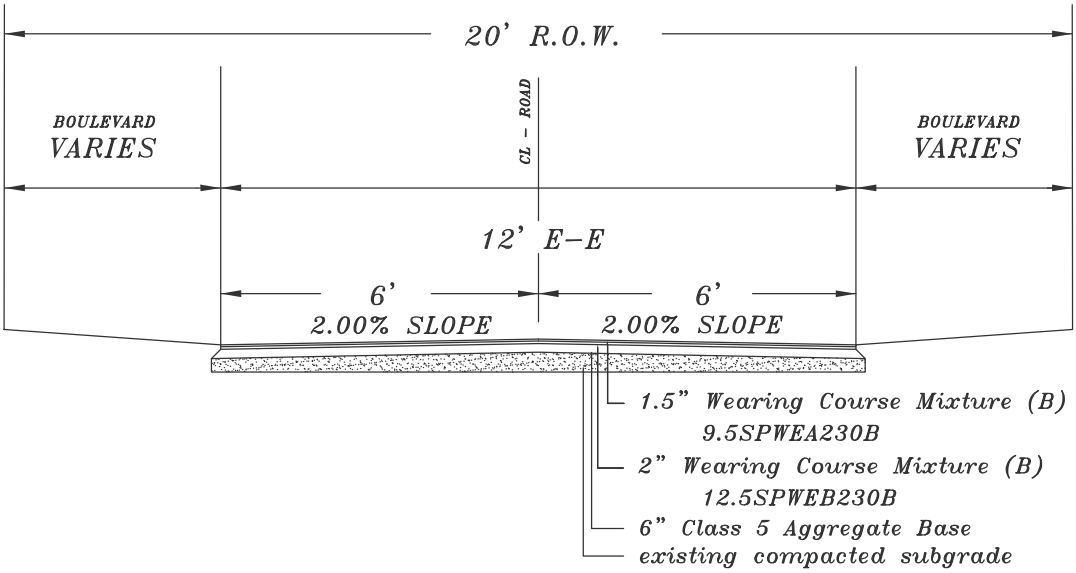
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

