



## **City of Horseshoe Bay Street Upgrade Policies**

### **Petition for Street Upgrade**

If the Council is approached by a majority of registered voters on a street, then the City Council would consider an upgrade for that street to the street upgrade standard.

A standard petition for registered voters to sign requesting the City Council to consider an upgrade to their street has been approved by the City Council.

Certain key arterial streets, namely Horseshoe Bay Blvd., Bay West Blvd., and Clayton Nolen, are high priorities for upgrade. The residents of those neighborhood streets branching off of these streets should be contacted to determine their interest in having their street upgraded concurrently with the other upgrade work.

### **Street Upgrade Standard**

**Arterial streets.** Arterial streets will be 24 feet wide with 2" of hot mix asphaltic concrete (HMAC). In most cases the street will not be widened, but may be narrowed if wider than 24 feet.

**Residential streets.** Residential streets will be 22 feet wide with 1-1/2" of HMAC. In most cases the existing street will not be widened but may be narrowed if wider than 22 feet.

**Ribbon curbs.** All streets (without existing curbs) would be reinforced with 18" ribbon curbs. Ribbon curb will replace 36" of the existing street, and the 36" are included in the 24 feet and 22 feet street widths. To the extent that there are existing curbs they would be individually evaluated regarding repair or replacement.

**Base.** The top 8" of the existing streets will normally be dug up and recycled as additional base for the streets utilizing the Bomag process. This approach would result in streets that are of a brand new quality. However, every street will be specifically evaluated and possible exceptions will be discussed with the City's engineering consultant and the City Council. It is the preference of the City Council for the streets upgraded to have as long a life as practical. The Bomag process will meet that objective. The Bomag process will correct most existing base failures, but exceptions could require additional repairs. The exact base repairs will not be determined until there is a general plan to upgrade a specific street.

**Drainage.** The City will improve drainage to the extent practical and economically feasible.

**Low water crossings.** The City will improve low water crossings to the extent practical and economically feasible.

## **Financing**

Street upgrades will be financed predominately with street assessments. The City Council will analyze every street considered for upgrade, and it is anticipated that some streets (major arterial streets with few homes fronting the streets) will be financed primarily with ad valorem funds and that some may be a blend of ad valorem funds and street assessments.

If within three years of completion of an upgrade to a specific street, the City Council decides to finance future street upgrades predominately with ad valorem taxes (either directly through the annual tax assessment or a bond sale), any amounts paid by a property owner related to the upgrade of his/her street will be refunded. Any future amounts will be cancelled.

## **Street Assessment Methodology**

Enhancement in value. A street assessment may be no more than the benefit the property owner receives in enhanced value to the property, and a property owner may contest a proposed assessment at a public hearing. An appraiser would be engaged to provide a report regarding enhanced value resulting from the possible street upgrade.

Front footage. The cost of an improvement will be assessed against an abutting property and apportioned among the parcels of abutting property in accordance with the front foot rule. The City Council may make exceptions if the City Council concludes that the application of the front foot rule in a particular case would result in injustice or inequality. Exceptions that the City Council has concluded are appropriate are for corner lots and for irregular shaped lots with less than average street frontage. The Council will also make an exception for multi-family projects with little street frontage.

2010 and 2011. For street upgrades in 2010 and 2011 the maximum street assessment will be \$35 per front foot.

Corner lots. The assessment for corner lots will only be for the portion of the house that fronts on a street being upgraded. The side street will not be considered in the assessment calculation.

Irregular shaped lots with less than average street frontage. All lots in an area being considered for upgrade will be evaluated to identify lots that should be investigated to see if they are irregular shaped lots with less than average street frontage. The criteria established for irregular shaped lots in the Fairways subdivision was those irregular shaped lots with more than 10,500 total square footage and less than 85 foot frontage. For such lots, the assessment would be the same as lots with average front footage. In the Fairways, this would have been 85 feet.

Multi-family projects with little street frontage. The details of this exception will be determined after the evaluation of a specific situation.

## **Payment Terms for Street Assessments.**

Property owners will be given an option regarding the first three:

- Total assessment paid when the upgrade is complete; or
- 6 equal principal payments, with the first due when the upgrade is complete and the other over the following five years. The balance will bear interest at 4% and be due with the annual principal payment; or
- An automatic monthly payment by bank draft. The payment will be for a consistent amount and will be computed based on payments over five years with 4% interest.
- Assessment for properties for which there is no formal agreement regarding payment terms and all payments which become delinquent will bear interest at 8%.
- For all assessments financed, appropriate liens will be placed on the property.



## Petition for the Horseshoe Bay City Council to Consider an Upgrade to my Street

Name of Circulator \_\_\_\_\_ Page \_\_\_\_\_ of \_\_\_\_\_

By signing this Petition I acknowledge the following:

If a majority of the registered voters on my street sign this petition, the HSB City Council will consider an upgrade to my street.

If approved by the City Council, the upgrade will be done pursuant to the standard previously adopted by the HSB City Council.

The upgrade will be financed by street assessment methodology previously adopted by the HSB City Council.

The maximum assessment per front foot will be \$35 during 2010 and 2011. Determination of what constitutes the number of front feet for each specific lot will be consistent with the policy adopted by the HSB City Council.

The HSB City Council has adopted three alternatives for me to pay my street assessment, and I will pay such assessment pursuant to the payment alternative I select.

I have received a copy of "City of Horseshoe Bay Street Upgrade Policies".

Date Signed	Signature	Printed Name	Street Address	Voter VUID Number (if available)

For Official City Use Only: Street Name: _____ Date Petition Requested: _____ Date Petition Returned: _____ Registered Voters on Street: _____ Confirmed Registered Voters Above: _____ (Voter Roll Attached) Y N (Circle One)
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