

ITEM 21
MANAGER'S REPORT NO. 53
COUNCIL MEETING 1979 08 13

RE: 1980 LOCAL IMPROVEMENT PROGRAM

Following is a report from the Municipal Engineer regarding the 1980 Local Improvement Program.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 79 08 08
FROM: MUNICIPAL ENGINEER
SUBJECT: 1980 LOCAL IMPROVEMENT PROGRAM

RECOMMENDATIONS:

1. THAT the Engineer be directed to have the Program estimated and Assessment Rolls prepared.
2. THAT the Treasurer be directed to bring down a Cost Report in accordance with Section 601 of the Municipal Act.
3. THAT the Clerk be directed to prepare the Initiative Notices.

REPORT

The Engineering Department, on behalf of the C.I.P. Committee, wishes to present to Council the 1980 Local Improvement Program.

The Program has been compiled by the Engineering Department from requests received from homeowners and recommendations from the Planning and Engineering Departments. The Program has been presented to the Sidewalk Committee and the C.I.P. Committee for approval and to the Parks & Recreation Department for tree requirements.

In subsequent weeks the Engineering Department will estimate the cost of the individual projects including storm sewers and prepare the Assessment Rolls. The Program then will be forwarded to the Treasury Department and the Data Centre for preparation of a 601 Report and the Initiative Notices. These Notices are mailed to the individual homeowners for their approval of the individual projects. The Program will then be returned to Council through the Clerk's Sufficiency Certificate for their approval to bring down construction Bylaws encompassing the works.

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The list of works, as enumerated, amounts to approximately \$3,000,000. This means that 50% defeat in dollar value will bring the Program to a budget amount of \$1,500,000. The 1979 Program dollar value defeated amounted to approximately 47% of that Program. The estimates are sufficient for trees on all streets.

The streets prefixed by a single asterisk are those streets for which requests were received from homeowners by the Engineering Department. Those streets which are prefixed by two asterisks are streets recommended by the Planning Department. The streets prefixed by three asterisks are those streets which were recommended by the Engineering Department.

Also attached is a list of streets which were recommended for the Program by the Planning and Engineering Departments. These projects were removed from the Program and held in abeyance as a possible supplementary list to the Program at a later time. The projects are held in abeyance because the Chairman of the Transportation Committee has suggested that a policy statement of that Committee will be that no streets of the category of the streets on this list will be constructed until there is a commitment to light rapid transit. The C.I.P. Committee felt, therefore, that these projects should be held in abeyance until Council considers the Transportation Committee report.


MUNICIPAL ENGINEER

VMT:sp
Attach.

CC: Director of Planning
Parks & Recreation Administrator
Municipal Treasurer

1980 L.I.P. PROGRAM

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- * Pine Street, Smith to MacDonald - 8.5 m pavement with curb walks both sides.
- * McKay, Rumble to Greta - 8.5 m pavement with curb walks both sides except east side from Rumble to south property line of Park.
- *** McKay, Greta to Imperial - 8.5 m pavement with curb walks both sides.
- * Leibly, Stanley to Burris - 8.5 m pavement with curb walks both sides.
- * Holly, Mary to Humphries - 8.5 m pavement with curb walks both sides.
- * Wilberforce, Cariboo to Elford - 8.5 m pavement with curb walks both sides.
- * Triumph, MacDonald to Ingleton - 8.5 m pavement with curb and gutter both sides.
- * Pandora, Carleton to Madison - 8.5 m pavement, curb and gutter both sides, separate walk on south side.
- * Rosser, Pandora to Triumph - 8.5 m pavement, curb and gutter west side and separate walk east side.
- * Venables, Delta to Springer - 8.5 m pavement with curb walks both sides.
- * Union, Alpha to Willingdon - 8.5 m pavement, curb and gutter both sides.
- * William, Carleton to Gilmore - 8.5 m pavement with curb and gutter both sides.
- *** William, Douglas to Gilmore - 8.5 m pavement, curb walk both sides.
- * Highlawn, Beta to Delta - 8.5 m pavement with curb walks both sides.
- * Karen, Cliff to Moore - 8.5 m pavement with curb and gutter both sides.
- * Griffiths, Imperial to Walker - 8.5 m pavement with curb walks both sides.
- *** Dundas, Fell to Delta - 8.5 m pavement Delta to Hythe, curb walk both sides; 11 m pavement Hythe to Fell, separate walk northside from lane east of Hythe to Holdom and lane east of Holdom to Fell and separate walk on south side from Hythe to lane east of Grosvenor, from Howard to lane east of Howard from Ellesmere to lane east of Ellesmere and from Holdom to Fell.
- * Clinton, Royal Oak to Roslyn - 11 m pavement to east property line of Lot A and tapering to 8.5 m pavement from east property line of Lot A to Roslyn; curb and gutter both sides with separate walk on north side from east property line of Lot A to Roslyn.

