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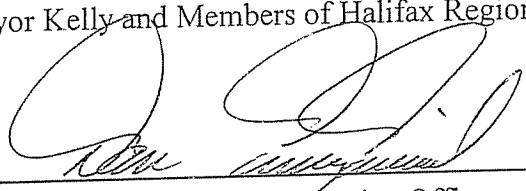



PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

Halifax Regional Council  
October 24, 2006  
October 31, 2006  
November 21, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

  
\_\_\_\_\_  
Dan English, Chief Administrative Officer

  
\_\_\_\_\_  
Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE:

October 11, 2006

SUBJECT:

By-Law S-420, Respecting Local Improvement Charges, New Paving  
Projects Outside the Core Area - 2005  
\_\_\_\_\_

**ORIGIN**

HRM Council meeting of June 14, 2005 and HRM Council meeting of September 27, 2005.

**RECOMMENDATION**

It is recommended that Council approve in principle and begin the formal process for adoption of By-Law S-420 Respecting Charges for Street Improvements from Capital Account No. CXU00585, New Paving of Subdivision Streets Outside the Core Area.

## BACKGROUND

Each year HRM submits a prioritized list of gravel roads outside the core area to the Nova Scotia Department of Transportation and Public Works (NSDOT & PW) for cost sharing to pave gravel roads under the Aid-to-Municipalities Program.

The New Paving Projects of Subdivision Streets Outside the Core Area - 2005 were approved by Council in the 2005/06 Capital Budget. These projects are subject to Local Improvement Charges (LIC's).

## DISCUSSION

These particular projects were approved by Council on June 14, 2005 and September 27, 2005 as LIC projects under the Aid-to-Municipalities Program with the Nova Scotia Department of Transportation and Public Works. Under this program, 50% of the cost will be shared by NSDOT & PW and 50% by HRM. The total HRM share will be recovered by levying LIC's to abutting properties on these streets and will be determined on a frontage basis. The approved estimated amount identified in the Council Report was \$1,032,000.

The streets paved under this program (Bristol Avenue, Rising Sun Trail and Leeward Avenue) were successfully petitioned by HRM at an estimated cost of \$30.00 per foot of frontage.

With a total project cost of \$982,212.58, HRM's share of the paving project is \$491,106.29 including net HST. The total recoverable frontage is 20,435.89 feet. Therefore, the proposed frontage rate of \$24.03 per foot will provide the funding necessary to recover HRM's share of the project cost.

## BUDGET IMPLICATIONS

The paving projects were approved under Capital Account No. CXU00585, New Paving of Subdivision Streets Outside the Core Area. HRM's Share of the total project cost of \$982,212.58 is \$491,106.29 (50%) and is fully recoverable through Local Improvement Charges thus having no net cost to HRM. The budget availability has been confirmed by Financial Services.

### **Budget Summary:      Capital Account No. CXU00585, New Paving of Subdivision Streets Outside the Core Area**

Cumulative Unspent Budget	\$3,435,864.79
Less: Total Project Cost	<u>\$ 982,212.58 *</u>
	\$2,453,652.21

\*The total estimated cost for these streets was \$1,032,000.

Cost Breakdown:	50% NSDOT & PW	\$491,106.29
	50% Recoverable from LIC's	\$491,106.29
	Net Cost to HRM	\$ 0.00
		\$982,212.58

### FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

### ALTERNATIVES

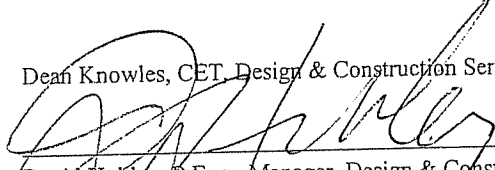
There are no recommended alternatives.

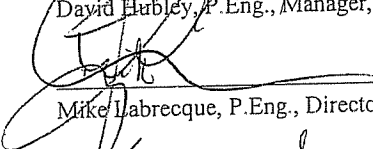
### ATTACHMENTS

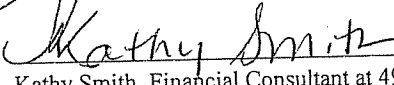
By-Law S-420


A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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Financial Review:   
Kathy Smith, Financial Consultant at 490-6153

Report Approved by:   
Catherine Sanderson, Sr. Manager, Financial Services, 490-1562

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**By-Law:** Number S-420  
**By-Law Name:** Respecting Charges for Street Improvements, New Paving Projects Outside the Core Area - 2005".

**Objective:** The proposed By-Law is to establish the Local Improvement Charges to properties on Bristol Avenue, Rising Sun Trail and Leeward Avenue.

**By-Law:** **BE IT ENACTED** by the Council of the Halifax Regional Municipality that By-Law Number S-400, the By-Law Respecting Charges for Street Improvements, Section 2 is hereby amended as follows:

1. Section 2 of By-Law S-400 is amended by adding as Subsection (11) the following:

"Notwithstanding Subsections (1), (2) and (3) a charge is hereby imposed on those areas listed in Schedule " I" as is more particularly set out in that Schedule."

