



Corporate

NO: R039

Report

COUNCIL DATE: March 11, 2002

REGULAR COUNCIL			
TO:	Mayor & Council	DATE:	March 6, 2002
FROM:	General Manager, Engineering	FILE:	5400-80 (15250)
SUBJECT:	Extension of 152A Street to 16 Avenue		

RECOMMENDATION

It is recommended that the 152A Street connection to 16 Avenue be realized through the normal process of dedication of right-of-way and construction by the developer at the time of redevelopment of the property through which 152A street is located.

BACKGROUND

At the January 21, 2002 Council meeting, a request was made that staff report on the feasibility of extending 152A Street to connect to 16 Avenue, opposite George Street in White Rock.

The creation of 152A Street, to extend between 16 Avenue and 20 Avenue, was identified as an objective within the Semiahmoo Town Centre Plan (1992). By utilizing existing lanes between 17 Avenue and 18A Avenue, the linkage would be realized with the construction of the segment between 16 and 16A Avenues and the segment between 18A and 19 Avenues (refer to attached figure). 152A Street is envisioned to be an alternate route to 152 Street which will alleviate congestion on this arterial, allow for enhanced commercial traffic circulation, and support the objective of a more “pedestrian-friendly” environment.

DISCUSSION

152A Street is classified as a local road. As such, it is the normal requirement that any unopened segments of the road would be achieved through property redevelopment; the owner would be obligated to dedicate the necessary road allowance and to construct the road at the time of rezoning or subdivision. Between 16 and 16A Avenues, the property which would be required for 152A Street, a portion of 15253 – 16 Avenue, is presently zoned single-family residential,(RF), designated in the OCP as multiple family residential, but also has a

potential for retail/office use.

Should the City wish to initiate the construction of this segment of 152A Street, it would be necessary to acquire the road allowance and to construct the roadway. Assuming a purchase of the total lot, subdivision of the road allowance and sale of the remainder of 15253 – 16 Avenue, the net cost to the City is estimated to be in the order of \$690,000. The cost of roadway construction is estimated to be in the order of \$191,000, plus a traffic signal at the new intersection with 16 Avenue would cost approximately \$110,000 for a total cost of \$991,000. As a local road, there is no provision for DCC allocation to such a project. Therefore, funding would have to be derived from General Revenue.

The economic benefit of initiating this road link now, as opposed to waiting for it to occur on redevelopment, is difficult to quantify. A retail/office development has just occurred at 152 Street/17 Avenue which may absorb any potential tenants for the area for the immediate future. However, the roadway construction at City cost could spur redevelopment along 16 Avenue immediately to the east of the new road. Assuming a development consisting of underground parking, main floor retail plus three levels of residential strata suites, the increased tax revenue would be in the order of \$67,000 per year. The present worth of ten years of such tax revenue (6% discount rate) would be approximately \$493,000.00. In other terms, it would take close to fifty years of the increased tax revenue to pay for the cost of the property and road.

CONCLUSION

Completion of 152A Street to 16 Avenue may provide intangible benefits in terms of realizing the Semiahmoo Town Centre Plan's vision for the area; however, the economic benefit would not appear to warrant the cost for the City to initiate this roadway at this time.

Paul Ham, P. Eng.

General Manager, Engineering

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Attachment

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