



DISTRICT OF CAMPBELL RIVER
PROVINCE OF BRITISH COLUMBIA
BYLAW NO.3039

A BYLAW TO ESTABLISH CHARGES FOR EACH CLASS OF WORK UNDERTAKEN AS A LOCAL IMPROVEMENT.

WHEREAS Section 634 of the "Local Government Act" provides that the Council shall not undertake any class of work pursuant to Division (1) of Part 19 thereof unless it has, by general Bylaw, applicable to all works of that class:

- (a) established
- (i) the annual charge for each foot of taxable foot-frontage to be especially charged against parcels benefiting from or abutting that class of work and the number of years for which the annual charge is to be imposed; and
 - (ii) specified the percentage of the aggregate of the charges which will be accepted as the commuted value; or
- (b) established the proportion of the cost of the class of work to be specially charged against the parcels benefiting from or abutting the work as the owners' portion of the cost of the work.

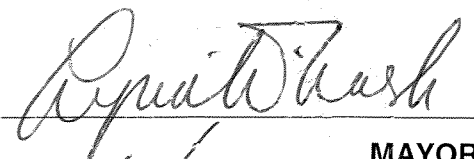
NOW THEREFORE the Council of the District of Campbell River in open meeting assembled, enacts as follows:

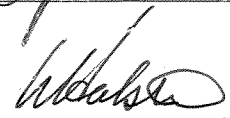
1. This Bylaw may be cited as "**Local Improvement Charges Bylaw No. 3039, 2003**".
2. The annual charges for each foot of taxable foot frontage to be especially charged against parcels benefiting from or abutting the classes of work listed hereunder, the number of years for which the annual charge will be imposed, and the percentage of the aggregate of the charges which will be accepted as the commuted value, shall be as follows:

<u>Class of Work</u>	<u>Annual Charge To Abutting Owner</u>	<u>Years</u>	<u>Commuted Value Percentage</u>
Curb, gutter, roadway and storm sewer for an arterial road	\$1.75	10	53.2%
Curb, gutter, roadway and storm sewer for other than a major road	\$ 3.45	10	53.2%
Curb, gutter, roadway and storm sewer for a road within the Downtown Off-Street Parking Specified Area	\$17.65	10	67.1%
Sidewalk including landscaping as required for a road within the Downtown Off-Street Parking Specified Area	\$9.00	10	67.1%

3. The frontage tax for the construction of a breakwater along the Campbell River will be established by dividing the total cost of the project including cost of borrowing, net of any revenue from outside agencies, by the frontage of the project so that 100% of the project costs are recovered by the frontage tax. The frontage rate will be charged for 10 years. The commuted value percentage is 65.1%.
3. The frontage tax for the construction of a lane will be established by dividing the total cost of the project including cost of borrowing, net of any revenue from outside agencies, by the frontage of the project so that 100% of the project costs are recovered by the frontage tax. The frontage rate will be charged for 10 years. The commuted value percentage is 65.1%.
4. Notwithstanding section 2, the frontage tax for the construction of a road and related utilities where the construction is required in order to fulfil the requirements of the Subdivision or Frontage Improvement Bylaw the frontage tax will be established by dividing the total cost of the project including cost of borrowing, net of any revenue from outside agencies, by the frontage of the project so that 100% of the project costs are recovered by the frontage tax. The total cost will include a District administration charge of a minimum of \$1,500 per project or 2.5% of the total project costs. The frontage rate will be charged for 10 years. The commuted value will be established for each project so as to recover 100% of the costs.
5. The procedure to establish frontage tax assessment for all local Improvement Projects pursuant to Division (1) of Part 16 of the "Local Government Act" is hereby attached as Schedule A to this Bylaw.
6. In order to take advantage of the commuted value, payment in full must be received not later than thirty (30) days after authentication of the Local Improvement Frontage Tax Assessment Roll by the Court of Revision.
7. A local improvement project proposed under the Council Initiative Plan, which was defeated by petition will not be proposed again within five (5) years unless authorized by a 2/3 majority of Council then present.
8. Driveway curb letdowns will be provided only to properties with buildings. Owners of vacant properties will be advised that driveway curb letdowns will not be considered until such time as a building is constructed on the property.
9. All alterations to road construction initiated by the owner of adjacent property will be at the cost of the owner of the adjacent property.
10. "Local Improvement Charges Bylaw No. 2871, 2000", is hereby repealed.

Read a first time on the	16 th	day of	June	2003.
Read a second time on the	16 th	day of	June	2003.
Read a third time on the	16 th	day of	June	2003.
Adopted on the	24 th	day of	June	2003.



 MAYOR


 CLERK

SCHEDULE APROCEDURES TO ESTABLISH FRONTAGE TAX ASSESSMENTS
FOR ALL LOCAL IMPROVEMENT PROJECTS

1. A part of a foot will be rounded to the nearest whole foot.
2. There will be no maximum foot frontage.
3. The "front" of a parcel of land shall mean the shortest portion of a parcel fronting upon a roadway.
4. The "flankage" of a parcel of land shall mean the longest portion of a parcel fronting upon a roadway. Where a parcel has two frontages of equal length, the second frontage shall be deemed to be the flankage.
5. The taxable foot frontage for an abnormal parcel of land shall be determined by the Assessor in a manner consistent with the Local Government Act.
6. Subject to Item No. 5, where a local improvement is provided along the front of a parcel, the actual foot frontage abutting the work shall be the taxable foot frontage.
7. Subject to Item 5, where a local improvement is provided along the flankage of parcel, the taxable foot frontage for such work shall be 30% of the actual foot frontage.
8. Where the construction of a residential sidewalk on one side only of a street is undertaken, there shall be charged by frontage tax, the rate as established by Bylaw to the property owners on the construction side and the reduced Bylaw rate shall be charged to property owners on the opposite to construction side. If, at a subsequent time, the construction of a sidewalk on the other side of the street is undertaken, the rate as established by Bylaw to the property owners on the construction side, shall be charged by frontage tax in addition to the previous levy and the property owners on the opposite side of the street shall be charged the reduced Bylaw rate in addition to the previous levy.
9. Where as a result of subdivision subsequent to construction of a Local Improvement work flankage becomes frontage, the actual foot frontage of the new parcels abutting the work shall be the taxable foot frontage subject to Item No. 6.
10. The taxable foot frontage of each unit of a strata-title development shall be determined by dividing the actual frontage of the entire strata title development by the total number of strata titles.
11. Sections 4, 7 and 9 do not apply to projects within the Downtown Off-Street Parking Specified Area, projects initiated to gain approval of a subdivision or for breakwater projects.