10

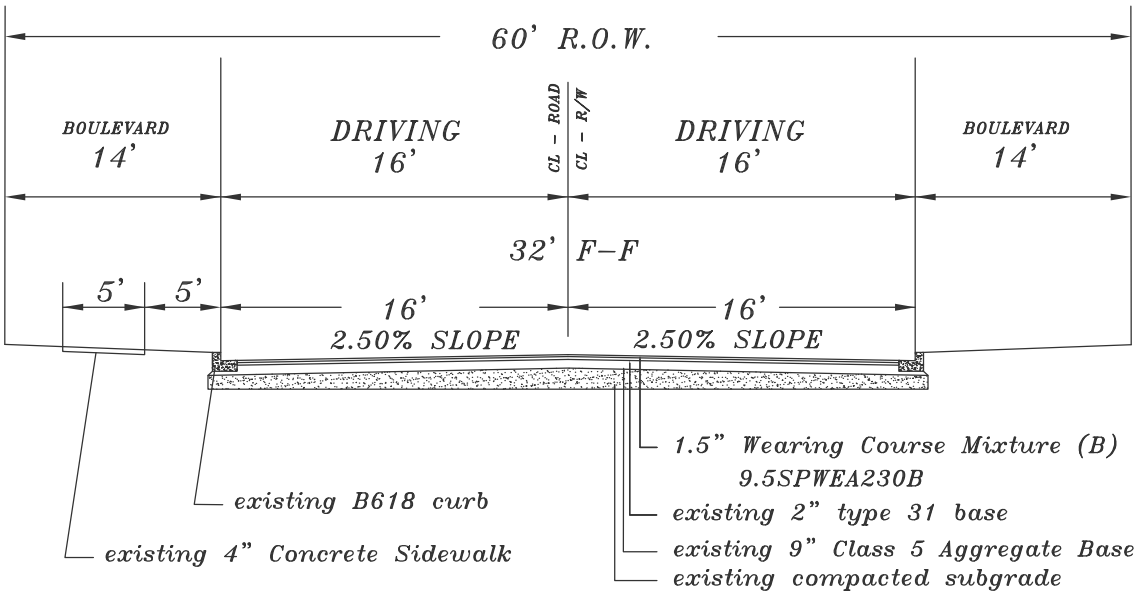
ALLEY

SIXTH STREET TO SEVENTH STREET
COOK AVENUE TO STEWART AVENUE
12' EDGE TO EDGE



FIFTH STREET

COOK AVENUE TO STEWART AVENUE
32' FACE TO FACE



TYPICAL STREET CROSS SECTIONS

CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

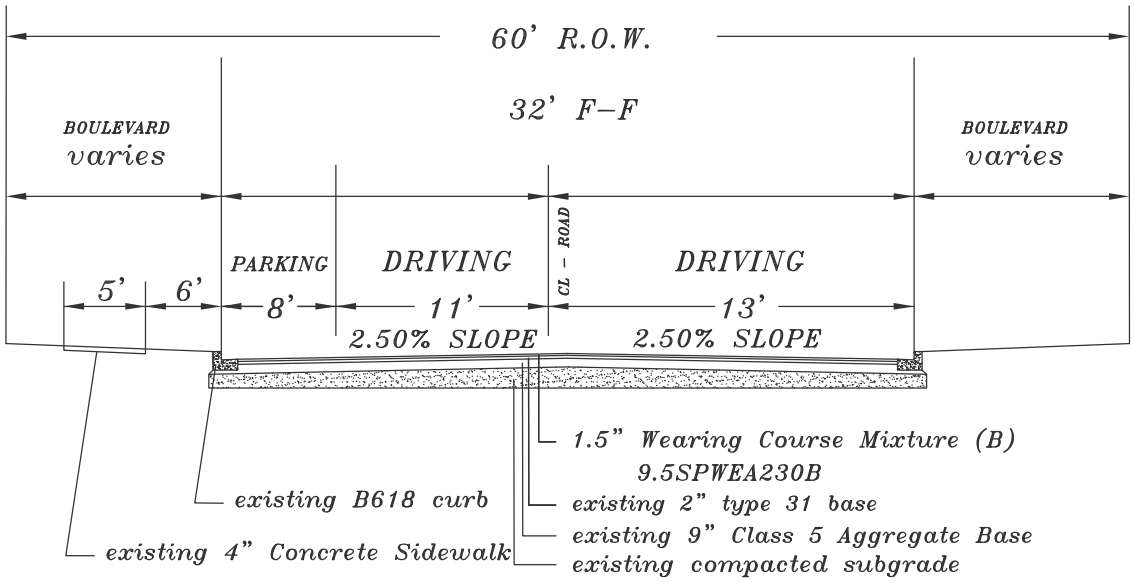
EXHIBIT

