

**TO:** MUNICIPAL MANAGER   **DATE:** 1992 09 21

**FROM:** DIRECTOR ENGINEERING   **FILE:** RZ #68/90

**SUBJECT:** REZONING REFERENCE #68/90 - CANADA WAY/WESTMINSTER AVENUE/MANOR STREET COST SHARING

**PURPOSE:** To seek Council authority for the expenditure of funds for the Municipality's share of the servicing costs.

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**RECOMMENDATIONS:**

1. THAT Council authorize the expenditure of an amount not exceeding \$262,000 from the 1993 portion of the 1992-1996 Special Roads Capital Budget, to fund the Municipality's share of the design and installation of the services by the developer of the subject site that will benefit the Municipality, as more particularly outlined in this report.
2. THAT Council authorize the expenditure of an estimated \$38,000 from the 1993 portion of the 1992-1996 Special Roads Capital Budget to fund the design and installation by the Municipality of the Manor Street cul-de-sac at Douglas Road.
3. THAT Council authorize staff to bring down a Capital Works Machinery & Equipment Reserve Fund Expenditure Bylaw in the amount of \$300,000.
4. THAT Council authorize the preparation and execution of an agreement between the developer "The Dominion Company" and the Municipality for the work associated with the design, construction and inspection of the above services.

**REPORT**

**1.0 BACKGROUND**

The subject rezoning has received Second Reading and in preparation for Third Reading it is in the best interests of both parties to finalize the sharing of off-site servicing costs relating to this project. The Public Hearing report (Item 13, Manager's Report No. 48, Council Meeting 1991 August 19) provided an initial general statement regarding the proposed road reconfiguration and a general description of the proposed Municipality's responsibility for constructing some of these new roads.

**2.0 COST SHARING**

Previous reports to Council have recommended a road configuration in the area of this proposed development as shown on the attached Sketch #1. The local road considerations on which this configuration was based were outlined as follows:

*"Westminster Avenue, which is the extension northward of Wayburne Drive, provides access to the subject industrial site and also forms part of the residential road network for the neighbourhood to the east. It is considered desirable to separate these two functions, particularly in view of the planned installation of a traffic signal at Canada Way and Wayburne Drive. Under the recommended approach, Wayburne Drive would be extended northward as a 14m (46ft) standard industrial roadway separated from the residential neighbourhood by a 3m (10 ft) wide landscaped buffer and terminating in a cul-de-sac bulb at Manor Street, preserving a wide range of options for potential future road links. Sidewalks would also be provided.*

*Westminster Avenue, as a residential road, would remain only as a link between Norfolk Street and Dominion Street, retaining street frontage for the two existing residences fronting on Westminster Avenue. The residential road network in the area would be linked to the Wayburne Drive cul-de-sac at Manor Street in order to provide signalized access to Canada Way for neighbourhood residents. Manor Street would be blocked off as a cul-de-sac at Douglas Road in order to reduce possible short-cutting through the neighbourhood and to eliminate a difficult intersection."*

Based on the aforementioned approach to separating the industrial and residential usage components of the existing Westminster Avenue, staff have concluded that the developer should be responsible for the industrial component and the Municipality bear the responsibility for the residential component. More specifically, the Municipality's responsibility would be for all road works east of the 3m (10 ft) landscaped boulevard adjacent to the east side of Wayburne Drive, including a sidewalk between Canada Way and Manor Street, the road link between Norfolk and Dominion Streets, the lane and Manor Street linkages to Wayburne Drive, and the Manor Street cul-de-sac at Douglas Road. In addition, staff have also concluded that the developer and Municipality share on a 50/50 basis, the installation of a traffic signal at the intersection of Canada Way and Wayburne Drive. All of the above noted works, except the Manor Street cul-de-sac at Douglas Road, will be constructed by the developer's contractor in conjunction with his own off-site servicing and therefore for those works, the Municipality will only be required to pay its predetermined share. The Manor Street cul-de-sac at Douglas Road will be constructed by the Municipality.

### 3.0

#### FUNDING

The 1993 portion of the 1992-1996 Special Roads Capital Budget includes funds in the amount of \$300,000 for the construction of the Westminster Avenue frontage road and the Manor Street cul-de-sac at Douglas Road. The works to be constructed by the developer on behalf of the Municipality is estimated to cost \$262,000 and the Manor Street cul-de-sac at Douglas Road, which will be constructed by the Municipality, is estimated to cost \$38,000.

Progress payments will be made to the developer "The Dominion Company" as determined by the Director Engineering with respect to the cost sharing, however, no invoices will be submitted by the developer until after 1993 January 01.

