

ITEM 3
MANAGER'S REPORT NO. 6
COUNCIL MEETING 85/01/21

RE: 1985 LOCAL IMPROVEMENT STREETS PROGRAM

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 01 11

FROM: DIRECTOR ENGINEERING

SUBJECT: 1985 LOCAL IMPROVEMENT STREETS PROGRAM

RECOMMENDATIONS:

1. THAT the Local improvement Streets Program encompassed in this report be approved and the following implementation steps taken:

- (a) Determine estimated costs,
- (b) Prepare required assessment rolls,
- (c) Submit cost report in accordance with Section 662 of the Municipal Act,
- (d) Prepare and distribute initiative notices.

REPORT:

The proposed Local Improvement Streets Program as shown on the schedule of works attached is being presented to Council for its consideration and approval.

The Program has been compiled from requests received from homeowners, school organizations, Council requests, and recommendations of the Planning and Building Inspection and Engineering Departments. All projects have been reviewed as to the need for sidewalks and the Recreation and Cultural Services Department has provided advice concerning tree requirements.

The 1984 and 1985 Capital Budgets include \$3,000,000 in each of the two years for Local Improvement Streets Construction and these budget provisions would form the funds for initiation of this particular Program; the Program totals approximately 46,230 lineal feet of streets and includes storm sewers where required. The preliminary overall estimate of the total construction costs of the works as enumerated is approximately \$6 to \$6.5 Million, including storm drainage and trees. Based on previous experience on initiative programs of this size, the net result would be a construction program cost of approximately \$3,000,000 to \$3,500,000. However, by far the largest number of projects in this particular program are comprised of property owners' requests for local residential streets, and for this reason it is felt that the construction value this time could be in order of \$4,000,000. It should also be noted that because most projects are local residential streets, the share of the cost for the Corporation

(Con't.)

at large is minimized. The precise dollar impact on future Municipal Budgets is not known at this time because of the many variables in the program mix as to class of works and ancillary works in each project. Nor is it known which and how many projects will be approved by the property owners. However debt charges on existing Local Improvement borrowing will be decreasing in 1985 and 1986 by approximately \$480,000 as debt is retired. It is anticipated that these reductions would approximate the future net carrying charges of the proposed Program.

The Program would include all requests that are currently "on the books" but does not include Oxford Street between Willingdon Avenue and Boundary Road. It is more fitting that Oxford Street be initiated as a separate Local Improvement project(s) when the street classification for Oxford Street has been finally resolved. Following initiation of the Program which is the subject of this report, there should be ample provision still remaining in the Capital Budget for 1984 and 1985 to form the basis and provide the authority to initiate the intended improvements to Oxford Street.

Inasmuch as the proposed Program is based so extensively on property owners' requests and because projects in past programs which were placed on the Program by staff and Council initiative were generally not appreciated nor favorably received by property owners, the requested projects are quite uniformly dispersed throughout the Municipality and pretty much stand on their own as individual projects. If adjacent streets were to have been added to the basic requests for "continuity" purposes, a very much larger allocation of funds would have been required in order to meet all of the property owners' requests. It is considered by staff to be more important to be able to base the Program as far as possible on meeting homeowners' requests and to refrain from adding adjacent streets for purposes of continuity. It has been our experience to note that there is really no difference in construction costs between a "spread-out" program and one of the same size which is confined to fewer, more concentrated areas.

Current rates for Local Improvement Street Works are based on the directly abutting property owners paying for 60% of the cost of a basic "average" 8.5 metre wide street with provision for financing and amortization of the construction costs over a period of 15 years. It appears that the rates presently in existence, which are based on the Council policy of the directly abutting property owners paying for 60% of the basic road, are still valid in today's construction market. It is felt that the abutting property owners' share of 60% should be retained for this Program, because of the length of time the petitioners have been waiting and because it appears that construction costs are pretty much the same now as they were when their requests were received.

It is intended that the initiative notices would be sent to the homeowners for their approval within the next month or two. The Program will be subsequently returned to Council through the Municipal Clerk's Certificate of Sufficiency for Council approval to bring forward the necessary Construction Bylaws; construction would follow in the early part of 1985. Furthermore, owing to the borrowing aspect of Local Improvement Works, the approval of the Inspector of Municipalities is required prior to issuance of initiation notices.

EEO:cf
cc: () Director Finance
() Municipal Solicitor
Attach.


