



**SPECIAL JOINT CITY COUNCIL AND
PLANNING COMMISSION
MEETING AGENDA
May 9, 2019, at 6:00 p.m.**

- Marc Tall, Mayor*
- Ronald Beauchamp, Mayor Pro-Tem*
- Ralph Blasier, Council Member*
- Michael Sattem, Council Member*
- Peggy O. Schumann, Council Member*
- Patrick S. Jordan, City Manager*
- Phil DeMay, City Clerk*
- Ralph B. K. Peterson, City Attorney*

- Kel Smyth, Chairperson*
- Christine Williams, Vice-Chairperson*
- James Hellerman, Secretary*
- Craig Gierke, Deputy Secretary*
- Dominic Benetti, Commissioner*
- Brian Black, Commissioner*
- Paul Caswell, Commissioner*
- Richard Clark, Commissioner*
- Stephen Davis, Commissioner*
- Blaine DeGrave, Planning & Zoning Admin.*
- Ronald Beauchamp, City Council Liaison*

Escanaba City Hall, Council Chambers, 410 Ludington Street, Escanaba, MI 49829
Thursday, May 9, 2019, at 6:00 p.m.

- CALL TO ORDER
- ROLL CALL
- APPROVAL/CORRECTION(S) TO MINUTES – None
- APPROVAL/ADJUSTMENTS TO THE AGENDA
- CONFLICT OF INTEREST DECLARATION
- PUBLIC HEARING(S) – None
- UNFINISHED BUSINESS

- 1. Discussion: Sidewalk Connectivity.**
Explanation: The City Council and Planning Commission will discuss issues related to the walkability of the community, connectivity of sidewalks, and the enforcement of current related ordinances in efforts to fulfill Master Plan recommendations.

- NEW BUSINESS – None
- GENERAL PUBLIC COMMENT
- COMMISSION/STAFF COMMENT AND ANNOUNCEMENTS
- ADJOURNMENT

The City of Escanaba will provide all necessary, reasonable aids and services, such as signers for the hearing impaired and audiotapes of printed materials being considered at the meeting to individuals with disabilities at the meeting/hearing upon five days notice to the City of Escanaba. Individuals with disabilities requiring auxiliary aids or services should contact the City of Escanaba by writing or calling City Hall at (906) 786-9402.

Respectfully Submitted,


Patrick S. Jordan
City Manager

AGENDA REPORT – CITY COUNCIL/PLANNING COMMISSION

For the Special Joint meeting agenda of May 9, 2019

NEW BUSINESS #1

Title: **Sidewalk Connectivity**

Background: Sidewalk construction and connectivity issues have been increasingly raised at Planning Commission meetings in relation to Zoning Ordinance 1711.1 – Public Sidewalks which states “Six feet wide public sidewalks shall be installed along streets adjacent to property on which a building is erected or moved.” It appears that this ordinance has not been uniformly applied or enforced, which has led to sections of the city having significant gaps in sidewalk connectivity, which in turn has led to resistance on the part of owners/developers to install sidewalks “to nowhere”.

The Master Plan highlights the public’s interest in improving the connectivity of sidewalks and other non-motorized paths. Areas of concern mentioned include access to the Bay College/YMCA campus, OSF Hospital, the High School, newer outlying neighborhoods, North 20th Street from 7th to 11th Avenues North, parks, public buildings, grocery stores, and major employers.

In the past, there have been significant amounts of money available in the city budget for installing sidewalks in areas where gaps in connectivity had been identified. These funds are no longer available, leaving only a small amount in the budget for emergency repair of existing sidewalks only.

Current ordinances allow for City Council to require sidewalk installation on any properties they deem appropriate at the owner’s expense within 21 days (Sec. 24-21). If owners fail to build the sidewalk, the city manager is authorized and required to have the City install the sidewalks and charge it to the owner (Sec. 24-22). Guidelines for the levying of a special assessment are outlined in Sec. 24-27.

Due to the upcoming Redevelopment Ready Community (RRC) re-certification process, it will be important to show progress in the area of sidewalk connectivity outlined in the Master Plan.