11

SIXTH STREET

BANNING AVENUE TO COOK AVENUE

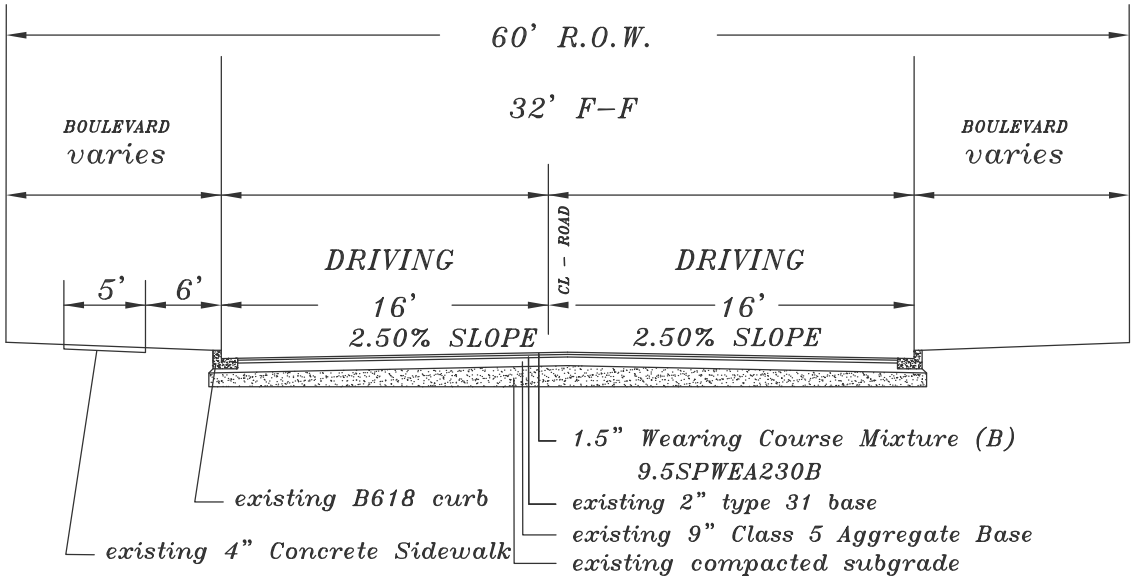
32' FACE TO FACE



SIXTH STREET

COOK AVENUE TO STEWART AVENUE

32' FACE TO FACE



TYPICAL STREET CROSS SECTIONS

CITY PROJECT NO. 21-13

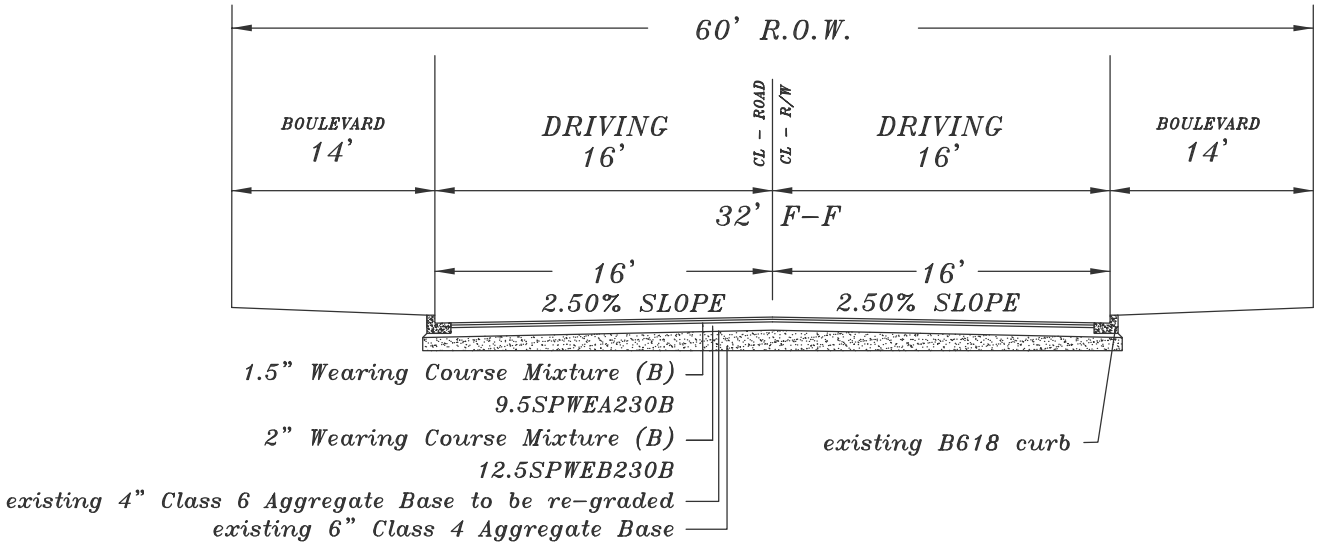
CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

