



# Corporate *NO: R229*

# Report *COUNCIL DATE: December 9, 2002*

<b>REGULAR COUNCIL</b>			
<b>TO:</b>	<b>Mayor &amp; Council</b>	<b>DATE:</b>	<b>November 29, 2002</b>
<b>FROM:</b>	<b>General Manager, Engineering</b>	<b>FILE:</b>	<b>8630-01</b>
<b>SUBJECT:</b>	<b>Strategic Local Road Network Elements</b>		

## RECOMMENDATION

It is recommended that Council approve an addition to the Ten Year Servicing Plan of an additional growth related item, identified as Strategic Local Road Network Elements in the amount of \$1.5 million and a corresponding reduction in the scope of the identified Grace Road Connector project.

## BACKGROUND

The Ten Year Servicing Plan municipal engineering works identifies the costs to provide road, drainage, water, and sewer services for both the existing population and the projected population growth over the next ten-year period. The growth related component of the servicing costs forms the basis for the calculation of Development Cost Charges (DCC's) for engineering services.

To date, only road works on designated arterials and major collectors have been included in the growth related component. The assumption is that local roads will be funded and constructed by immediately adjacent development. A review of the City's NCPs and other development plans has found that there are network links which have a strategic value in supporting the growth objectives of the particular NCP or Town Centre Plan area. Similarly, there are local road links which have a strategic value in reducing traffic impacts on, and need for additional capacity on, the arterial and collector roadway networks. However, a number of these "strategic" local roads have little or no financial justification for construction by immediately adjacent development, due to various factors such as the road is not needed for direct access or the road limits or eliminates the development potential of the remainder of the land, etc. Consequently, if such "strategic" local roads are to be constructed, an alternative funding approach needs to be found. The most appropriate approach is to include these works in the DCC funded roads program.

## DISCUSSION

A review of the NCP and other City development plans identifies the sections of the following local roads as strategic elements which are highly unlikely to proceed (i.e., they are uneconomic) under the normal development process:

96A Avenue, 98 Avenue, 102A Avenue, 103 Avenue, 104A Avenue, 105 Avenue, 135 Street, 135A Street, 56A Avenue, 57 Avenue, 178 Street, 29A Avenue, 152A Street

The above list of roads has a total estimated property and construction cost in the order of \$5 million. This full list of works will only be needed over the next 30 to 40 years. As it is impossible to accurately predict the amount of works needed over the next 10 years, it is proposed that an allowance of \$1.5 million be included in the 10 Year Plan. The most appropriate category of works is in the Major Collector component of the Plan. In order to maintain financial neutrality (i.e., no net change to the total cost and no net change to the Major Collector DCC), it is proposed that a substitution be made in the program.

A review of the 10 Year Plan shows that the currently identified construction of Grace Road, from Scott Road to the South Fraser Perimeter Road, can be reduced in scope by \$1.5 million. This is due to the PNE relocation not going ahead and the need for the realignment being significantly reduced. With this adjustment and the inclusion of a \$1.5 million allowance for strategic local road elements, there is no net change to the overall costs in the Servicing Plan or the DCC rates.

Paul Ham, P.Eng.

General Manager, Engineering

PH/KZ/brb

g:\wp-docs\2002\support services\11290703ph.doc

BRB 12/11/02 3:04