Issues and Questions Specified:

- To what extent does the City Council want to enforce the sidewalk construction ordinances?
 - On new construction only for projects requiring site plan review?
 - On new construction for any project requiring a zoning permit?
 - On properties near new construction which would complete connections to existing sidewalks?
 - On selected areas of the city prioritized to bring the most benefit from sidewalk connectivity?
 - On all properties?
- What factors should determine priorities?
 - Specifically listed in Master Plan?
 - Connection to public areas?
 - Connection to commercial areas?
 - Connection to residential areas?
 - Areas with many properties lacking sidewalks?
 - Areas where only a few properties are missing sidewalks?
- Should a committee be formed to research, formulate, and implement a plan?
 - Who should be part of this committee?
- What is an appropriate time frame?
 - Ongoing in relation to submitted zoning permits only

- 5 year plan
- 2 year plan
- What are the funding options?
 - Are any City funds available?
 - Are there grants available?
 - Should a special assessment to owners be implemented?
 - Should owners first be given an option to do it themselves by a certain date, and then if they haven't complied, set a special assessment for the City to install?

Attachments:

1. Master Plan References to Sidewalks/Pathways
2. Sidewalk Construction Ordinances

MASTER PLAN REFERENCES TO SIDEWALKS/PATHWAYS

An estimated 65% of roads and streets have associated sidewalks or pathways according to the 2003 City of Escanaba Non-Motorized Master Plan. (p. 74)

10.5 Non-Motorized Transportation (pp. 82-84)

Non-motorized transportation is an overlooked element that can greatly enhance the overall quality of life for the community's residents. Investing in trails is also a strategy that can improve public health and economic development. The availability of safe and efficient non-motorized transit routes increases access to recreation facilities, community centers, residential neighborhoods, schools, and local businesses. Residents that are unable to gain access to automobile transportation are given more opportunities to enjoy community resources when pathways, sidewalks and trail systems are integrated into the community. The City residents have voiced strong interest for improving and building on the existing network of non-motorized transportation opportunities throughout the community.

As previously mentioned, the City has a well-defined network of local roads and streets. Local streets were developed in the traditional neighborhoods in the southeastern portion of the City in conjunction with sidewalks. However, areas that have developed outside of these traditional neighborhoods have seen fewer sidewalks built in concurrence with the residential streets. While sidewalks are not the only means of non-motorized transportation, they serve the greatest number of individuals, and, therefore, are a critical asset to the connectivity of the community.

Bike trails and pathways also serve as a means for non-motorized transportation within a community. In recent years, mountain biking and snow biking have become popular activities in the region and events that draw these types of trail users have proven to be popular. The City has developed non-motorized trails for pedestrians and cyclists along the lakeshore through Ludington Park. Linkages to other parks and neighborhoods via the Ludington park pathway are available by way of sidewalks along streets. However, connectivity to and between parks needs to be improved. Furthermore, access via pedestrian travel is non-existent in outlying areas and features in the community such as the YMCA, Bay Community College, and the Escanaba Senior High School.

Analysis of the pedestrian and bicycle transportation routes reveals a need for enhancement in specific areas of the community. By considering both the public participation objectives and looking at the distribution of land uses, areas that are in need of non-motorized connectivity are revealed. The following discussion presents these areas of need and focuses on possible enhancements.

Residential Neighborhoods

Pedestrian sidewalks and walkways within residential neighborhoods are a crucial feature that encourages interaction among neighbors, residents and sub-communities within the City. While the majority of the City does have existing sidewalks, residential areas remain that are lacking these features. The areas that do have well developed networks of sidewalks are primarily within the traditional historic neighborhoods in the southeast portion of the City. Additionally, sidewalks are developed in neighborhoods known as, "North-Town", especially between 6th and 7th Aves North, and along the downtown shopping district of Ludington Street. Connecting all of the neighborhoods through a network of pedestrian sidewalks will provide more non-motorized opportunities and allow more people access to all areas of the community. North 20th Street from 7th Avenue North to 11th Avenue North should also be a priority.

Public Schools and Community Features

The importance of safe pedestrian access to schools and other institutions cannot be over emphasized in any community. Many people expressed concern about pedestrian and bike access to Bay College and the YMCA. In addition to school aged children and senior citizens, Table 10-4 indicates that there are many in the region who do not have regular access to a vehicle. Therefore, concentrating efforts to enhance these features in areas with greater concentration children, seniors, and poverty is critical. Extending neighborhood sidewalks to reach schools and community features will be of primary concern to the development of any non-motorized transportation framework. This framework must include features to ensure safe street crossing such as: lighted cross walks, reflective road painting, traffic calming and the appointment of crossing guards at major intersections during appropriate times during the

day. Additionally, the connectivity of the neighborhood sidewalks needs to include parks, public buildings, as well as grocery stores and major employers, such as OSF.

