

5. Re: Local Improvement
Lozells Avenue between Government and Winston Streets
(Item 17, Report 83, December 18, 1972)

The proposal to initiate improvements to Lozells Avenue between Government and Winston Streets was approved by Council on November 6, 1972, as part of Stage 3 of the 1972-73 Local Improvement Program.

Following advice to abutting owners that the standard proposed for Lozells Avenue was a 28 foot pavement with 5 foot curbs on both sides, Council received the attached petition dated December 4, 1972 from Mr. D. Clark and 27 petitioners. Essentially, the letter requested the improvements recommended except the petitioners asked that no sidewalks be constructed - just curbs and gutters.

The attached Item 17, Report 83, was placed by the Manager before Council on December 18, 1972 recommending that sidewalks be constructed on both sides of the road. The Council referred the matter back to staff for further study. The Engineering Department cannot agree with the Planning Department as to whether or not sidewalks should be constructed on one side or on both sides, or if the sidewalk that is constructed should be separate from the curb and gutter or combined with curb and gutter. To make matters more interesting the Municipal Manager cannot agree totally with either Department.

We now find that the Clerk in the meantime proceeded with the initiation procedures already underway for the entire Works Program and the project as originally designed was advertised on January 5, 1973.

1. The view of the Engineer is:

"We are enclosing herewith two sketches. Sketch #1 shows the existing properties on the east side of Lozells Avenue which are entirely dependent upon Lozells Avenue for pedestrian traffic to Government Road for children to get to school and for access to the bus route. Sketch #2 shows properties which are proposed for development on the west side of Lozells, totalling 48 in number, one half of which will be dependent upon Lozells Avenue for pedestrian traffic to get to the school and bus. It will be noted from the sketches that there are 55 properties east of Lozells entirely dependent upon Lozells to get to Government and there are 48 properties proposed for the west side of Lozells, of which we would estimate 28 will be dependent upon Lozells for pedestrian traffic to Government Road. This total of 83 properties being dependent upon Lozells Avenue for pedestrian access to Government and the buses and schools thereon would indicate a clear need for sidewalks on Lozells Avenue.

Regarding the proposal to put a separated sidewalk on one side only of Government Road between Piper and Brighton, it should be noted that this was not the recommendation of the Engineering Department. It is our opinion that if sidewalks are to be constructed on streets, they should be constructed on both sides to provide equal service to both sides of the street and to provide equitable taxation for the sidewalk, of abutting property owners on both sides. In addition, sidewalk construction abutting the curbs on both sides of the street provides for a safe, solid, dry landing area for guests alighting from automobiles, and it provides for equal pedestrian use on each side of the street for such services as postal delivery and newspaper delivery. When local improvements are presented to owners to upgrade their street, it is expected to be the final effort and we would not recommend that the upgrade of a street be only partial. The cost of adding any such side walk to a street is not high and the benefits are many. After that cost has been paid, it is expected that the street will be improved to the point where it will be able to handle the traffic to complete the improvement.

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Lozells Avenue between Government and Winston Streets - cont'd.

In connection with the possibility of saving of costs by not constructing sidewalks, we would advise that the difference in front footage rate is .89¢ per front foot for curb walks and .75¢ per foot for curb and gutters. For a 66' frontage, which is the maximum assessable frontage by local improvement, the difference in cost to the property owner to have sidewalks as opposed to curb and gutters is only \$9.24 a year which amounts to the minimal amount of 2.7¢ per day.

We have reviewed the design of the street and would advise that the design calls for only one sidewalk to continue through at the southerly end to Winston Street this being on the west side of the street. The landscaping contract recently completed included the construction of a solid board fence along Winston Street which would block the possibility of continuing a sidewalk through on the east side of the street as suggested in the Planning Director's report. We have also taken another look at the location of a stand of trees along the west side and would advise that only 2 of the 12 trees on the west side would definitely have to be removed for the construction of a curb walk, however, the back of the walk would be quite close to the remaining trees and there would be the possibility of some damage to the root structure. During discussions with the property owners at 3825 Lozells Avenue regarding damage to their boulevard we were given the definite impression that they were not particularly concerned about 2 Birch trees in front of their property. The 2 trees, which would definitely require removal are at Government Street; one of them being a 15" diameter Birch and the other a small 8" diameter Cedar. To overcome the possibility of root damage to the remaining trees on the west side of the street, it would be possible to off-set the street approximately 2 or 3 feet to the east.

After due consideration of all the foregoing factors, it is our recommendation that the local improvement remain as it was originally with an integral curbside proposed for both sides of Lozells Avenue."

