


# CITY COMMISSION POLICY

<b>GRAND RAPIDS</b>  <b>MICHIGAN</b>	<b>NUMBER:</b> 1000-13	<b>HISTORY</b>	
	<b>DATE:</b> January 20, 1976	<b>FILE #</b>	<b>DATE</b>
	<b>FILE NUMBER:</b> 29905		
	<b>DEPARTMENT:</b> Engineering		

**SUBJECT:** PAVING AND OTHER IMPROVEMENTS FOR GRAVEL STREETS

**PURPOSE:** To establish a policy under which all gravel streets will be improved.

**POLICY:**

Background

The City's gravel streets are dusty in the summer, hazardous to drive on and require continuing maintenance in excess of that required by paved streets. Over the years the City has encouraged residents to petition for the full improvement of gravel streets under benefit assessment financing. In July 1972, the City Commission adopted a policy permitting partial improvement projects consisting of bituminous surfacing and no curbing. The purpose of the policy was to reduce costs for abutting property owners, and thus encourage residents to accept benefit assessment levies. The number of gravel streets fully or partially improved under voluntary assessment financing has not resulted in sufficient progress towards elimination of gravel streets.

Policy

It is the policy of the City of Grand Rapids to pave and otherwise improve all gravel streets in a program financed by benefit assessments levied against abutting property owners and the City-at-large and by the use of street maintenance funds.

A. APPLICATION

The gravel streets to be affected by this policy are classified as follows:

Class1, Industrial and Commercial Streets

These are unpaved streets serving industrial and commercial properties. Streets in this class shall be fully improved to standards consistent with use. Sidewalks, curbs and drainage structures shall also be provided as may be necessary.

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## Class 2, Residential Streets in Developed Areas

These are streets where over half of the frontage property is occupied by or available for residential uses. Streets in this class will be fully or partially improved depending on existing conditions. Where conditions permit partial improvements, the City will offer the alternative of full improvements if property owners owning a majority of the frontage approve in an advisory vote.

## Class 3, Residential Streets Serving Side Yards

In this class a majority of the frontage is on side yards of residential properties. These streets will be paved by applying liquid asphalt and a crushed stone sealant.

### B. FINANCING

Full improvements to streets in classes one and two shall be financed by assessments against abutting property owners and City-at-large in accordance with the standard practices of the City.

In the case of partial improvements to streets in class two, 80% of the cost shall be financed through assessments to abutting property owners and 20% shall be assessed against property in the City-at-large.

When liquid asphalt and crushed stone are used to improve streets in class three, the cost shall be borne solely out of maintenance funds in the Street Department Budget.

### C. PROCEDURES

The following procedures shall be used in the implementation of this policy.

1. The City Manager shall recommend to the Community Development Committee of the City Commission the street(s) to be improved. The City Manager's report shall include a project cost estimates and the estimated rate of front foot assessment to be levied.
2. In the case of class three streets where paving is financed by street maintenance funds, the City Commission shall adopt a resolution approving the proposed improvement. Work shall then proceed under the direction of the Streets Department Director.
3. In projects where benefit assessments are required, the City Commission shall pass a resolution of intent to declare the proposed improvements a public necessity and set a date for public hearing.

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4. The City Engineer shall notify property owners abutting on streets proposed for full or partial improvements of the proposed project and inform them of the estimated cost and the amount of assessment to be levied against their property. Notification shall also be given of the date and time of the public hearing. Concurrently, he shall also publish notice of the proposed improvement and the date and time of the public hearing.
5. The City Commission shall then hold a public hearing where owners of affected properties may speak in support or opposition.
6. Within 90 days after the hearing, the City Commission shall consider adopting a resolution declaring the project(s) a public necessity and authorizing the letting of bids for the proposed improvements.