

12. Re: Petition from Eleven Residents on Piper Avenue
Local Improvement Program

Appearing on the Agenda for the March 19, 1973 meeting of Council was a petition from eleven residents on Piper Avenue for an amendment to the 1972 Local Improvement Program. The petitioners request that twenty-eight foot pavement with curbs only be provided on Piper Avenue between Government and Winston Streets as an alternative to twenty-eight foot pavement with five foot curb sidewalks, and that the alternate proposal proceed in accordance with the former time schedule.

The Engineer has investigated the matter and advises that the Local Improvement Initiative for Piper Avenue, which included curb sidewalks and twenty-eight foot pavement, was defeated in February, 1973. There was no rider attached to the petitioners' defeat of the Local Improvement Program requesting curbs only. The petition as presented can therefore only be accepted as an indication of the desires of the property owners in considering future Local Improvement Programs.

The Engineer, in conformance with Council's decision in similar circumstances on Lozells Avenue, recommends that Piper Avenue be included for consideration when a future Local Improvement Program is prepared.

The above Local Improvement Program should be considered for reinitiation together with other proposals that should proceed at this time. These are as follows:

1. Lozells Avenue from Winston Street to Government Street

Council on January 22, 1973, directed that if and when the work is to be initiated again, it is to be initiated on a standard that involves asphaltic pavement twenty-eight feet wide with concrete curb on both sides.

2. Sardis Crescent from Nelson Avenue to Grafton Street

Having recommended that Lozells and Piper Avenues be reinitiated because the property owners requested a revised standard of construction, it behooves us to accord the same treatment to property owners on Sardis Crescent from Nelson Avenue and Grafton Street (Local Improvement No. 72066). The property owners on this street advised Council in writing at the time that they rejected the original standard involving curb sidewalks that "We do, however, respectfully petition that a revised estimate be put forward showing the cost of extending the pavement to 28' with curbs only".

3. Keith Street from Royal Oak Avenue to Ravine East of McPherson and
Patrick Street from Royal Oak Avenue to McPherson Avenue

The above-mentioned streets appear in the schedule of streets attached to Bylaw 6028 authorizing the construction as a Local Improvement under provisions of Part XVI of the Municipal Act of Asphaltic Pavement twenty-eight feet wide with five foot curb sidewalks on both sides thereon.

Designs for the two streets have now been completed, indicating that the standard of work will seriously impair the use of private driveways on the south side of each street as well as remove a considerable portion of the boulevard beautification on the south side that owners have installed over the years.

Without prejudice to the standard of improvement adopted for residential streets, we recognize that in certain instances exemplified on these streets the topographical factors of extreme cross-fall can render such a standard impracticable and excessively costly.

After a careful review of the design plans, it has been determined that a modified standard eliminating the curb sidewalk on the south side and using curb only instead can be installed with a minimum disturbance to existing conditions.

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3. (Cont'd)

The cost and length of the proposed works are as follows:

Keith Street from Royal Avenue to Ravine East of McPherson
Length: 1,700' Cost: \$42,500

Patrick from Royal Oak Avenue to McPherson Avenue
Length: 1,300' Cost: \$32,500

There were some objections to the curb sidewalks initiation on Keith and Patrick Streets but these were insufficient to defeat the proposed works. These objections were principally based upon the property owners' concern with possible detrimental effects of the work on driveways and on the south side of the two streets.

4. Bonsor Avenue between Brief Street and Beresford Street

The subject street has an interim standard roadway and a 4 foot sidewalk on the west side. The sidewalk is an old one but in relatively good shape owing to the fact that a section fronting the new high rise property has been replaced after damage during the construction of the high rise. The Rezoning Reference #46/70 of the property for high rise purposes did not impose any requirements for road improvements.

Related to that, we have received a letter from Bernhardt Bros. Holdings Limited, the high rise owners, requesting such improvements. Normally, we would respond to such a letter by including the street on our list of projects to be considered for our next Local Improvement Program and proceed accordingly without special consideration to it. However, the Municipal Pool and sports complex is progressing to a point where road improvements should be planned to coincide with the completion of the Pool in anticipation of the increase in traffic.

The estimated cost to up-grade the street with curb and gutter both sides and thirty-six foot pavement is estimated to be \$28,000. Storm drainage requirements on Beresford Street related to Bonsor Street improvements will cost an additional \$16,000. The drainage cost will be financed from Budget.

To summarize, financing of the proposed works for Piper, Lozells, Sardis Crescent, Keith and Patrick Streets will not exceed the amounts that were approved by Council for construction to the original standards. Lozells and Piper Avenues and Sardis Crescent are being put forth at this time as re-initiated Local Improvements with curb not curbswalks because the various projects now before us are being considered as a small Local Improvement Program and because it is administratively feasible to process all of them at the same time. A different standard is being proposed for Keith and Patrick Streets because the original standard would have had an adverse effect on driveways and boulevards. The Local Improvement Program for Bonsor Avenue is necessary to upgrade the street to carry increased traffic which will result from construction of a high rise apartment and the new Municipal Pool which is nearing completion. In both Stages 2 and 3 Local Improvement Programs, there were more than sufficient numbers of defeated projects to allow for the addition of Bonsor Avenue.

The property owners on Piper and Lozells Avenues have made known their preference for curbs only instead of curb sidewalks. In these two cases, their wishes were made known through written submissions to Council. It should be pointed out that the Engineering Department has also received indications from a few property owners on Paulus Crescent, Highest Drive and Sardis Crescent regarding their preference for curbs only. In such cases where

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property owners defeat a project because the proposed standard is unacceptable to them, but would approve the project if a different standard were used, the Engineering Department is presently recommending to inquiring property owners that they should indicate in writing to Council the extent of the support for whatever alternate standard is desired. It will be recalled that this is the method that was used by property owners on Lozells and Piper Avenues in making their wishes known to Council.

RECOMMENDATIONS:

1. Piper Avenue between Government and Winston Streets,
Lozells Avenue from Winston Street to Government Street, and
Sardis Crescent from Nelson Avenue to Grafton Street.

Reinitiate these Avenues as a Local Improvement Program for the installation of twenty-eight foot wide pavement with curb and gutter on both sides.

2. Keith Street from Royal Oak to Ravine East of McPherson Avenue, and
Patrick Street from Royal Oak to McPherson Avenue.

(a) Amend Local Improvement Bylaw 6208 by deleting (1) Keith Street from Royal Oak Avenue to Ravine East of McPherson Avenue and (2) Patrick Street from Royal Oak Avenue to McPherson Avenue from the schedule of works contained therein.

(b) Reinitiate the two streets as Local Improvement Projects for the installation of asphaltic pavement twenty-eight feet wide with curb on one side of the street and with a 5' curb sidewalk on the other side of the street.

(c) Apply cost sharing of special assessments related to the sidewalk of 2/3 to the north side and 1/3 to the south side as provided for in Section 594, Subsection 5 of the Municipal Act.

(d) That Burnaby Local Improvement Charges Bylaw 1971, Bylaw No. 6054, be amended to provide for this description of works.

3. Bonsor Avenue between Brief Street and Beresford Street.

Initiate Bonsor Avenue as a Local Improvement Program for the installation of asphaltic pavement thirty-six feet wide with curb on both sides, and storm drainage, with the latter to be financed from Budget.