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- * Delta, Georgia to Frances - 11 m pavement with curb walks both sides. **200**
- * Boundary, Nithsdale to Avondale - 10.6 m pavement with curb and gutter both sides.
- * Broadway, Holdom to Springer - 11 m pavement with curb walks both sides.
- *** Fell, Hastings to Dundas - 11 m pavement Hastings to Lane north of Hastings and tapering to 8.5 m pavement lane north of Hastings to Dundas, curb walk both sides.
- *** 2nd Avenue, Gilmore to Ingleton - 11 m pavement, curb and gutter both sides.
- ** Bond, Willingdon to Nelson - 11 m pavement, curb walk both sides.
- *** Nelson, Dover to Bond - 11 m pavement with curb and gutters both sides and a separate sidewalk on east side.
- *** Marlborough, Sanders to North property lines of Lots 161 & 142 - 11 m pavement, separate walk west side; curb and gutter east side.
- *** Marlborough, North property line of Lot 142 to Newton - Pavement widening and curb and gutter east side.
- *** Grimmer, Marlborough to Royal Oak - 11 m pavement, curb & gutter
- *** Sellers, Dorset to Imperial - 14 m pavement with curb and gutter, abutting walks both sides and ornamental street lighting.
- *** Merrit, Imperial to Dorset - 14 m pavement, curbs and gutters, abutting walk both sides and ornamental street lighting.
- *** Shirley, Beresford to Dorset - 14 m pavement, curbs and gutters, abutting walk both sides and ornamental street lighting.
- *** Curragh, Beresford to Kingsway - 14 m pavement, curbs and gutters, abutting walks both sides and ornamental street lighting.
- *** Arbroath, Curragh to cul-de-sac west of Curragh - 14 m pavement, curbs and gutters both sides, and ornamental street lighting.
- *** Arbroath, Gilley to Conway - 14 m pavement, curb and gutters both sides, abutting walk both sides and ornamental street lighting.

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- *** Conway, Arbroath to Kingsway - 14 m pavement, curb & gutter both sides and abutting walk both sides and ornamental street lighting.
- ** Aubrey, Phillips east to west property line of Lot 161, D.L. 138, P1. 56803 - 8.5 m pavement, curb and gutter north side, curb walk south side.
- * Phillips, Halifax to Montecito - 1.5 m abutting walk west side from Montecito to Coronado and separate walk from Coronado to Halifax.
- ** Montecito, Duthie east to east property line of Lot 136 - 1.5 m abutting walk north side.
- *** 6th Street, 13th Avenue to 10th Avenue - 1.5 m abutting walk on west side.

RECOMMENDED STREETS REMOVED FROM PROGRAM

- ** Kensington - Union to Broadway
- ** Halifax - Duthie to Cliff
- *** Curtis - Sperling to Duthie
- *** Curtis - Duthie to Phillips
- ** Gilmore - Pender to Douglas
- ** Douglas - Spratt to Highway #1 Overpass
- ** Royal Oak - Canada Way to Gilpin
- *** Gilpin - Royal Oak to Deer Lake Place
- ** Patterson - Imperial to Carson
- *** Patterson - Imperial to Rumble
- ** Marine - Joffre to MacPherson
- ** Gilley - Sections between the end of the improved part south of Berwick Street to Marine Drive.
- *** Gilley - Imperial to Kingsway
- *** Edmonds - Kingsway to Rumble
- *** 16th Avenue - 4th Street to Cumberland