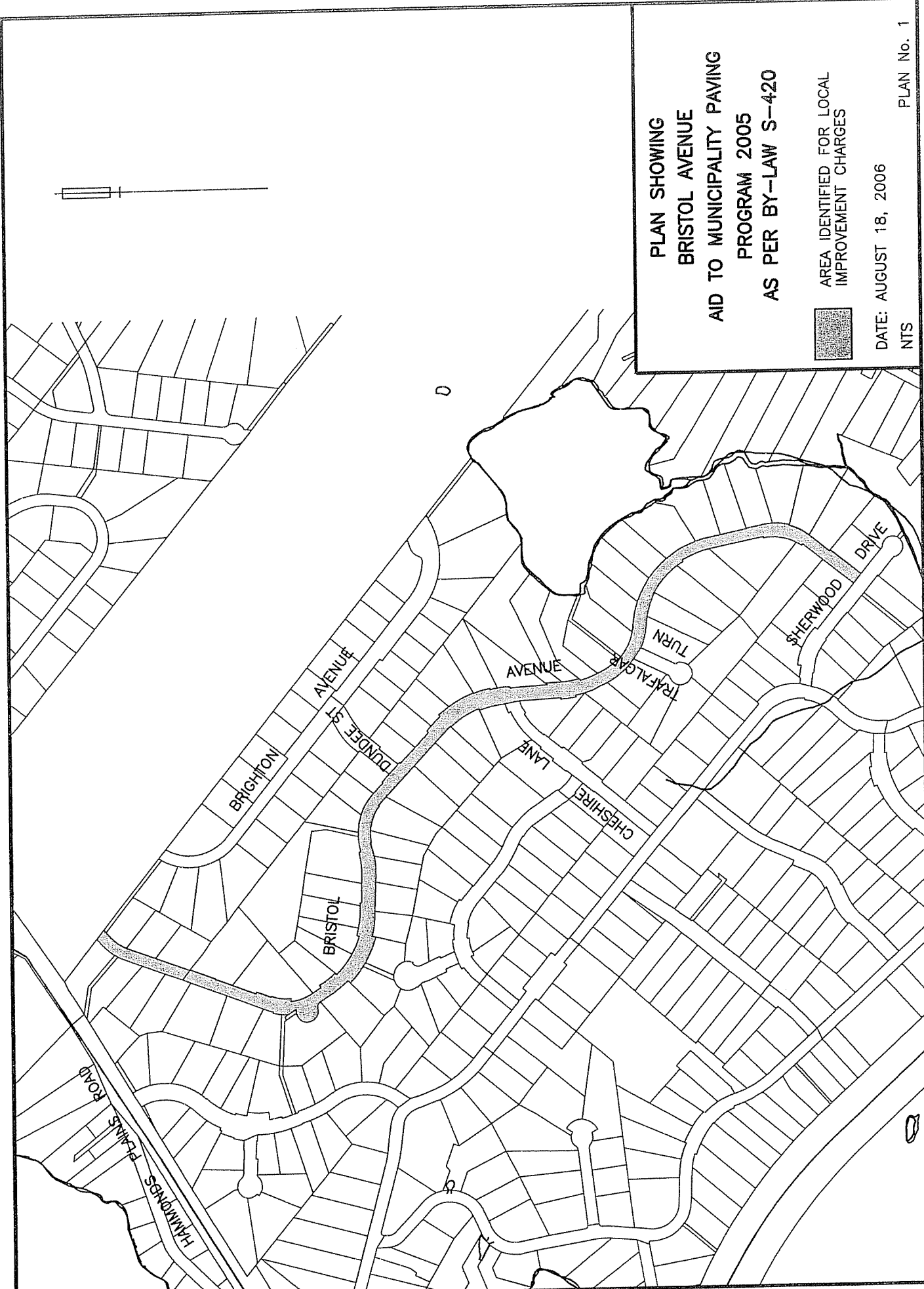
**SCHEDULE "I"**

2. The Local Improvement Charges for properties fronting or abutting in whole or in part, on Bristol Avenue in the area identified on the "Plan Showing Bristol Avenue, Plan No. 1, dated August 18, 2006," attached hereto, shall be \$24.03 per foot.
3. The Local Improvement Charges for properties fronting or abutting in whole or in part, Leeward Avenue & Rising Sun Trail, in the area identified on the "Plan Showing Leeward Avenue & Rising Sun Trail, Plan No. 2, dated August 18, 2006" attached hereto, shall be \$24.03 per foot.
4. The Local Improvement Charges imposed under this Schedule may be paid over a 10-year period with interest. Notwithstanding Section 4 of By-Law Number S-400, the unpaid balance is subject to an interest rate based on the maximum of the prime rate as set by the Royal Bank of Canada plus 2% at time of notification.

