

RE: LETTER FROM MR. STEWART B. PEACH WHICH APPEARED ON THE AGENDA FOR THE  
JUNE 13TH MEETING OF COUNCIL (ITEM 3K)  
1988 TAXATION FOR LOCAL IMPROVEMENT WORKS ON SPERLING AVENUE  
OAKLAND STREET TO ARCOLA STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 JUNE 14

FROM: DIRECTOR ENGINEERING

SUBJECT: 1988 TAXATION FOR LOCAL IMPROVEMENT WORKS ON  
SPERLING AVENUE - OAKLAND STREET TO ARCOLA STREET

RECOMMENDATION:

THAT A copy of this report be sent to Stewart B. Peach,  
6088 Sperling Avenue, Burnaby, B. C., V5E 2T9; and  
W. Griffiths, 101-7257 Kingsway, Burnaby, B. C.,  
V5E 1G5.

R E P O R T

This Department has been requested to respond to an item of correspondence from Mr. Stewart B. Peach of 6088 Sperling Avenue which appeared on Council Agenda of 1988 June 13, regarding the above subject. Appearing on the agenda of June 20 is a similar letter from Mr. W. Griffiths of 101-7257 Kingsway, Burnaby, B. C. Both submissions request the elimination of a local improvement frontage charge against the respective properties, and comments on the status of the pavement at the subject location.

Sperling Avenue between Oakland Street and Arcola Street was the subject of a local improvement paving project during 1987. The work was completed last Fall with the exception of the final surface lift of asphalt which was scheduled for installation in the Spring of 1988. The surface lift was delayed to monitor potential settlements of sanitary sewer connections and obviate the need to dig up the surface paving in the event that replacement of the sanitary sewer connections was necessary. Delay of surface paving is quite common construction practice, particularly in new construction, where the extent and location of underground servicing is indeterminate at the time of road construction. The delay was not expected to affect the final completion date of 1988 May 31.

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The Municipal Act states that the work must be completed in order to include a local improvement frontage charge in the tax billing for that year. However, the actual decision to bill must be made well in advance in order to facilitate preparation and mailing of tax notices. An arbitrary completion date of May 31, reference to which was made in Mr. Peach's letter, was established to coincide with the expected final receipt of tax notices. Based on previous year's experience, this is a realistic deadline, given normal Spring weather conditions.

The intent of the Engineering Department is to complete all road construction prior to May 31 for all projects to be billed in that year. To this end, a Purchase Order was issued to B. A. Blacktop on 1987 December 12 for the supply of all labour, material and equipment, as required, to complete the final asphalt paving at the subject location. A specific requirement of the Purchase Order was that construction be completed prior to 1988 June 01.

Engineering works crew in anticipation of paving in Spring 1988 completed preparatory work, which included raising valve boxes and manhole covers during the period May 10 - 13. B. A. Blacktop were then instructed to proceed with paving operations during the following week. The uneven surface referred to in Mr. Griffiths' letter resulted from the temporary adjustment of manhole and valve box covers to meet the finished elevation; there were no "potholes".


Construction of the final lift of asphalt at the subject location would normally be completed in a single working day, and requires at least one preceding day of dry weather to stabilize the existing surface layer. B. A. Blacktop mobilized equipment on May 19 in preparation for construction start on May 20, as well as having done the same on three other occasions. However, start of construction was delayed, due to the unusually inclement weather experienced during May 1988. Environment Canada has confirmed that the 140 mm of rainfall recorded at Vancouver International Airport during the month of May is a new record superceding the previous record of 120.9 mm in May 1948.

Construction equipment remained on site since mobilization, and installation of the final lift of asphalt was completed on Monday, June 13, thus achieving 100% completion on that date. The extent of completion at 1988 May 31 was 95%, which certainly qualifies as substantial completion. The delay was due entirely to inclement weather, and the opinion of staff is that the quality of the works should never be compromised in order to meet an "artificial" deadline; in other words, we would not have been acting in a professional and responsible manner if we had proceeded with "top lift" paving in a period of heavy rainfall.

The Municipal Solicitor has reviewed the contents of this report.

AAS:jh

cc - Municipal Solicitor  
- Director Finance

  
DIRECTOR ENGINEERING