



RCRS Secondary:	GOV-02	Effective Date:	2002-NOV-25
Policy Number:	COU-154	Amendment Date/s:	
Title:	Guidelines for the Application of Frontage Works and Services Requirements	Repeal Date:	
Department:	Development Approvals	Approval Date:	2002-NOV-25

PURPOSE:

To provide guidelines when applying works and services requirements to development.

DEFINITIONS

N/A

SCOPE

This policy is applicable to City Staff when applying works and services requirements to development.

POLICY

General Requirements

1. Feasibility of Road Works

The first step in reviewing the applicability of frontage works and services to a site is to determine whether or not the road works fronting a property can practically be constructed to the ultimate standard at the time of development. Typically, the two main issues for consideration are:

- (a) whether or not sufficient information is available to allow the final vertical and horizontal alignment of a road to be established; and,
- (b) whether or not there are any alignment and/or grade changes which would be so substantial as to preclude construction of the works fronting the property unless included as part of a larger project.

A. If the ultimate design alignment of a road is not available, the City requires that the developer’s engineer undertake sufficient design work to establish the impact of the “frontage works and services”. (This would also an assessment of any work outside of the developer’s obligation required to tie the bylaw required road improvements safely into the existing road work.

B. If the “ultimate” design information is available however, the ultimate standard identified does not tie in with the existing infrastructure, then the frontage works which would be the responsibility of the developer, could not be built unless they formed part of a larger project. In such cases, the City may cost-share in the larger project and/or attempt to obtain the participation of additional property owners. The City’s decision as to participation in a project will be based on a combination of the need for the work in relation to other work and the projected cost. In cases where construction of full frontage works are not possible unless included as part of a larger project and the City decides not to participate, the developer would not generally be required to undertake any works beyond those of a basic nature to address

safety concerns. The decision as to whether cost sharing is available as well as the appropriateness of an exception (either full or partial) made under this section would be dealt with at a Staff level.

- C. The previous section dealt with the determination of whether or not there were any physical impediments to the construction of frontage road works. Where it is determined that the works can be built, this would typically trigger construction of all underground and above ground works related to the roadway fronting the property.

If it is determined that the road cannot be constructed, there would typically still be requirements to ensure that safe access to the site is achievable and that pedestrians are safely able to pass. These decisions must of necessity be made on a site-specific basis. Accordingly, it is essential to review site lines and access, as well as pedestrian requirements and if necessary, as a minimum, construct a pedestrian route to a standard sufficient to maintain a safe pedestrian route. This also includes replacement of damaged sidewalk or curbs. (This could also include requirements for items such as street lighting, traffic islands, corner improvements, intersection upgrading, pavement widening, etc.)

2. Non-Technical Considerations – related to the use and size of the proposed development

The City recognizes that there may be reasons other than technical concerns which may justify relaxation of the requirements for works and services. These considerations are reviewed in the section and can be summarized as follows:

- Existing conditions of adjoining properties

General Assumptions

It is assumed that all underground works required to service the development (i.e. water and sanitary sewer connections) would be undertaken as works and services as a condition of any development approvals. This would also include any upsizing normally required to accommodate the overall service area, including drainage ditches or storm sewers.

The first issue which comes into play is whether or not the existing road works fronting properties in the general area (approximately 150 metres on either side) are built to the ultimate design criteria as shown in Engineering Standards and Specifications for the area. If this is the case, there is no question but that the frontage works should be constructed to the ultimate standard. If however, the surrounding area road standard includes graveled shoulders and ditches or swales, then a determination needs to be made as to whether or not the adjacent – or other large properties on the street (other than the one under development) are likely to redevelop within a ten-year timeframe. An exemption will be considered if the standard works fronting the surrounding properties are not consistent with the City's ultimate road standard goal and it is unlikely that upgrading will occur within a ten-year timeframe, and improvements are not included in the City's five-year capital works Plan.

(In general, the lesser the frontage length, the less likely that works and services should be required for a specific property.)

- (a) Rural Areas: Where parcels undergoing subdivision are located outside of the Urban Containment Boundary and the resultant parcels will be a minimum of 0.8 hectares (2.0 acres) in area, works and services shall be provided to a rural standard.

(b) Low Density Residential Areas

- Timeframe: If it is expected that the majority of the parcels in the adjoining area will not be in a position to provide works to a full standard within a five-year period, consideration will be given to either a reduced standard or full exemption.
- Frontage: Where the parcel does not form part of a continuous strip and the frontage is less than 30 metres, it would be appropriate to relax standards.
- Number of Lots: In cases where an existing lot is subdivided into three or fewer single family residential properties, works required to be constructed (if any) should be consistent with the existing conditions.

(NOTE: this would only apply where there is no further potential for subdivision of any of the newly Created lots under current zoning.)

(c) Multi-Family Residential and Commercial Development

- Timeframe: If it is expected that the majority of the parcels in the adjoining area will not be in a position to provide works to a full standard within a five-year period, consideration should be given to either a reduced standard or full exemption.
- Frontage: Where the parcel does not form part of a continuous strip and the frontage is less than 30 metres, it would be appropriate to relax standards.

(d) Downtown (as defined on the City DCC project drawing): In the downtown area, works should be limited to drainage control and pedestrian movements when the parcel to be developed is less than 2,000 square metres. (This exemption would not apply when the proposed development triggered the need to undertake specific works related to vehicular movements to and from the site.)

NOTE: Other issues identified:

- Pavement reconstruction
- Rural standards

PROCESS

The following is an overview of the process to be followed in determining the applicability of works and services to subdivisions and building developments. The term “works and services” applies to a broad range of civil works which include underground servicing, road works, sidewalks, streetlights, etc., as described in the Subdivision Bylaw. The process set out in the guidelines recognizes that it may not be cost effective in all cases to require surface (road) works to be undertaken as a condition of development approval and sets out rationale for determining when this is the case.

The guidelines are split into two sections:

- the first, deals with general issues to be addressed in reviewing the applicability of works and services to development sites, and,
- the second, deals with more specific issues related to how the zoning of a site and the form of development proposed, impact the decision on what works are often required to be constructed as a condition of the City’s approval process.

Although the goal of these guidelines is to assist in identifying situations when it may not be appropriate to require works and services, it is important to recognize that in all cases, safe and efficient vehicular and pedestrian routes should be provided. As such, regardless of whether or not a property fits the criteria for an exemption from the requirement to construct current standard full frontage works and services, there may be the need to construct works to an interim standard to address public safety needs.

RELATED DOCUMENTS:

N/A

REPEAL/AMENDS:

N/A