

**TO:** CITY MANAGER

**DATE:** 2002 01 28

**FROM:** DIRECTOR ENGINEERING

**FILE:** 70-00-01

**SUBJECT:** LOCAL IMPROVEMENTS

**PURPOSE:** To obtain Council approval of the proposed 2002 local improvement roadworks program.

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**RECOMMENDATION:**

1. **THAT** the proposed 2002 Local Improvements Construction Program encompassed in this report be approved, and the Director Engineering be authorized to issue petitions for the approval of abutting property owners, according to Section 631 of the Local Government Act.

**REPORT**

**BACKGROUND**

Local improvements (LIP) have long been recognized as a valuable and integral component of the City's infrastructure renewal and upgrading program that contribute to making Burnaby a well developed urban community. The roadworks component is the primary means of improving "unfinished" streets in residential areas. A LIP project would typically provide proper storm drainage facilities, eliminate gravel shoulders, rehabilitate the asphalt pavement, and plant additional boulevard trees.

LIP construction in recent years has been limited by the amount of available funding. The program, however, remains very popular with property owners who are willing to cost-share with the City in providing the type of improvements that will benefit local neighbourhoods. Currently, there are 27 requests "on the books" for roadworks with a total estimated construction cost of approximately \$10 million.

In Burnaby, the "petition" method is preferred in determining whether Council should proceed with proposed local improvements. A formal petition containing a general description of the works, list of all affected parcels and cost per taxable foot of frontage is circulated to abutting owners for their approval. In order for Council to undertake the improvements, the petition must be signed by 2/3 of abutting owners having a land value of at least 1/2 of the total assessed value of abutting parcels. Recently, staff has expanded LIP procedures, within constraints of the Local Government Act, to encourage citizen participation and increase the program effectiveness in meeting community needs.

In doing so, the City has gone beyond the statutory requirements to ensure citizens are in a position to make informed decisions affecting their neighbourhood.

The cost impact of a LIP program is broken into two components:

- Property Owner Share
- City Share

At present, the annual charge per taxable foot paid by the property owners for roadworks is based on 50% of the cost of constructing standard 8.5m (28 ft.) residential streets. The City's share represents the remaining 50% plus the costs of storm sewers and any construction greater than the basic 8.5m width. A review of construction prices over the last program suggests that current property owners' rate shown below should be kept for the 2002 program.

- \$6.50 per taxable ft./year for 15 years for paving and curbs;
- \$8.10 per taxable ft./year for 15 years for paving, curbs and sidewalk.

The 2002 - 2006 Provisional Capital Budget includes an allocation of \$1.5 million for LIP roadworks in the year 2002. The precise level of required funding for the proposed program and its impact on future City budgets is not known at the outset because it is contingent on which and how many projects will be approved by the property owners. In order to fully carry out this year's program, it would be appropriate to issue petitions for approval by property owners that would result in \$1.5 million of construction. Past practice would indicate that property owners are likely to approve one-third of the "petitioned" projects. Thus "petitioned" projects of \$4.5 million would translate into approximately \$1.5 million of construction costs. **Appendix A** list the twelve projects included in the proposed program.

Council's approval of the recommendation would permit mailing of information letters and petitions for the approval of abutting owners. The program will be subsequently returned to Council through the City Clerk's Certificate of Sufficiency for approval to bring down the necessary Construction Bylaws. Construction of approved projects would be undertaken during the summer of this year.

  
DIRECTOR ENGINEERING

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cc: City Clerk  
Director Finance

## APPENDIX "A"

Walker Ave	Burris St to Stanley St	11m pavement, with curb and walk west side, curb and replacement walk east side, traffic calming measures, and trees as required.
Victory St	Patterson Ave to McKay Ave	8.5m pavement, flaring to 11m at Patterson, with curb and walk both sides, storm sewer, and trees as required.
Strawson St	Brantford to EPL 6596 Strawson	Strawson/Haszard from, WPL 6627 Strawson to EPL 6655 Haszard; 8.5m pavement with curb and walk both sides, walk only both sides, and trees as required
Springer Ave	Union St to Venables St (E. side)	11m pavement, curb and walk east side only, and trees as required
Wedgewood St	1st St to Newcombe St	8.5m pavement, with curb and walk both sides, storm sewer, and trees as required
Percival Ave	Spruce St to Monarch St	8.5m pavement, with curb both sides, walk north side, and trees as required
Norfolk St	Royal Oak Ave to Douglas Rd	8.5m pavement with curb and walk both sides, storm sewer and trees as required
Booth Ave	Sardis St to Grafton St	8.5m pavement, with curb and walk both sides, and trees as required
Burris St	Canada Way to Mayview Circle	Sidewalk only on the west side
Dundas St	Rosser Ave to Willingdon Ave	8.5m of pavement with curb and walk both sides, and trees as required
13th Ave	Mary Ave to Davies St	8.5m of pavement with curb and walk both sides, and trees as required
Pearl Ave	Oakland St to Irving St	8.5m of pavement with curb and walk both sides, and trees as required