2. The view of the Planning Director is:

"The length of Lozells Avenue under consideration is oriented north-south with an intersection at Government Street in the north, and a physical barrier of screens and landscaping at the south permitting no vehicular access onto Winston Street. However, at the southern end of Lozells Avenue on the western side there is a flag-stone path allowing pedestrians access to Winston Street and the south. Two other streets intersect along Lozells Avenue - Kentwood Street on the eastern side and a new subdivisional Street recently constructed on the western side. Lozells Avenue will therefore act as the collector road for the subdivision developed onto Kentwood Street and the newly constructed subdivision road, as well as the homes already fronting onto both sides of Lozells Avenue.

Considering the pedestrian demands which will be made on Lozells Avenue as a collector, then it is necessary to consider the following sources of pedestrians:

Continued ...

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- (i) the homes fronting onto Lozells Avenue.
- (ii) approximately 50 homes already built and using Kentwood Street for its sole access. (It should be noted that the complete lack of a sidewalk in the completed subdivision off Kentwood has allowed full and attractive landscaping to the curb).
- (iii) approximately 30 homes yet to be constructed on the new subdivision west of Lozells Avenue.
- (iv) pedestrians who may arrive from Winston Street via the flag-stone path.

Clearly, there is need for a pedestrian facility along Lozells Avenue in view of the size of the contributing pedestrian catchments. To this extent, the Planning Department fully supports the need for a sidewalk, and further, considers that one sidewalk would be adequate in this location.

In considering reasons why the petitioners opposed sidewalks one is left with two main reasons: - additional cost; and a possible lowering of aesthetic standards in this area where landscaping is very much a part of home ownership.

In this locality where pride of home ownership is evident and the pedestrian demand is limited, the Planning Department feels that one sidewalk is sufficient and would recommend departing from the standard previously approved as part of the Local Improvements Programme. In this way not only would cost be reduced but also objections on aesthetic grounds would be reduced.

If only one sidewalk is to be built then the better location for it would appear to be on the east side of Lozells Avenue. This is because a sidewalk on the east side would lead children directly to the park on the north-east corner of the intersection of Lozells Avenue and Government Street, and also the subdivision on the eastern side of Lozells which enters at Kentwood Street is already completed, whereas the subdivision on the western side has yet to be built. Additionally, the location of mature birch and evergreen trees along the western side of Lozells could prove a problem if the sidewalk were to be located there.

To encourage a maximum of aesthetic treatment in the blending of sidewalk into the landscape, the Planning Department recommends that the sidewalk be separated from the curb. The usual difficulties associated with a separated sidewalk of grading into private accesses, and drainage of the sidewalk itself, should not prove a problem here since there is little crossfall and the immediate terrain is basically flat.

The Planning Department recommends that:

- (i) a sidewalk be built on only one side of Lozells Avenue between Winston Street and Government Street.
- (ii) this sidewalk be constructed on the eastern side of Lozells Avenue.
- (iii) the sidewalk be separated from the curb.

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MANAGER'S REPORT NO. 5

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Lozells Avenue between Government and Winston Streets - cont'd.

3. View of the Municipal Manager:

The Municipal Manager is concerned that the trees on the West side of the road will be lost as a result of the construction proposed and therefore feels that a sidewalk should not be placed on this side of the road. However, because of the number of houses that this collector road will service, it is felt that there should be a sidewalk on at least one side, and consequently the Manager concludes that such a sidewalk should be on the East side of the Avenue. Since the Municipality must under the present local improvement formula pay for the majority of the cost, economy of construction costs must be considered and the Manager feels that any sidewalk built should be built as a curb sidewalk not a sidewalk separated from a curb and gutter which costs more. Further, the abutting owners also pay more as a local improvement for a separate as opposed to a combined section.

There is the option under the Municipal Act of charging two-thirds of the cost of the sidewalk to the side of the road it is constructed on and one-third to the opposite side of the road.

On Government Road, the separate sidewalk section is being used to avoid the trees on the North side and to match the existing design on Government where a separate sidewalk is already in place.

The Manager has reached the conclusion that the project should be initiated as a local improvement with 28' pavement, curb and gutter on the West side and curbside on the East side, with two-thirds of the cost of the sidewalk charged to the East side and one-third to the West side.

Since preparing this report item, the Municipal Manager has been advised by the Municipal Clerk that he has received a petition signed by a sufficient number of property owners to defeat the local improvement which was initiated on January 5, 1973, on the basis of the November 6, 1972, design approved in the Program. The Certificate of Sufficiency which will be submitted by the Clerk on the entire Program after the deadline for petitions (February 5, 1973) will reflect this fact.

Obviously the Municipality cannot proceed with the work, but it would be desirable to select the standard for the work which will ultimately be done. There is no suggestion being made at this point in time to re-initiate the project, but if and when it is, we would like to have Council's direction for our files.