Outlying Features

One significant concern of local residents was the lack of safe pedestrian access to Bay Community College, the YMCA, and the Escanaba Senior High School. Currently, pedestrian access to each of these institutions is routed along major thoroughfares of the M-35 and U.S. 2 and U.S. 41 corridors.

The high school would benefit from increased street crossing safety measures as well as linkages to outlying residential neighborhoods. This type of pathway or sidewalk linkage would also open up access to neighborhoods which currently may not have existing sidewalks. Bay Community College students and faculty and YMCA users would also benefit from the development of pedestrian pathways along Lincoln Road into the downtown and residential areas. Currently, pedestrians accessing the Bay Community College are forced to walk along the busy highway corridor in close proximity to and with no barrier from vehicular traffic or trespass on private property. Providing access to these two crucial community features will not only enhance these features but will contribute to the overall connectivity and walkability of the City.

Incorporating non-motorized pathways and sidewalks in the City is not only an important planning goal, but also a step that will greatly enhance the overall quality of life for residents. The following is a list of those features that are considered to be strengths and weaknesses.

Strengths

- Defined network of neighborhood sidewalks in traditional residential areas and along the downtown shopping district.
- Recreation pathway for cyclists and pedestrians through Ludington park along the lakeshore.
- Strong community desire to enhance the pedestrian accessibility throughout the community.
- Implementation of the Non-Motorized Plan to develop new trail systems and enhance existing features.

Weaknesses

- Lack of neighborhood sidewalks in some residential areas in the community.
- Unsafe pedestrian traffic routes along major thoroughfare corridors.
- Limited access to commercial areas and outlying features via pedestrian and other non-motorized modes of transportation.
- Limited and unsafe crossing opportunities along Ludington Street.

Weaknesses (p. 92 – Community Engagement Meetings)

Participants were then asked to discuss what they considered to be weaknesses that the City may be facing. The lack of economic diversity and competitive employment opportunities were identified in addition to the underutilization of the North Shore, need for path connectivity and infrastructure improvements, and the ability to attract and retain young professionals.

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|-----------------------------|---------------------------------|---|
| • North Shore underutilized | • Growing drug problem | • Lack of activities |
| • Path connectivity | • Community involvement | • Aging infrastructure |
| • Aging population | • Environmental sustainability | • Lack of hotel convention center in downtown |
| • Underemployment | • Revenue cuts | • Blight |
| • Rail transit | • Unemployment | |
| • Empty buildings | • Lack of demographic diversity | |
| • Sidewalks | • Lack of economic diversity | |

RECREATION

A Non-Motorized Master Plan for the county was identified as one strategy to ensure that existing recreational needs are being met. Noted priority pathways include: routes to schools, parks, Bay de Noc Community College, safe crossings for Lincoln Road, connector path from south of airport to Portage Point, connector to neighboring communities, and other points of interest such as grocery stores, hospitals, employers, and scenic areas. (p. 93)

Action E13: Aesthetic Improvements - Continue to pursue opportunities to enhance the downtown streetscape including the side streets from Ludington Street to 1st Avenues North and South from 5th Street to Stephenson Avenue to reflect the vibrant heritage of this Great Lakes City. Improve safety on these local and major streets for pedestrians, bicyclists and motorists; improve movement efficiency for pedestrians, bicyclists and motorists; substantially enhance the aesthetic appeal of the streets for residents, as well as travelers and first-time visitors to the area; **improve sidewalks, crosswalks and other structures for pedestrians and bicyclists**; including landscaping, lighting, and signage improvements which are in line with the Escanaba's downtown historical designation. (p. 106)

Action R10: Trail Connections - The community would benefit from connections to motorized and non-motorized trail networks in the region. These types of trails are shown to have many benefits, including economic development. A trail to connect central Escanaba to Bay College and to nearby communities would be an asset that would be valued by residents and tourists. Additionally, amenities, such as better signage and parking at trailheads where appropriate, would improve the use of the trail network.

As part of the City of Escanaba Non-Motorized Pathway System Master Plan, **a 10' wide pathway system should be designed and engineered to include project costs for the following "missing" links:**

1. Willow Creek Road between 8th Avenue South to 3rd Avenue North approximately 5,200 feet.
2. Municipal Dock to North 4th Street approximately 1,400 feet.
3. North 10th Street from 1st Avenue North to 3rd Avenue North approximately 1,400 feet.
4. 3rd Avenue North from North 10th Street to Stephenson Avenue approximately 2,700 feet.
5. Stephenson Avenue to Sheridan Road, 3rd Avenue North to 8th Avenue North approximately 2,600 feet.
6. Sheridan Road to City limit approximately 7,200 feet.
7. North 26th Street and 16th Avenue North to North 26th Street to Danforth Road approximately 1,500 feet.
8. 5th Avenue South from South Lincoln Road to Ludington Park approximately 6,200 feet.
9. Lake Shore Drive from Ludington Park to M35 approximately 11,000 feet.