Done and passed by Council this      day of                      , 2006.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
MUNICIPAL CLERK



PLAN SHOWING  
BRISTOL AVENUE  
AID TO MUNICIPALITY PAVING  
PROGRAM 2005  
AS PER BY-LAW S-420

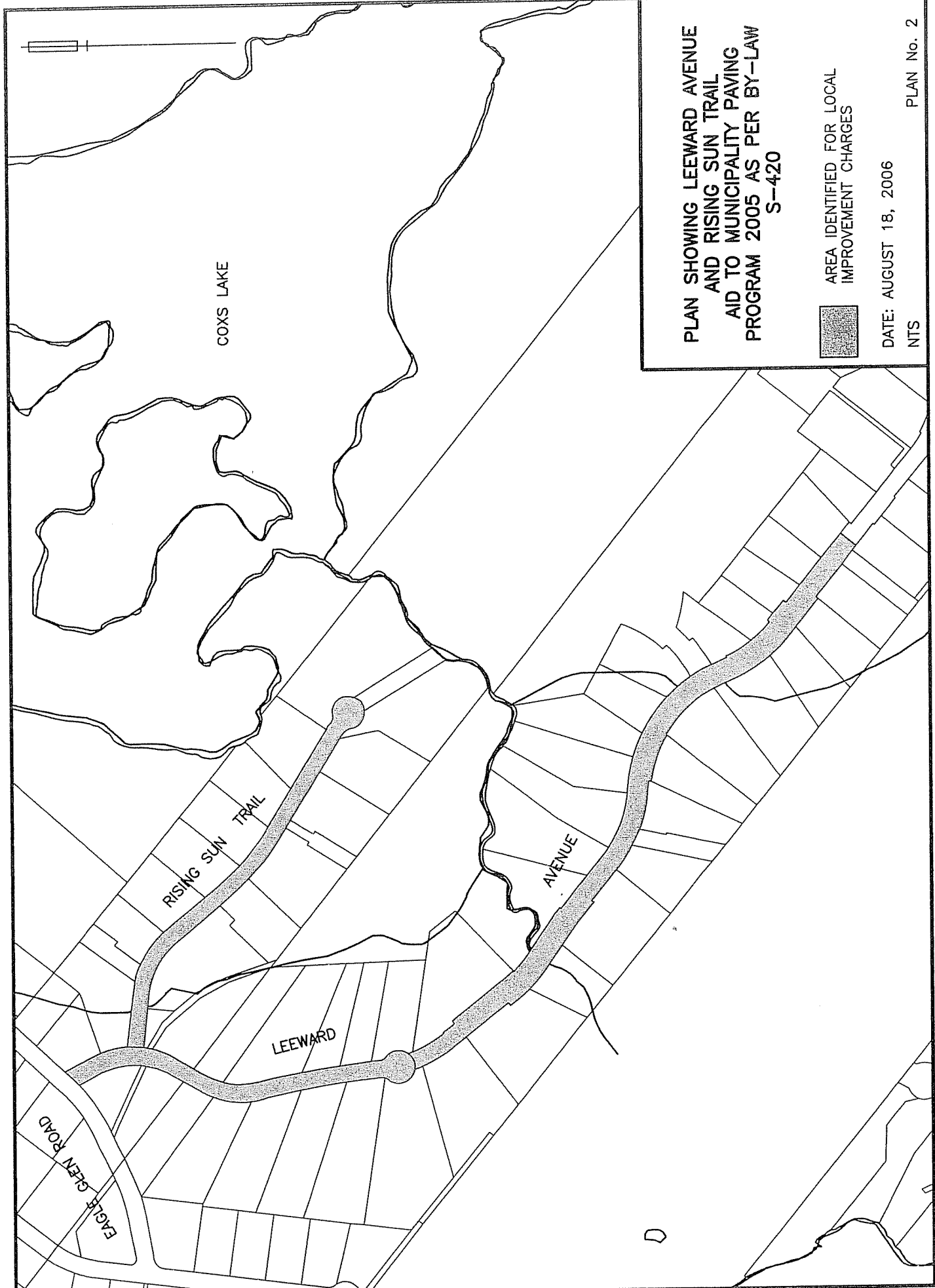
AREA IDENTIFIED FOR LOCAL  
IMPROVEMENT CHARGES



DATE: AUGUST 18, 2006

NTS

PLAN No. 1



PLAN SHOWING LEEWARD AVENUE  
AND RISING SUN TRAIL  
AID TO MUNICIPALITY PAVING  
PROGRAM 2005 AS PER BY-LAW  
S-420

AREA IDENTIFIED FOR LOCAL  
IMPROVEMENT CHARGES

DATE: AUGUST 18, 2006

NTS

PLAN No. 2