RECOMMENDATION:

THAT the work as planned not be proceeded with at this point in time; and

THAT if and when it is re-initiated, it be done as a local improvement with 28' pavement, curb and gutter on the West side and curbside on the East side, with two-thirds of the cost of the sidewalk charged to the East side and one-third to the West side; and

THAT copies of this report be sent to Mr. D. Clark and the petitioners.

- (d) Mr. D. Clark and others, 3810 Lozells Avenue, Burnaby 2
PETITION -- 27 signatures -- re Local Improvements to Lozells Avenue
between Government Road and Winston Street.
-

December 4, 1972

3810 Lozells Avenue

Burnaby 2, B.C.

Mayor and Members of Council
Burnaby Municipal Hall
Burnaby B.C.

Dear Sirs:

We the undersigned residents of Lozells Avenue between Government Road and Winston Street (3700, 3800, and 3900 Blocks), wish to bring to the attention of Council our requests in the development of Lozells Avenue.

The requests are as follows:

- curbing should be on both sides of the road
- the road should be no wider than 28 feet
- the road should provide for two lanes of traffic only
- catch basins should be provided
- there should be no sidewalks on either side of the road

On behalf of the Residents

D. Clark

MR. D. CLARK

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MANAGER'S REPORT NO. 5

COUNCIL MEETING Jan. 22/73

PETITION TO THE
MAYOR AND MEMBERS OF COUNCIL

on

SUGGESTED IMPROVEMENTS TO THE ROADWAY

in the

3700, 3800, and 3900 blocks LOZELLS AVE

By the

PROPERTY OWNERS ON THAT STREET

December 4, 1972

THIS PETITION WAS RECEIVED BY: _____

DATE: 6 Dec 72

ON BEHALF OF THE CORPORATION OF BURNABY.

PETITION TO THE BOUNDARY COUNCIL FOR IMPROVEMENT
 TO THE ROADWAY ON 3700, 3800, and 3900 BLOCKS LOZELLE AVENUE

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SIGNATURE OF OWNERS	PROPERTY DESCRIPTION	ADDRESS
Joseph Varro Josephine & Varro	42 3 D PCL 1 EXPL PL 25586 15804	7636 GOVT RD.
Don Clark Valerie H. Clark	42 3 A W 42 F 15804	3810 Lozelle Ave
H. V. Buelinger M. V. Buelinger	42 3 A W 42 E 15804	3790 Lozelle Ave
W. E. Betts Ellen Betts	42 48 25598	3780 Lozelle Ave.
W. H. Dunn D. W. Dunn	43 93 35093	3752 Lozelle Ave.
Engine T. Rodway	42 South 1/2 of S. & B. North 1/2 Block 13 of lot 43 Street Plan 4875 N.W.D.	3825 Lozelle Ave.
Maree Seduc	43 2 13 PCL B REF PL 16984 3227	3917 Lozelle Ave
W. H. Woodlam A. J. Woodlam	43 1351/2 PCL A EP 10848 3227	3937 LOZELLE AVENUE
Mrs D. L. Bethel D. Bethel	43 2 81	3957 Lozelle Ave.
Jessie P. Thomson J. P. Thomson	LOT 92 Dist. Lot 43 C-P I PLAN 35083	3741 - LOZELLE AVENUE.

ITEM 5

MANAGER'S REPORT NO. 5

COUNCIL MEETING Jan. 22/73

PETITION TO THE BURNHAM COUNCIL FOR IMPROVEMENT
TO THE ROADWAY ON 3700, 3800, and 3900 BLOCKS LOZELLS AVE.

SIGNATURE OF OWNERS

PROPERTY DESCRIPTION

ADDRESS

Mrs. E. Vejlter

3910 LOZELLS AVE

3910 LOZELLS AVE

Mr. V. J. [unclear]

42
45 23102

Drigel

3930 LOZELLS

3930 Lozells Ave.

Lot 46 DL 42
Plan 23102.

M. Chapman

? Lot 44 DL 42

3950 Lozells Ave

L. Chapman

Plan 23102.

Paul Laseta

Lot G Block 3

3830 Lozells Ave

DL 42

Maxwell Laseta

Subdivision A West 1/2

Plan 15804.

Domin Hellingwood

3855 LOZELLS AVE

3855 Lozells ave

Betty Hellingwood

DL 43 - BLE 13 1/2

MAP 3227

Re: Lozells Avenue Between Government and Winston Streets

Appearing on the Agenda for the December 11, 1972, meeting of Council was a letter dated December 4, 1972, from Mr. S. C. Clark and 27 petitioners regarding the following requests for improvements on Lozells Avenue between Government and Winston Streets:

- " - curbing should be on both sides of the road
- the road should be no wider than 28 feet
- the road should provide for two lanes of traffic only
- catch basins should be provided
- there should be no sidewalks on either side of the road."