(p. 113)

Action T6: Sidewalks - **Expand existing sidewalk network. Create pedestrian connections between parks and recreation facilities as well different land use types.** (p. 114)

Action T8: Visual Enhancements: The 2003 U.S. 2 Corridor Visual Enhancement Plan should continue to be implemented to address safety and aesthetic issues along the route. Many of the issues and strategy in the plan are still issues of concern for area residents. The plan includes recommendations to improve the corridor, including reducing curb cuts, **providing continuous sidewalks**, limiting new billboards, installing distinctive streetlights and banner mounts, planting street trees, developing pocket parks at available parcels, and remove frontage parking where possible. (p. 115)

Regional Retail

The U.S. 2/41 corridor provides a location for large commercial land uses, including supermarkets, hotels, car dealerships, and other large retail stores. This area attracts people from outside the City of Escanaba This area will remain an appropriate place for this type of commercial land use in the future.

While this district is a highly trafficked commercial area, there are large, underutilized properties in decline and may have outlived their intended use. Many residents expressed a desire to see the demolition or re-purposing of these spaces. Large underutilized spaces in this area could be retrofitted to accommodate new uses.

Additionally, **there is limited pedestrian and bicycle connectivity between residential neighborhoods and the existing commercial development along U.S. 2/41 as the highway is a significant barrier to non-motorized travel. Although there are sidewalks along the corridor, the multitude of driveways and volume of traffic, make the road unsafe for non-motorized users. Site development requirements for large commercial uses should incorporate non-motorized infrastructure.** (p. 121)

SIDEWALK CONSTRUCTION ORDINANCES

Section 1711. - Pedestrian Travelways (Sidewalks).

1711.1. *Public Sidewalks.* Six (6) feet wide public sidewalks shall be installed along streets adjacent to property on which a building is erected or moved.

1711.2. *Private Sidewalks.* A sidewalk a minimum of six (6) feet wide free from obstructions shall be constructed from the public sidewalk to main entries of buildings. On lots where there are multiple principal buildings or entries, sidewalks meeting the requirements above shall be provided.

Exception: One and two-family dwellings.

1711.2.1. *One- and Two-Family Dwelling Private Sidewalks.* A sidewalk a minimum of three (3) feet wide free from obstructions shall be constructed from the public sidewalk to main entries of all newly constructed one- and two-family dwellings.

1711.3. *Sidewalk Separation.* Sidewalks shall be physically separate from the parking area except where they cross a vehicle maneuvering lane, in which case the travelway shall be defined with a separate and contrasting material such as the use of textured concrete or brick paver.

(Ord. No. 1028, Ch. I, 10-16-03; Ord. No. [1175](#), Ch. VII, 11-17-16)

Sec. 24-21. - Ordering construction.

The city council may, by resolution, require the owners of lots and premises to build sidewalks adjacent to and abutting upon such lots and premises. When such resolution shall be adopted, the city manager shall give notice thereof, in accordance with section 24-26, to the owner of such lot or premises, requiring him to construct or rebuild such sidewalk within twenty-one (21) days from the date of such notice.

(Code 1969, § 93.05)

Sec. 24-22. - Construction by city.

If the owner of any lot or premises shall fail to build any particular sidewalk as described in the notice, and within the time and in the manner required thereby, the city manager is hereby authorized and required, immediately after the expiration of the time limited for the construction or rebuilding by the owner, to cause such sidewalk to be constructed and the expense thereof shall be charged to such premises and the owner thereof, and collected as provided in section 24-27.

(Code 1969, § 93.06)

Sec. 24-23. - Requirements for sidewalk construction.

