

RE: REZONING REFERENCE #24/80
 "SAMBO'S" RESTAURANT
 4315 LOUGHEED HIGHWAY AT MADISON AVENUE
PROPOSED COST SHARING FOR ROADWORKS REQUIRED AS A CONDITION OF REZONING

Following is a report from the Director of Planning on Rezoning Reference #24/80.

RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1980 DECEMBER 17
 FROM: DIRECTOR OF PLANNING
 SUBJECT: REZONING REFERENCE #24/80
 "SAMBO'S" RESTAURANT
 4315 LOUGHEED HIGHWAY AT MADISON AVE.
 PORPOSED COST SHARING FOR ROADWORKS REQUIRED
 AS A CONDITION OF REZONING

RECOMMENDATION:

THAT Council authorize the cost sharing arrangement covered in Option #4 of this report for the construction of surface works on Madison Avenue between Lougheed Highway and Douglas Road in conjunction with the developer of Rezoning #24/80; Municipal share is to be charged to the Contingency Account.

REPORT

As a condition of rezoning the subject site, the applicant has been required to upgrade Madison Avenue adjacent to the west side of the site (refer to attached map). This upgrading will involve a 14 m (46 foot) road with two abutting sidewalks and street lighting on the surface and some underground storm sewer and waterline work to provide proper services to the site. The estimated costs prepared by the Municipal Engineer are:

1. Road (14 m)	\$24,000
2. Street Lighting	3,000
3. Storm Drainage	4,000
4. Waterline	<u>7,000</u>
Total	<u>\$38,000</u>

The proposed restaurant development is of a relatively small scale and will not necessarily create a need for a 14 meter adjacent roadway however, this standard is considered necessary in this location due to the fact that this portion of Madison connects with the Lougheed Highway and will be utilized as a major arterial connection between Douglas Road and Lougheed once the proposed future closure of the one-way portion Douglas Road to the north of the subject site is completed.

The reconstruction of Madison will improve the condition of the street from which the subject site will gain access however, there is some benefit to the traffic circulation in the area, hence it is proposed that the Municipality share the cost for the surface portion of the works.

The Planning Department had initially indicated to the developer that consideration would be given to sharing 50% of the cost of the surface works (option 3 below). However following discussion with the Engineering Dept. it appears that option 4 is more closely related to the usual practice for servicing standards employed in local improvement projects, and in other rezoning applications.


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The four options considered to reduce the developer's cost were:

- 1) Completion of only one-half of the roadway to the centre line. This option was rejected as it would result in difficulty from an engineering point of view in obtaining a proper future pavement cap as the road bed should be prepared and surfaced at one time to assure a proper, stable and even surface.
- 2) Taking of monies "in trust". In some cases where it is not considered desirable to construct required works at the time of rezoning this is sometimes employed. In this case half the estimated cost of the works could be held "in trust" until such time as the site to the west, across Madison currently occupied by Brentwood Toyota was rezoned. This was not considered feasible as the existing auto dealership appears viable and there is limited likelihood of imminent change on the west side of Madison in the near future. Holding "monies in trust" as a fixed sum for long periods is undesirable due to inflation and the uncertainty of when the funds will be utilized and the works constructed.
- 3) Sharing 50% of the surface works costs with the developer. The Planning Department has discussed the possibility of sharing the cost of 50% of the surface works (road and street lights) which is a half of \$27,000 or a Municipal share of 13,500. This option could be pursued, however the Engineering Department has pointed out that the arbitrary nature of this method of calculation would create uncertainties in the future.
- 4) Municipal contribution of the difference between a 36' and 46' wide street. This 100 seat restaurant in itself does not demand an abutting 46' wide street in the sense that an industrial use would require a wide street. The 46 foot standard for this portion of Madison is required to perform an arterial function. It is therefore proposed that the developer pay the cost of constructing a 36' wide street with curbs and that the Municipality contribute the difference to enable the 46 foot width to be constructed. This difference in cost between the two standards is estimated by the Engineering Department to be \$7,000.

Municipal sharing would be based on 70% developer/30% Municipal, to a maximum of \$7,000 municipal share. The sharing base figure is the contractor's bid price to the developer.

