

ITEM	9
MANAGER'S REPORT NO.	18
COUNCIL MEETING	1979 03 05

RE: PROPOSED LAND SALE AND SERVICING OF MUNICIPAL LAND  
S.W. CORNER OF KEITH STREET AND JOFFRE AVENUE  
8603 AND 8625 JOFFRE AVENUE

Following is a report from the Director of Planning on matters pertaining to the proposed servicing and sale of the subject municipal property. This report contains the additional information that was requested when this matter was previously considered on 1979 February 12.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: PROPOSED LAND SALE AND SERVICING OF MUNICIPAL LAND  
S.W. CORNER OF KEITH STREET AND JOFFRE AVENUE  
(8603 and 8625 JOFFRE AVENUE)

1979 FEBRUARY 27  
OUR FILE: 03.502  
PS-3-78; D.L. 161

RECOMMENDATIONS:

1. THAT Item 18, Manager's Report No. 12 (copy attached) which was tabled at the 1979 February 12 Council meeting, be lifted from the table and the recommendations contained therein be adopted as follows:
  - (a) THAT Council authorize the servicing and sale of the Municipal lands at the southwest corner of the intersection of Keith Street and Joffre Avenue as more particularly described in the Director of Planning's report.
  - (b) THAT Council authorize the introduction of a Highway Exchange By-Law as shown on the attached Figure 4 subject to the completion of the land sale as described in the Director of Planning's report.
  - (c) THAT Council authorize the preparation and execution of the requisite documentation and survey plans to finalize the sale.

REPORT

BACKGROUND:

On 1979 February 12, Council tabled further consideration of Item 18, Manager's Report No. 12 pending receipt of further information from staff on the questions raised in Council that evening.

...../2

ITEM	9
MANAGER'S REPORT NO.	18
COUNCIL MEETING	1979 03 05

EXISTING SITUATION:

These questions were as follows:

1. ROAD STANDARDS

The question of the proposed construction of Keith Street to a full 46' curb and gutter roadway at this time as opposed to an interim paved standard was discussed. It was felt that consideration should be given to constructing Keith Street to the full standard now and establishing a development charge pursuant to Section 702(C) of the Municipal Act. In this situation, monies would be advanced from general revenue and paid for all or in part from levies applied to future subdivision or building permit applications.

The general consensus was that Council should be provided with the costs associated with this work prior to considering this proposal.