- (a) *Applications.* All sidewalks shall be constructed, built and repaired in accordance with the provisions of this article. This article shall apply to all sidewalks constructed, built or repaired by the property owner or any agent of the property owner.
- (b) *City engineer in charge; time work done.* All work done under the provisions of this article shall be in charge and hereby is delegated to the city engineer, except the matter of the application and permit hereinbefore referred to, which shall be under the jurisdiction of the city manager. All construction work shall be done between April fifteenth and October fifteenth of each year, except with special permission of the city engineer.
- (c) *Permits; completion of work; inspections.* Before any work is commenced or any walk built, an application for a permit for each separate job must be made to the city manager, on blanks furnished for that purpose by the city, by the person who is to do and perform the work. Work contemplated under any permit must

be completed within sixty (60) days and the city engineer must be notified at least twenty-four (24) hours in advance of the commencement of operations. The engineering department shall keep a file of the permits issued and shall make periodic inspections of the current sidewalk projects.

- (d) *Grade.* When completed the top surface of all sidewalks shall coincide with the grade of the space between the curblin and the street line. In case of unpaved streets, the line and grade as established by the city shall prevail; to take care of surface drainage a slope of one-quarter inch per foot of width of the walk so that the water will drain towards the street.
- (e) *Commencement of work.* All surplus earth must be removed from the job and disposed of within seven (7) days after the sidewalk is installed.
- (f) *Foundation.* The contractor shall provide a template of an approved type for checking the subgrade, this template to be the full width of the sidewalk and exact depth of the concrete; this template to be kept on the work at all times. No concrete shall be laid until the foundation has been checked with this template and brought to grade. Wherever a fill is required, sand, stone, gravel or cinders shall be used. This fill must be well compacted by rolling, tamping, soaking with water or other approved methods and must extend at least six (6) inches beyond the edges of the sidewalk.
- (g) *Sidewalk proper.* When the grading has been completed to the satisfaction of the city, the sidewalk proper shall be laid; this shall be a layer of one course concrete, not less than four (4) inches thick in residential districts, and not less than five (5) inches thick in the business district. Residential driveways shall not be less than six (6) inches thick.
- (h) *Concrete.* The concrete shall contain not less than five and one-half (5½) bags of air entrained cement with a minimum two thousand five hundred (2,500) pounds per square inch, twenty-eight (28) day strength, one (1) to three (3) inch slump aggregate, which shall be free of all impurities and deleterious material.
- (i) *Finishing.* As soon as free mortar appears, a straight edge template shall be used as a strike off across the two (2) forms to ensure a true surface. The work is then to be finished from a suitable bridge using: a wooden trowel to compact the concrete where necessary and a steel trowel to put a smooth finish on the entire walk. The surface shall then be brushed lightly with an ordinary broom in order to give a slightly rough surface. The edges of the flags or squares shall be turned down with an edger having a radius not to exceed one-fourth inch.
- (j) *Forms.* Forms may be of wood or steel and firmly set with the inside form to the grade set by the engineer.
- (k) *Expansion joints.* All concrete sidewalks shall have expansion joints at lot lines placed at right angles to the forms and extending to the bottom of the forms except where the distance between the lot lines is more than one hundred (100) feet, additional expansion joints shall be placed so that in no case the distance between expansion joints shall be more than one hundred (100) feet. All expansion joints shall be of prepared expansion paper strips not less than three-eighths of an inch, nor more than one-half inch in thickness. When in place, this paper must be to the top of the finished surface of the walk. At intervals of five (5) feet nor more than seven (7) feet shall be placed steel dividers, one-fourth of an inch thick, at right angles to the forms and extending one (1) inch into the concrete. These dividers must not be removed until the concrete is sufficiently set to prevent slumping. The dividers shall then be removed and a double edger used to finish the walk.
- (l) *Protection of walk.* All completed walks must be protected by suitable barricades of a type approved by the engineer. The finished walk must be protected against the elements, particularly rain, to prevent pitting. Finished work must be kept wet or covered with curing compound for at least three (3) days to allow for proper curing. All barricades must be properly protected by red lights or flares during darkness, by the contractor.
- (m) *Engineer's stakes.* The work to be done shall be staked out by the city engineer where necessary, and any stakes broken or removed through carelessness will be replaced by the city engineer at the estimated replacement cost. The contractor shall give twenty-four (24) hours notice when the services of an engineer are required. All shutoff boxes, manholes, coal holes, receiving basins, platforms, covers and any other fixtures must be set to the true surface of the walk before any concrete is placed.
- (n) *Width of walks.* The width of walks shall be:
 - (1) In residential districts: four (4), five (5) feet or six (6) feet.
 - (2) In business districts: six (6) to sixteen (16) feet.

As new areas develop the council shall establish a policy as to the width of sidewalks in that area.

