

**SPECIAL ASSESSMENT POLICY**  
May 28, 1996

The City of Marshalltown will assess the cost of constructing new improvements according to this policy and according to the provisions of the Iowa Code.

1. Permanent Improvements

Permanent improvements shall be considered all storm and sanitary sewer, 4"-depth sidewalk, 6"-depth concrete pavement, and 8"-depth asphalt pavement.

2. Type of Improvement

Permanent improvements constructed for the first time may be funded by special assessment. Types of improvement assessable may include but not be limited to sidewalks, storm sewer, sanitary sewer, street paving, street lights, and other improvements as designated in the Iowa Code.

3. Areas of Benefit

The area to be assessed shall be determined in a manner that is fair and equitable to those properties being assessed. The benefitted area may be determined by area, frontage, equal share or benefit points method.

a. Frontage Method

The frontage method uses a straight front-foot measurement of property frontage multiplied times the lineal foot cost of an improvement. This method is generally used for sidewalk and sanitary sewer assessments.

b. Area Method

The area method uses the area of the lot in proportion to the total benefit area applied to the ratio of the assessable cost of the total benefit area to the total area of the benefit area. This method is used for irregularly shaped lots and irregularly shaped benefit areas for street or storm sewer improvement or other such assessable projects.

c. Equal-Share Method

The equal-share method divides the total assessable cost by the total number of properties benefitted by the improvement. This method is used for irregularly shaped lots or where there is agreement of a majority of the property owners as to the benefit. This may be used for any type of improvement.

d. Benefit-Points charts

The benefit points chart method uses a chart of points in which points are assigned to the depth of the property from the improvement which is then multiplied by the frontage. The assessment is then calculated on a ratio of the points for the property to the total benefit area points times the total assessable cost. The benefit area for this method is limited to 300-feet depth from the improvement or one-half the distance to the next street whichever is less. This method may be used for all types of improvements.

e. Method Used

The City Engineer will propose for Committee and Council approval the method which appears to be fair and equitable for each project based on benefit area configuration and property owner input.

4. Determination of Cost

The cost of the project will be determined by accepted engineering practices. The actual cost of improvements assessed will be based on the actual bid prices of improvements measured as constructed within the benefited area.

5. Assessable Cost

The standards for a normal residential street are the following:

- a. 31'-width of pavement.
- b. 6"-depth of concrete pavement.  
OR  
8"-depth of asphalt pavement.
- c. 4'-width of sidewalk on both sides.
- d. 8" diameter sanitary sewer.
- e. Storm sewer as required.
- f. 6"-diameter perforated drains behind each curb.
- g. 60'-wide right of way.

Streets designated as collector and arterial may be designed to standards greater than those for a residential street as shown above. Heavier traffic may dictate constructing an improvement to greater pavement depths and widths. The assessable cost, no matter what the traffic or designation may be, will be based on the residential standard as shown above, except in commercial and industrial areas.

In commercial and industrial areas, full width and depth of pavement, and full diameter of storm and sanitary sewer may be assessed to the benefitted properties. These properties will

be viewed on their own merit taking into account other funding such as economic incentives, state and federal grants, tax Increment Financing, etc.

Easement costs for construction, both temporary and permanent will be included in assessable costs.

6. City Participation

The City will not assess costs for the following:

- a. Improvements in excess of the residential standards listed in Section 5 above.
- b. Replacement or reconstruction of previously constructed permanent improvements.
- c. Storm sewer in excess of 24"-diameter.
- d. Grading related items to prepare the subgrade to the appropriate elevation for paving.
- e. Bridges.
- f. Driveway restoration.
- g. Street widening in excess of the residential standards in Section 5.
- h. Resurfacing of permanent streets.

Outside funding such as federal or state grants, Tax Increment Financing, or other city incentives will be applied to the total cost and the remainder will be assessable cost but in no case shall exceed the residential standard cost as determined under Section 5 above.

7. "Development Fee" Assessments

Certain improvement projects may be developed through undeveloped or developed property with City or other outside funding, such as state or federal funding, whereby the City completes the improvement and then charges a "development fee" to the property owner at the time the property is subdivided or otherwise developed. The "development fee" shall be determined according to Sections 5 and 6 above.

8. Additional City Participation

The City may with Council approval pay a portion of the assessable cost if funding is available.