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Subject: follow-up questions to staff on Local Improvement Costs

Greetings Mayor and Council-

On April 23rd, at Regular Council, staff responded to questions related to administrative report "Local Improvements – Project List for Consideration – Court of Revision 640". Sarah asked why the cost-share for lane paving projects is 30%/70% (City/property owners) for low-density residential lanes and changes to 10%/90% for lanes that serve higher density land uses.

The answer is that these cost share percentages are based on the principle that asphalt paving is a non-essential element of the laneway and that the functional requirements of the lane can be met with gravel construction. The City is responsible for the costs of a gravel lane and associated drainage works and property owners are required to pay for the new asphalt component of the laneway. That being said, due to differences in loading and use, the required asphalt thickness changes from 50mm for low-density residential laneways to 125mm for laneways that support higher density land uses. So while the City's share doesn't change significantly due to land use, the property owners' share does (they pay for additional asphalt) and hence the ratio of costs shifts.

It should be noted that in the case of higher density zones (in particular where there is residential use) that usually means that costs are shared over a greater number of property owners and that individual property owner contributions may actually be lower, depending on the total number of benefitting properties.

I hope that answers your question. Please let me know if you require additional information.

Best

Sadhu

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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the Musqueam, Squamish, and Tsleil-Waututh peoples.