

STREETS, SIDEWALKS AND STREET LIGHT FINANCING POLICY
Council Policy No. 01/02

POLICY:

It is the policy of Council to establish the methods and systems by which streets and related infrastructure are to be financed.

POLICY BACKGROUND:

The methods of financing in initial street construction, paving, sidewalks, streetlights and related infrastructure have since 1963 been restricted to the Local Improvement Financing System authorized by Bylaw No. 181, adopted in 1963 and subsequently amended by Bylaw No. 1032 in 1986. The historic interpretation of these bylaws to the “effect” that all street infrastructure projects must proceed only under the Local Improvement System, coupled with sprawl development and high levels of real property taxation have resulted in few street improvement projects proceeding and significant deterioration of the existing street systems as needed maintenance and upgrading projects have been deferred from year to year.

POLICY GOAL:

It is the goal of this policy to implement and apply new legal interpretations as to the application of Bylaw No. 181 as amended by Bylaw No. 1032 and to clearly define and authorize specific street infrastructure projects that can be financed from the Industrial Taxation proceeds.

1. The Local Improvement Financing System as detailed in Local Improvement Bylaw No. 181 as amended by Bylaw No. 1032 shall apply to and shall continue to be the method of financing the following:
 - the installation and construction of paving; curbs and gutter; sidewalks; grade alterations and retaining walls on any existing gravel street of a residential width.
2. The City Council may finance from General Revenues, Industrial Taxation Revenues or other legally authorized sources the following street infrastructure projects specifically excluding projects restricted to local improvement financing in (1) above:
 - establishing, opening, widening, extending, grading, diverting or improving streets;
 - street improvement works in excess of the width and standards for residential streets which includes all residential collectors, commercial collectors, etc.;
 - construction of boulevards;
 - highway bypass roads;
 - maintenance of all streets, including repaving of paved streets or the addition and compaction of gravel on unpaved streets;
 - street lighting
3. Sidewalk Local Improvement Programs will include the following criteria: abutting properties will share 100% of the cost of sidewalk equally, participation by abutting properties will be to a maximum of the width of the frontage of the abutting property, participation by corner lots will be limited to the sidewalk on either the street or the avenue, and the priority for allocating funds will be firstly to routes to school, followed by residential collector roads and then residential local roads.