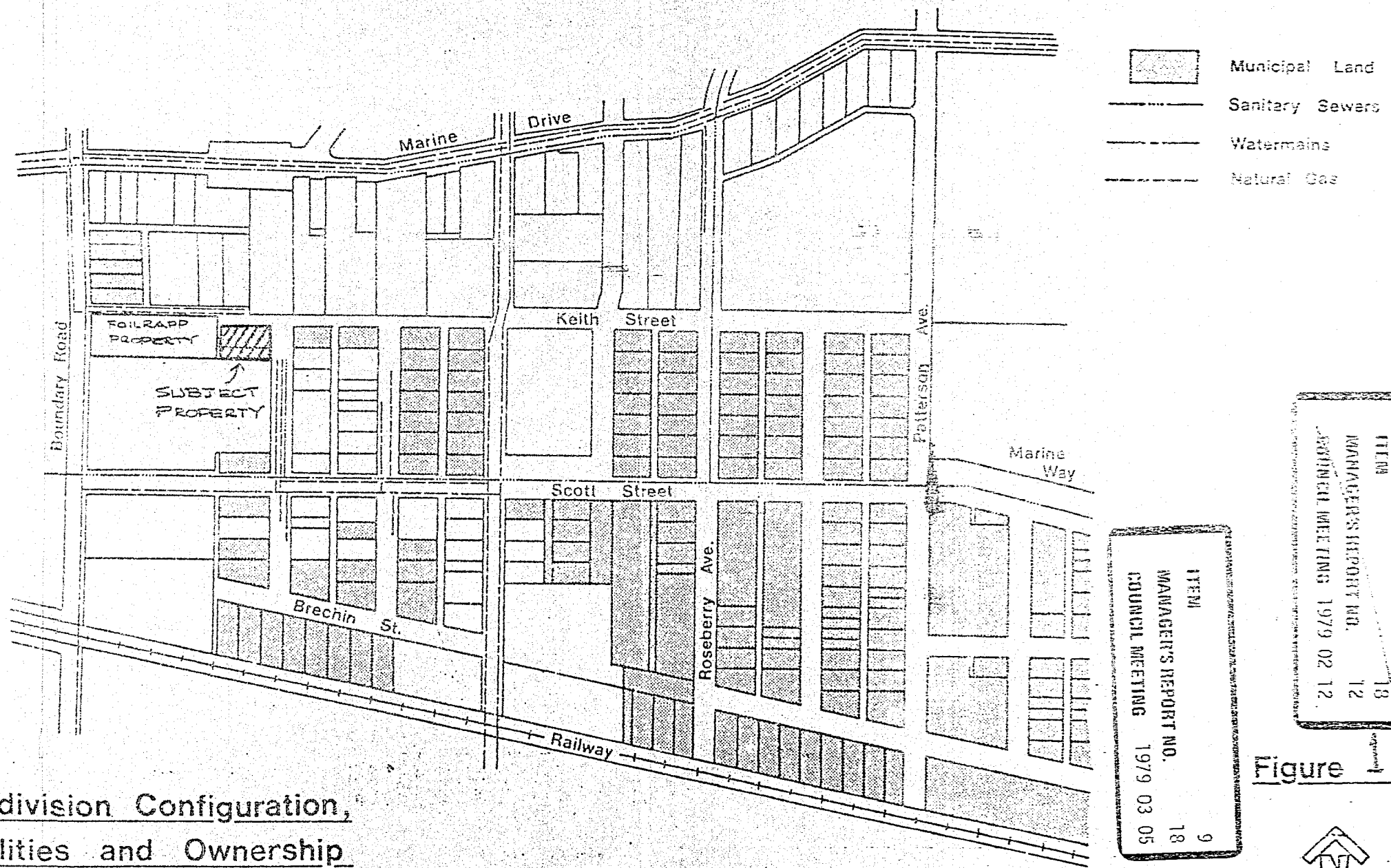
At the present time it would not be possible to construct a 46 foot roadway on the complete Keith Street right-of-way as the full 66 foot road allowance has not been obtained near the intersection of Keith Street and Joffre Avenue as illustrated on the attached Figure 5. The Municipal Engineer has prepared an estimate of providing a combined interim-full standard roadway as shown on this figure. This estimate can be used for a comparative evaluation with the initial proposal as follows:

	INITIAL PROPOSAL	COUNCIL PROPOSAL (FIGURE 5)
Water	\$ 8,000	\$ 8,000
Sanitary Sewers	25,000	63,000
Storm Sewers	18,500	38,000
Street Lights	1,500	16,000
Roads	29,000	68,000
	<u>\$82,000</u>	<u>\$193,000</u>

The difference in cost would, therefore, be \$111,000. The cost differential would increase accordingly if the additional 33 foot right-of-way was acquired and a full standard roadway was constructed on the entire length of Keith Street.

The construction of Keith Street to the full industrial standard concurrent with a relatively minor land sale and the employment of a development charge levy is, in our view, not warranted. The application of such a levy would represent a major change in policy and should be carefully reviewed in the context of the overall Municipal objectives for industrial development and conceivably applied to major facilities, rather than in detailed situations such as the upgrading of Keith Street.

If the future upgrading of this roadway is left to the passage of a local improvement by-law, all parties will contribute, in part, to the construction costs. This would include Foilrapp Limited as they would be the adjacent owner with the most frontage and would, therefore, pay their share of these costs.



Existing Subdivision Configuration,  
Municipal Utilities and Ownership  
Boundary Road-Marine Way Industrial Area

Figure 1



141