- (o) *Patents.* The contractor shall protect the city and the owner of the work from all claims for patented articles, processes, materials, inventions and appliances used on the work.
 - (p) *Two (2) course sidewalks.* Two (2) course walks shall never be used.
(Code 1969, § 93.07)
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Sec. 24-26. - Service of notice.

Wherever in this article it shall be provided that notice be served, such notice shall be served as follows:

- (1) By delivery of a copy of the notice to the owner personally or by leaving the same at his residence, office or place of business with some person of suitable age and discretion; or
- (2) By mailing a copy of the notice by certified mail to such owner at his last known address; or
- (3) If the owner is unknown or cannot be otherwise served, by posting a copy of the notice in some conspicuous place on the premises for a period of five (5) days. No person shall interfere with, obstruct, mutilate, conceal, or tear down any notice posted in accordance with this section unless permission be first obtained from the official posting the notice.

(Code 1969, § 93.11)

Sec. 24-27. - Levying and collection of assessments.

- (a) When any expense shall have been incurred by the city upon or in respect to any single premise, which expense is chargeable against such premise and the owner thereof under the provisions of the Charter, any ordinance of the city, or law of the state, and is not of that class required to be prorated among several lots and parcels of land in a special assessment district, an account of the labor, material or service for which such expense was incurred, and the name of the owner, if known, shall be reported to the city controller who shall immediately charge and bill the owner, if known. Such bill shall be sent by first class mail to the owner of the property to be assessed and such bill shall notify the owner of the time of the meeting of the council, not sooner than thirty (30) days thereafter, when the council will meet for the purpose of adopting a resolution placing a special assessment upon the property for such charges unless the same are paid prior to the date of such meeting. At such meeting the council shall adopt, in accordance with the Charter, a special assessment resolution covering such parcel of land for which such charges have not been theretofore paid in full. As many parcels may be included in a single resolution as shall be convenient. Upon adoption of such resolution the council may authorize installment payments, and if installment payments are authorized, shall determine the number of installments and the rate of interest to be charged thereon, but not to exceed the maximum legal rate.
- (b) The special assessment provided above shall, from the date of confirmation by the council, constitute a lien upon the respective lots or parcels of land assessed, and until paid shall be a charge against the respective owners of the several lots and parcels of land. Such lien shall be of the same character and effect as the lien created for city taxes and shall include accrued interest and penalties. No judgment or decree, or any act of the council vacating a special assessment, shall destroy or impair the lien of the city upon the premises assessed for such amount of the assessment as may be equitably charged against the same, or as by a regular mode of proceeding might be lawfully assessed thereon.

(Code 1969, § 93.12)

Charter – Chapter XII - Sec. 5. - Expenses of improvements.

Such part of the expense of improving or repairing any street, lane or alley, by grading, graveling, paving, re-paving, curbing, constructing sidewalks or otherwise improving or repairing the same as the Council shall determine, and in keeping the same free from dust and nuisance, may be paid by the City, or the whole or such part of the expense of such improvement, as the Council shall determine, may be defrayed by special assessment upon the lots and premises included in a special assessment district, to be constituted of the lands

fronting upon that part of the street or alley so improved or proposed so to be, or constituted of lands fronting upon such improvement and such other lands as in the opinion of the Council may be benefited by the improvement.

Charter – Chapter VIII - Sec. 14. - Additional tax levies permitted.

In addition to the above amount the Council may raise, by special assessment, in a special assessment district, such sums as they deem necessary for the purpose of grading, curbing, a paving, gravelling and otherwise improving the streets, and for constructing sidewalks, sewers and drains, and making other improvements, chargeable upon the land and property in the district according to frontage or benefits, and for all other purposes for which special assessment funds are constituted. The Council may also raise by tax, in each street district, for defraying the expenses of working upon, improving and repairing and cleaning the streets of the district, and for all purposes for which a street district fund is constituted, a sum not exceeding in any one year one-fourth of one percent on the assessed value of the taxable real and personal property in the district. A tax or assessment of not more than Two Dollars per year may be levied upon each lot or premises drained by a private sewer or drain leading into any public drain or sewer. The Council may also raise such further sum annually, not exceeding three mills on the dollar of the assessed valuation of the property in the city, as may be necessary to provide an interest and sinking fund to pay the funded debts of the city and the interest thereon. The Council may also establish and maintain a garbage system or plant in said city, and may levy a tax not to exceed two mills on the dollar on all taxable property in the city, according to the last assessment thereof, for the purpose of maintaining and operating said garbage system or plant.