12

LAKEHILL CIRCLE

COUNTY ROAD F TO END CUL-DE-SAC



ELM STREET

FAIR OAKS DRIVE TO WILLOW AVENUE

FAIR OAKS DRIVE

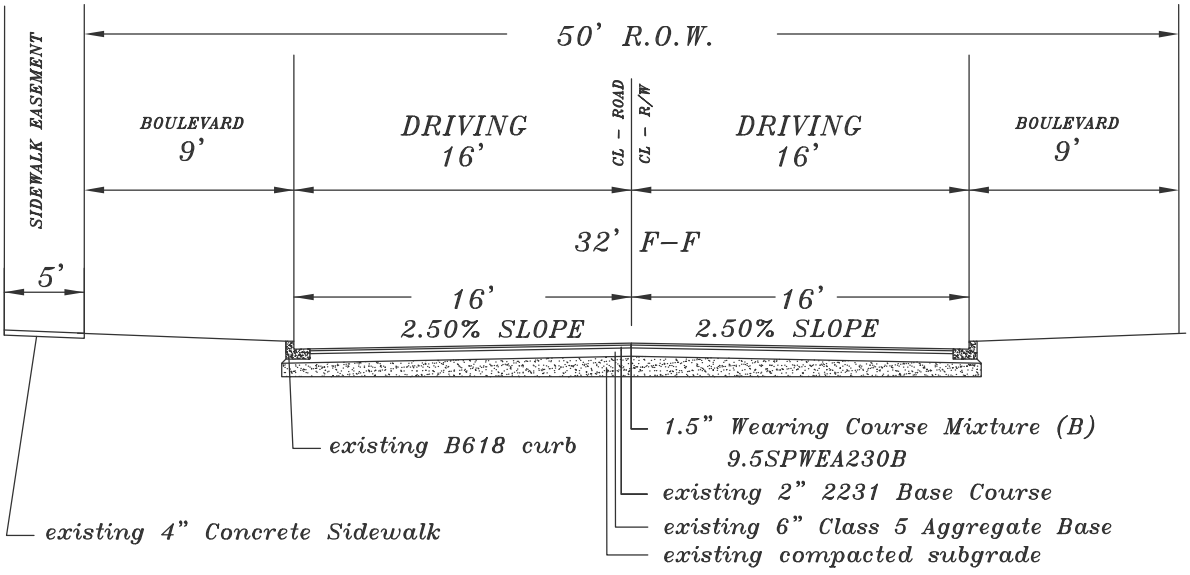
ELM STREET TO SAVANNAH AVENUE

FAIR OAKS COURT

FAIR OAKS DRIVE TO END CUL-DE-SAC

SAVANNAH AVENUE

ELM STREET TO END CUL-DE-SAC



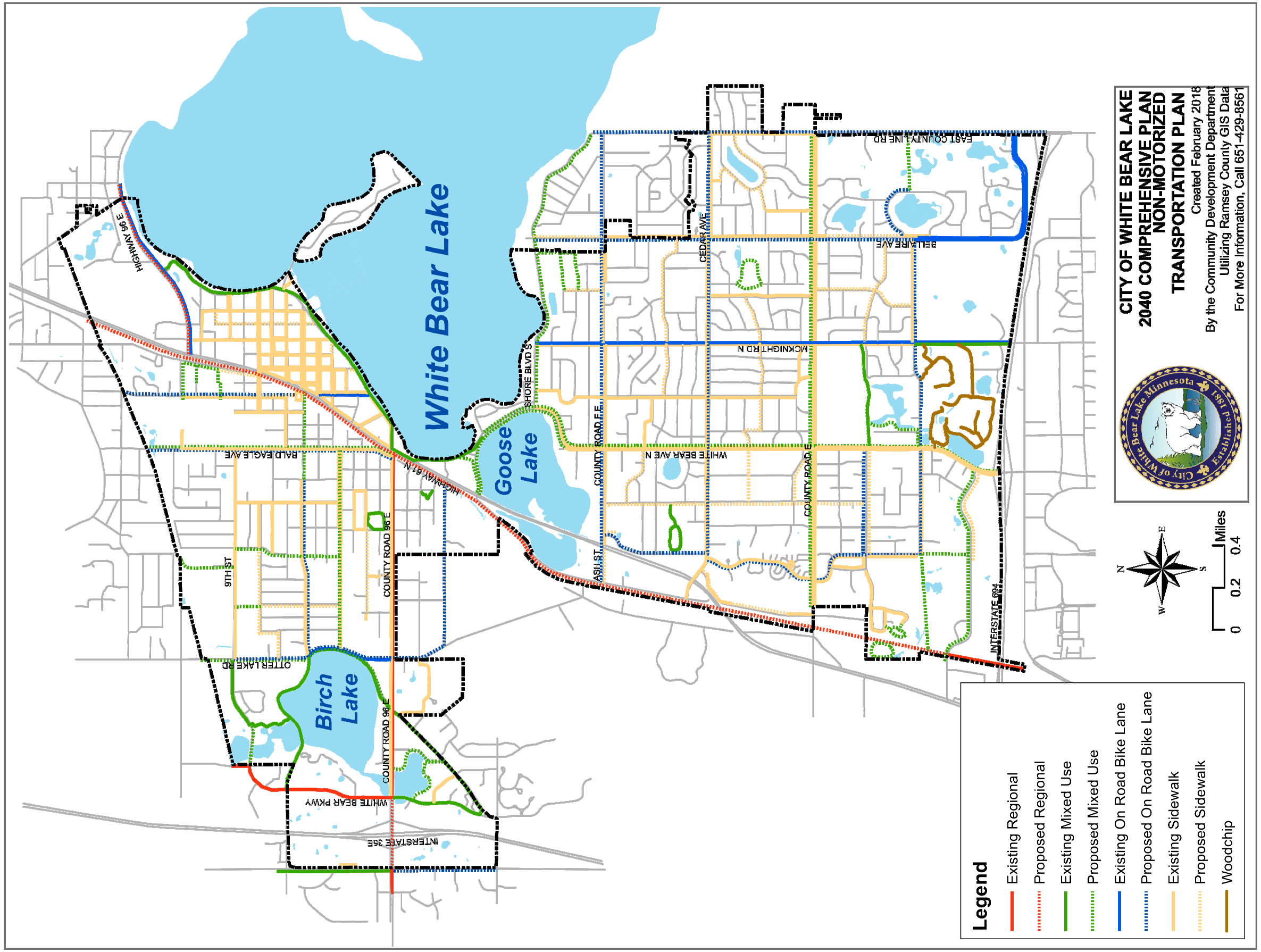
TYPICAL STREET CROSS SECTIONS

CITY PROJECT NO. 21-13

CITY OF WHITE BEAR LAKE
ENGINEERING DEPARTMENT

EXHIBIT

13



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NON-MOTORIZED TRANSPORTATION PLAN

FEASIBILITY REPORT
PROJECT MAP

CITY PROJECT NOS. 21-01, 04, 06, & 13

CITY OF WHITE BEAR LAKE ENGINEERING DEPARTMENT

EXHIBIT 14