

APPENDIX B

Street Maintenance Program Assessment Practices

1. Projects are identified by individual subdivision, or by grouping of subdivision and lots having similar pavement histories and conditions and similar pavement areas per benefited unit.
2. An assessment share will be calculated by determining the total assessable cost of the project and dividing by the number of benefited units.
3. Where an individual lot has more than one frontage and not all frontages are scheduled to receive an improvement or the same type of improvements, the lot will be considered benefited and be assessed a full share for the improvement which is conducted along the frontage of the lot that contains the main driveway opening.
4. For overlays the amount assessed to benefited property owner is 50% of the total project cost including overhead costs. (1991).
5. For sealcoats the assessment to benefited property owner shall be 43% of the total project cost including overhead costs in program year 2008, and shall be reduced by 7% in each successive year until reduced to an 8% assessment in program year 2013. After the 2013 program there shall be no assessment for sealcoats. (2007).
6. Projects involving streets which have had previous proposed maintenance projects defeated by petition shall be ineligible to receive the City's 50% contribution, if the project requires a more expensive maintenance. (i.e. streets proposed for sealcoating project which was defeated by citizen petition now are proposed for a bituminous overlay) (1993)
7. Where the rule of dividing the assessable project cost by the number of benefited units (no. 2 above) would result in an assessable share which is grossly out of proportions to the assessable share being charged to similar lots receiving similar improvements, the City Council may elect to assess such lots the average assessable share being made to lots receiving similar improvements for that project year. (1996)
8. Where a benefited area contains commercial lots having widely varying sizes, the assessment shall be made based on area of the lot. (2003)
9. Where an individual lot has more than one frontage including a driveway frontage on a state or county road, and a non-driveway frontage on a MSA or city street, one-half assessment share will be made for an improvement to the MSA or City street (1995)

10. Where an individual lot has a single frontage on an MSA street, such lots will be assessed the average assessable share for the type of improvement made to non MSA streets receiving that improvement. (1992)

11. Whenever possible townhouse units shall be aggregated into individual projects having a single land use. In instances where townhouse units must be combined in the same project with single family units, it shall be the policy to assess the townhouse units a number of assessment units equal to the frontage of the townhouse units along the improved street(s) divided by the average frontage of the single family units. (2004)