DIRECTOR ENGINEERING

{ } Director Recreation & Cultural Services
{ } Director Planning & Building Inspection
{ } Municipal Clerk

1985 LOCAL IMPROVEMENT PROGRAM

8.5 m pavement, curbs both sides, trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Trinity	Ingleton to MacDonald	
Trinity	MacDonald to Gilmore	
MacDonald	Trinity to McGill	
Frances	Esmond to Ingleton	
Graveley	Carlton to Willingdon	
Dent	Kitchener to Graveley	
Darwin	Fir to Moscrop	
Edson	Portland to McKee	
Hurst	Patterson to Willingdon	
Karen	Yeovil to Moore	
Darwin & Pine	Fir to Huxley	
Fir	Darwin to Huxley	
Pandora	Boundary to Esmond	
15th Avenue	2nd Street to 4th Street	

8.5 m pavement, curbs both sides, storm sewers, trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Union	Alpha to Beta	
Carnegie	Kensington to Brooklyn	
Carlton Court	Burke south and east to the cul-de-sac	
Booth	Sardis to Bond	
Burns Place	Kisbey east to cul-de-sac	
Halligan	Salisbury to Walker	
Southwood	Patterson west to ravine	
Lorraine	Burke Street to end	
Rosser	Pandora to Triumph	
Hardwick	Godwin to Trans Canada Hwy.	

8.5 m pavement, walks both sides, storm sewers, trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Georgia	Springer to Howard	
Ashworth	Burford to Imperial	
** McKay	Rumble to Greta	
Lister	Smith to Inman	
Hazelmere	Canada Way to end	
Davies	14th Avenue to 16th Avenue	

8.5 m pavement, walks both sides, and trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Fir	Carlton to Smith	
Dow	Imperial to Watling	
Forest	Littlewood east to existing finished street	
Atlee	Spruce to Monarch	
MacDonald	Union to Venables	

8.5 m pavement, walks both sides, and trees as required (cont'd)

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<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
*** Piper	Government north to existing finished street	
Kitchener	Willingdon to Westlawn	
Vista	Humphries to Mary	
Carlton	Pender to Georgia, except lane south of Pender to Pender - curbs only both sides	

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Napier	Sperling to Kensington	curb south side, walk north side.
Forglen	Buxton to Grafton	Curb east side, walk west side.
Gray	Neville to Rumble	Curb east side, walk west side.
Rosser	Williams to Kitchener	Curb west side, walk east side.
Pandora	Rosser to Willingdon	Curb north side, walk south side.
Carlton	Georgia to Union	Curb west side, walk east side.

8.5 m pavement, curbs one side, walk other side, storm sewers, trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Hertford	Inman to Smith	Curb north side, walk south side.
Forglen	Grafton to Royal Oak	Curb east side, walk west side.
*** Sardis	Chaffey to Abbey	Curb north side, walk south side
Union	Beta to Gamma	Curb north side, walk south side.
Union	Gilmore to Willingdon	Curb north side, walk south side, except Gilmore to Carlton - curbs both sides.

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
8.5 m pavement, curb one side, walk other side		
Ridgelawn	Beta to Delta	Curb north side, walk south side.

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11 m pavement, curbs both sides, trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Boundary Pender	Spruce to Fir Gamma to Delta	

11 m pavement, curbs both sides, storm sewers, and trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Gilmore	Venables to Parker	

11 m pavement, curbs both sides, walk other side and trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Walker	Burriss to Stanley	Curb east side, walk west side.

11 m pavement, walks both sides, trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
Salisbury Salisbury 17th Avenue	Imperial to McBride Elwell to McBride First to Newcombe	

11 m pavement, walks both sides, storm sewers, trees as required

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
* Broadway Halifax First Street	Cliff to Bainbridge Cliff to Duthie 12th Avenue to 16th Avenue	

Pavement widening and curbs

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
MacPherson	Ewart to Carson	Widening and curbs east side.

Sidewalks

<u>STREET</u>	<u>LIMITS</u>	<u>WORKS</u>
* Willingdon	L/N Hastings to Eton	Sidewalk west side except from lane south of Cambridge to Cambridge.
Adair 16th Avenue	Sperling to Cliff 2nd Street to 4th Street	South side only. North side only.

* Recommendations of Planning & Building Ins. & Engineering Depts.
 ** Request of Council
 *** Request from school organizations and Traffic Safety Committee