*Rezoning Reference #68/90  
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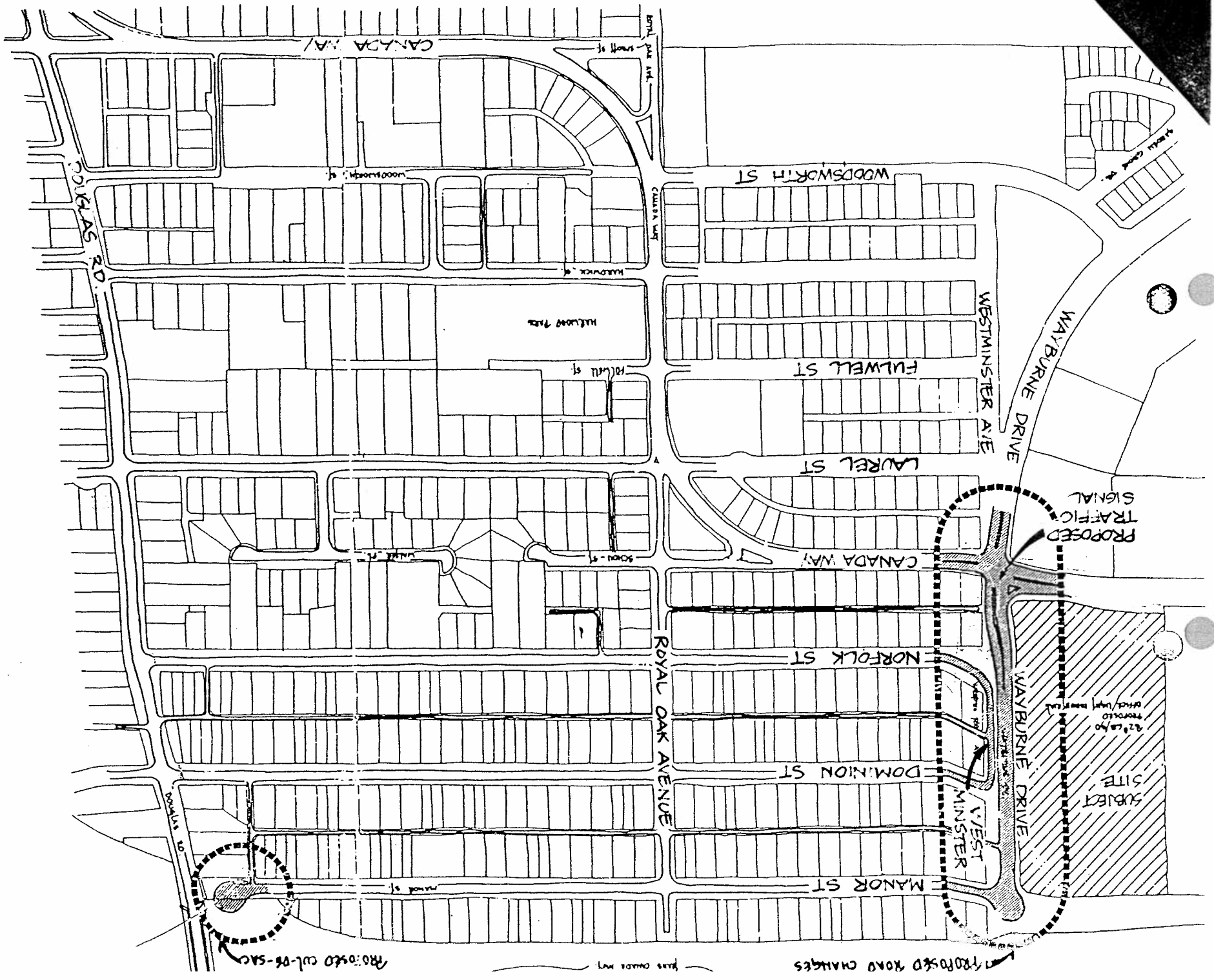
**4.0 CONCLUSION**

In order to properly separate the residential and industrial traffic components on Westminster Avenue north of Canada Way as part of the subject rezoning, we are seeking Council authority to cost share the services relating to the residential component.

  
DIRECTOR ENGINEERING

VNW:jb  
Attach.

cc: A/Director Planning & Building Inspection  
Director Finance



PROPOSED ROAD CHANGES

PROPOSED ROAD CHANGES

PROPOSED CUL-DE-SAC

# PROPOSED ROAD RECONFIGURATION

WAYBURNE DRIVE  
 WESTMINSTER AVENUE  
 CANADA WAY  
 MANOR STREET

SKETCH # 1

PLANNING AND BUILDING INSPECTION DEPARTMENT



JANUARY 1991

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