

17. Re: Letter - Mr. A. Lavers dated October 10, 1972
Government Street between Phillips and Brighton Avenues

Appearing on the Agenda for the October 23, 1972 meeting of Council is a letter from Mr. A. Lavers concerning improvements for Government Street.

The Manager has instructed the Engineering Department to review the design and to bring forth a report outlining the costs involved if we proceed with the work as requested by the residents. The Engineering Department has also been asked to advise how many trees, if any, would have to be removed with this suggested new design. There are other technical questions that would have to be reviewed as well.

It should also be noted that if we do not proceed with the existing local improvement on Government Street between Piper and Brighton Avenues, and if a new work program for a new 28' curb pavement with a separate 4' sidewalk on the north side is initiated, the taxable rate per front foot will increase.

The rate per front foot for 28' of pavement and 5' curb sidewalks is 89¢, whereas if a separate sidewalk is constructed, the charge becomes \$1.12 per front foot for the owners on the north side where the separate sidewalk would be built. The rate where a sidewalk is not being built remains the same at 75¢ per front foot. This fact was not mentioned at the Public Meeting.

Concerning the writer's inquiry regarding the initiation of the street improvement for two years in a row, the first initiation produced a very clear desire on the part of the property owners for a sidewalk between Piper and Brighton Avenues. The Council, Traffic Safety Committee and staff are on record as supporting this need. However, it was reported to Council that the only feasible means of constructing the sidewalk would be in conjunction with full street construction and therefore, the street was reinitiated in 1972 primarily to produce the desired sidewalk.

Finally, it is not economical in this instance to construct a sidewalk without constructing the road. The location for the sidewalk in order to avoid removing a lot of trees means that it has to be built approximately where the ditch presently exists on the road, i.e. since there is no room available for relocating the ditch, the sidewalk must therefore be constructed at the same time as the road in order to save the trees.

Attached is a reply from the Director of Planning to some of the other points that were raised in the letter from Mr. Lavers.

Council will receive a full report on this matter on October 30, 1972.

RECOMMENDATION:

THAT a copy of this report be sent to Mr. A. Lavers.

ITEM 17

MANAGER'S REPORT NO. 68

COUNCIL MEETING Oct. 23/72

PLANNING DEPARTMENT

OCTOBER 19, 1972

OUR FILE: 08.640W

MR. MELVIN J. SHELLEY
MUNICIPAL MANAGER

DEAR SIR:

RE: GOVERNMENT STREET BETWEEN PHILLIPS
AND BRIGHTON AVENUES
(LETTER FROM A. LAVERS DATED
OCTOBER 10, 1972)

Following representation from Mr. J. E. Greenfield, speaking on behalf of the surrounding property owners on the above subject, the Council on 31 July 1972 directed that Municipal Staff meet with the residents during September for the purpose of:

- a) explaining the work that is proposed to be done on the portion of Government Street between Phillips and Brighton Avenues;
- b) examining the possibility of an alternative geometric design for the street.

This meeting with approximately 150 residents of Government Street and the surrounding neighbourhood, was held at Seaforth Elementary School on September 27, 1972, and was attended by the following staff members:

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MANAGER'S REPORT NO. 68

COUNCIL MEETING Oct. 23/72

Mr. H. Bacon	-	Traffic Supervisor
Mr. V. Kennedy	-	Deputy Municipal Engineer
Mr. R. F. Norcliffe	-	Secretary
Mr. E. E. Olson	-	Municipal Engineer
Mr. A. L. Parr	-	Director of Planning
Mr. W. Scott	-	Transportation Planner
Mr. M. Shelley	-	Municipal Manager

Mr. A. Parr who acted as Chairman for the meeting introduced the subject by describing the background leading up to the meeting, and the purpose of the meeting which was to firstly make sure that the residents understood the current proposals for Government Street, and secondly to attempt to ascertain what type of improvements, if any, they desired for Government Street.

The following diagrams were then shown to the residents, and described by the Chairman:

- a) a plan of the Government Street area showing existing and proposed residential development and related roads indicating the need for Government Street to function as a residential collector.
- b) a diagram indicating the current proposal to improve Government Street to a 36' wide street with curbs, and a curb sidewalk on the north side, providing for two moving lanes of traffic and parking on both the north and south sides of the street, with bus stops at intervals being provided in the parking lane.
- c) a diagram indicating a possible alternative, involving the improvement of Government Street to a 30' wide street, with curbs, and a separate sidewalk on the north side, providing for two moving lanes of traffic, and parking on the south side only, with bus stops at intervals being provided on the north side by indented bus bays, and on the south side by use of the parking lane.

The Chairman then invited questions and discussion from those present; and following a great deal of discussion lasting approximately one and a half hours, during which time many questions were answered, by the staff present, with the main intention of making sure that those present fully understood the ramifications of the alternatives available to them, the residents formulated the following motion:

IT WAS RESOLVED

"That Government Street, between Phillips Avenue and Brighton Avenue be constructed to a width of 28' with no parking at any time on either side. That bus bays be constructed (on both sides) and a separate sidewalk be constructed on the north side of Government Street."

It was felt by those present that two separate votes should be taken on the motion, the first of Government Street residents only, and the second of neighbouring street residents only.

Both these groups voted virtually unanimously for the standard described in the motion, with only three Government Street residents and two neighbouring residents being opposed.

The meeting was then advised that the results of the meeting would be communicated to the Council, and that if Council chose to proceed along the lines indicated by the aforementioned resolution, then the proposal would have to be re-initiated, probably in the Spring of 1973.

Commenting briefly on the letter from A. Lavers dated October 10, 1972, it seems quite clear to me, as expressed in the resolution passed by the residents, what they wish to see happen to Government Street. The resolution does not say "do nothing", it spells out a specific improvement standard for the street.

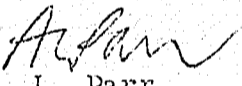
It is possible that my emphasis on making sure that the residents understood the ramifications of their choice by my asking them a number of questions, may have lead to the feelings expressed by A. Lavers, but the resolution speaks for itself and allows for no uncertainty as to the residents' desires.

These "ramifications" which were pointed out to the residents before they formulated their motion, included the following.

- a) no parking in perpetuity on Government Street.
- b) the possibility that no parking, resulting in two free moving 14'0" lanes would encourage faster vehicular movement and higher traffic volumes.
- c) the fairly extensive areas of paving that would have to be devoted to inset bus bays, and the difficulties that could be associated with locating them in front of individual private properties.

However, the residents, as a result of the meeting, understand what is involved and have accepted the above conditions, in order to obtain a street which they believe is more in character with their neighbourhood.

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING

ALP/mp

c.c. Municipal Engineer
Municipal Treasurer