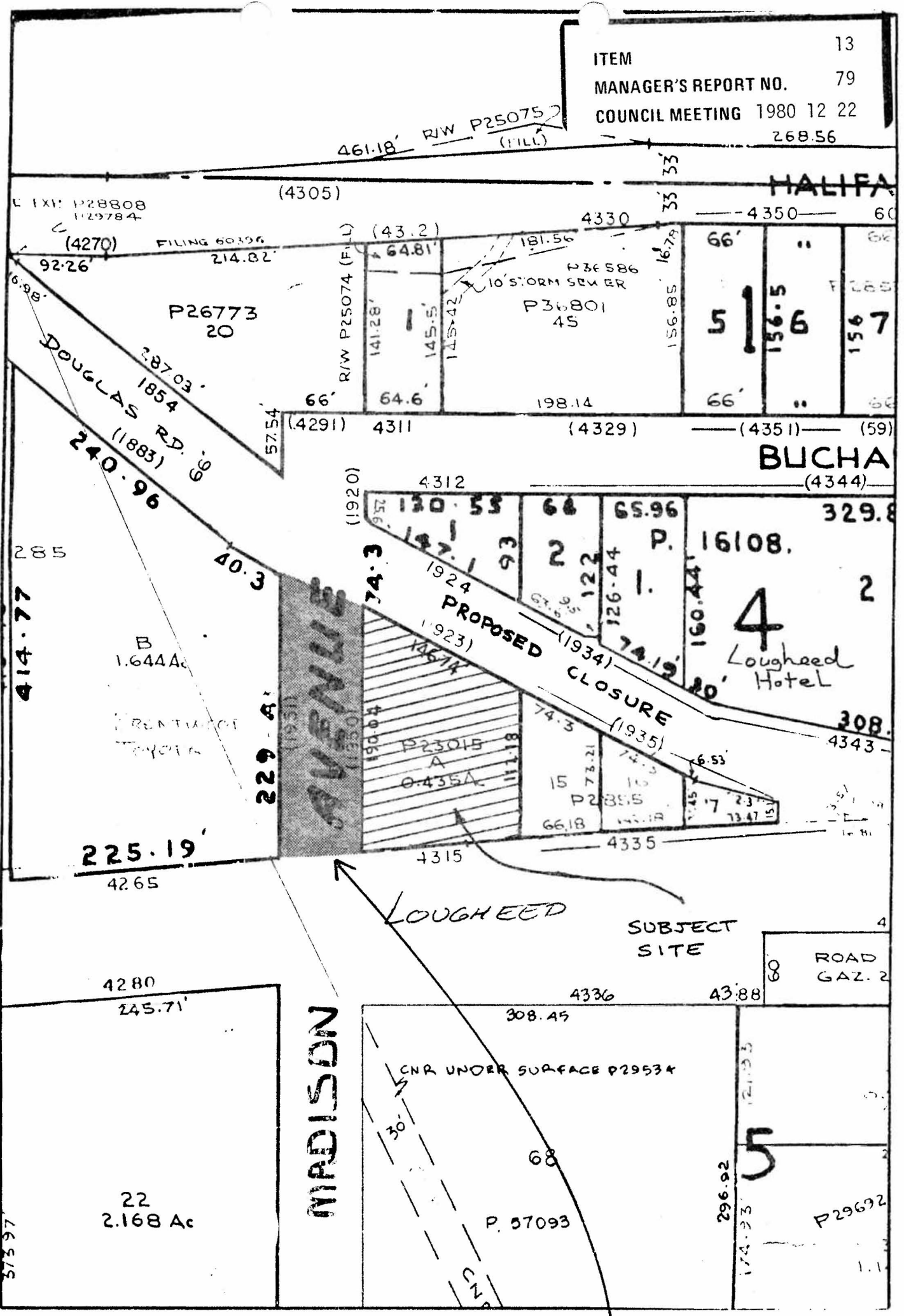
The developer of Rezoning #24/80 has posted \$38,000 with the Municipality and is awaiting Council's consideration of this request prior to this rezoning receiving Final Adoption of the bylaw for this site. The applicant is not responsible for any additional Municipal direct charges, apart from the \$580.00 rezoning fee for this project.


A. L. Parr,
DIRECTOR OF PLANNING

BR/gl
Attachment

c.c. Municipal Engineer
Municipal Treasurer

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 268.56



Date
 Scale
 1:100
 Drawn By



SUBJECT SITE
 RZ # 24/80

PORTRION
 OF MADISON
 TO BE
 UPGRADED 148

Sketch #2

