

RESOLUTION NO. 1392

(For the adoption of an assessment policy for the apportionment of street assessments within the City of Albany, beginning with those assessments to be made during the year 1972)

WHEREAS, a complete restudy of the street assessment policies of the City of Albany has been made by a special committee of the City Council and a report being dated March 21, 1972, now, therefore, be it hereby

RESOLVED by the Council of the City of Albany that the following be adopted as the policy for apportionment of the street assessments for street improvements within the City of Albany:

A. DEFINITIONS:

- 1) RESIDENTIAL STREET - A street designed to have a width of 36 feet or less from curb to curb and in accordance with the City engineering standards.
- 2) MAJOR ARTERIAL or COLLECTOR ARTERIAL - A street designed to a standard width and section greater than would normally be required for the adjacent use and streets indicated on the city's Arterial Street Plan. These shall be constructed in accordance with the City arterial street engineering standards.
- 3) COMMERCIAL and INDUSTRIAL STREET - A street designed to have a width of 48 feet from curb to curb and in accordance with the City engineering standards.
- 4) STREET PROJECT - A street project may be a single street, a group of interconnecting streets, or several streets in the same area, which are bid and constructed as a unit.
- 5) INTERSECTION - That portion of intersecting streets, which is common to both streets, and including that portion which is included

within the radius of the curb returns. (Curb return shall be defined as the short radius at the intersection of two or more streets as approximately right angles. This does not include cul-de-sacs or bulb streets that are designed as frontage for lot access).

6) INTERSECTION COSTS - The complete cost of constructing intersections including that portion of the street bounded by the radius of the curb. Curb radius may vary from 12 feet to 30 feet at face of curb depending upon the design of the intersection.

7) NON-ACCESS - Property abutting a street that the City chooses to deny direct access from property. In the case of new large parcels or subdivisions having side street access from arterials constitutes direct access even though individual lots are denied driveway cuts. The non-access street costs will then be assessed to the total subdivision or parcel served.

B. It is hereby established as the general policy of the City of Albany that each street project shall be bid as a unit and paid on a front foot basis by the properties fronting on the improvement.

The said properties shall pay:

- 1) A portion of the street project cost, which shall be the total street project cost less the street over-sizing cost, intersection costs, and residential corner lot allowances (including non-access costs).
- 2) And a "standard per front foot fee" for deposit in the Street Construction Fund Account to cover costs of overwidth, intersections, etc.

C. A STREET CONSTRUCTION FUND of the City of Albany is established for use in the construction cost of over-sizing of street, intersections, corner lot credits, expenses for non-accessable lots designed by the City and as per Section E. The "standard per front foot fee" for deposit in this account shall be:

- 1) For the year 1972 - - \$1.90 per front foot.
- 2) For subsequent years, the fee shall be determined annually by reviewing current construction costs and averaging the typical costs of prior years.

D. All oversizing, intersections, residential corner lot allowances and non-access costs of improvements shall be paid out of the Street Construction Fund.

E. Residential corner lots zoned R (1), R (2), RA (1) and RA (2) shall be assessed on the following basis:

- 1) One hundred percent (100%) of construction at unit cost bid for the project along the short side of the lot. Frontage to be determined as the distance along the property line from the intersection curb return to the next property corner.
- 2) The long side of corner lots will be assessed for:
 - (a) one-half ($\frac{1}{2}$) of frontages for lots not exceeding 100 feet,
 - or (b) the frontage less 50 feet for lots exceeding 100 feet

The cost for improvement; which is not assessed, will be paid out of the Street Construction Fund. (EXAMPLE: a 90 foot by 60 foot lot would pay total front foot cost on the 60 foot frontage and $\frac{1}{2}$ on the 90 foot frontage, or 45 feet). FURTHER EXAMPLE: A lot 135 feet by 70 feet would pay total front cost of 70 foot frontage, but 85 (135-50) front

feet on the long side of the lot).

NOTE: 1) If long side was improved prior to the date of this Resolution, then the allowable credit will be applied on the short side.

2) Individual non-access lots will not be assessed for non-access side. This will be paid from the Street Construction Fund.

- F. Property zoned as Residential R (1), R (2), RA (1), and RA (2) shall be assessed for the RESIDENTIAL STREETS or the equivalent.
- G. Property zoned as PUD (Planned Unit Development) shall have all internal streets designed to City standards and assessed as a RESIDENTIAL STREET or the equivalent.
- H. Property zoned as Industrial, Commercial, Business and Professional and RA (3) shall be assessed for street costs up to 48 feet in width curb to curb.
- I. If residential property is rezoned to Industrial, Commercial, Business and Professional or RA (3) and an arterial street was constructed within the previous 3 years, the property shall be assessed the current equivalent difference in cost between Arterial Street and Residential Street.

DATED this 26th day of April, 1972.

ATTEST:


City Recorder


Mayor