The Engineer investigated the requests for improvements and advises as follows:

" In Item 13 Manager's Report No. 72, 6 Nov./72, the Council approved of the Manager's recommendations that Stage 3 of the 1972-1973 Local Improvements Programme be initiated to the abutting property owners. Lozells Avenue from Winston Street to Government Road is Project No. 72-124 on that particular Local Improvements Programme.

The standard of construction called for in the project is that of 28' pavement with 5' curb sidewalks on both sides. This standard was chosen to be recommended for initiation owing to our opinion that if there was ever a street which justified receiving curb sidewalks it would be Lozells Avenue. This conclusion was reached because there is a fairly large subdivision lying to the east of Lozells Avenue which is its only outlet to Lozells and there is likewise being constructed, at the present time, a fairly large subdivision to the west of Lozells Avenue which also will be its only outlet to Lozells Avenue. There is no question in our minds but that the sidewalks would receive active use by a considerable number of school children from the two tributary subdivision areas and it is furthermore considered advisable to provide walking facilities up to Government Road for the bus patrons to reach the only bus route in that entire area. There is one further point worthy of mention and that is that we have been instructed to bring the Lozells Avenue sidewalk out to Winston Street on one side in order to provide continuity for any people wishing to reach Winston Street from Government Road or vice versa.

It may, or may not be pertinent, but it is observed from the petition that the 5 specific requests contained in the covering letter with the petition were not actually listed as part of the petition itself.

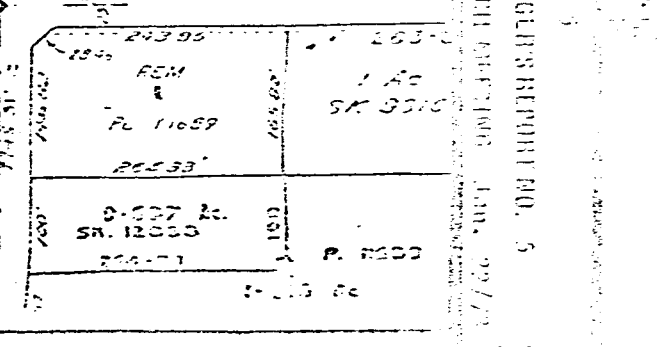
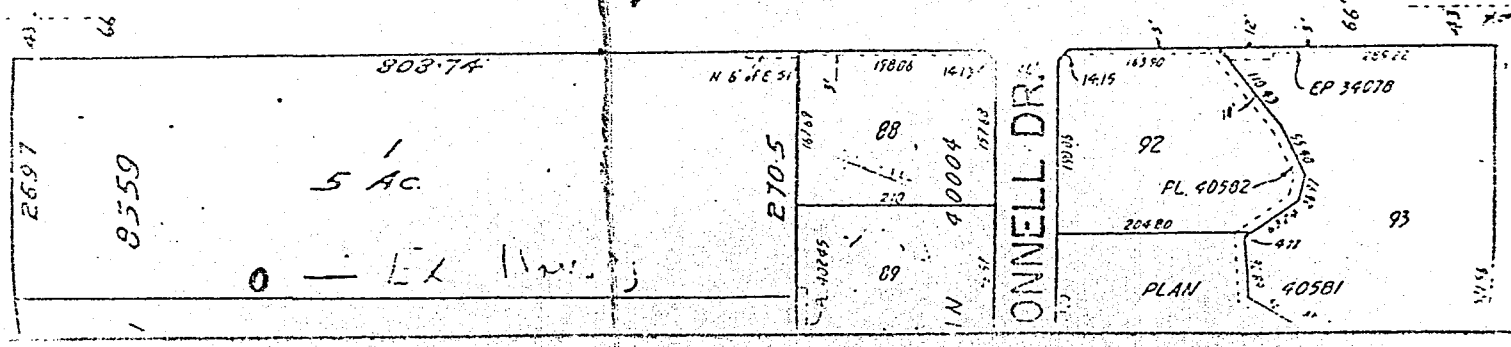
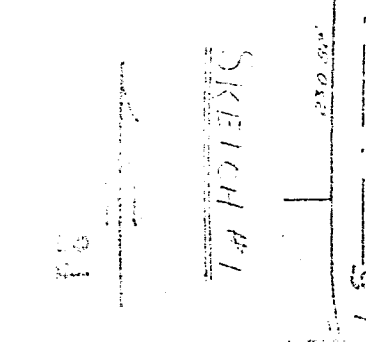
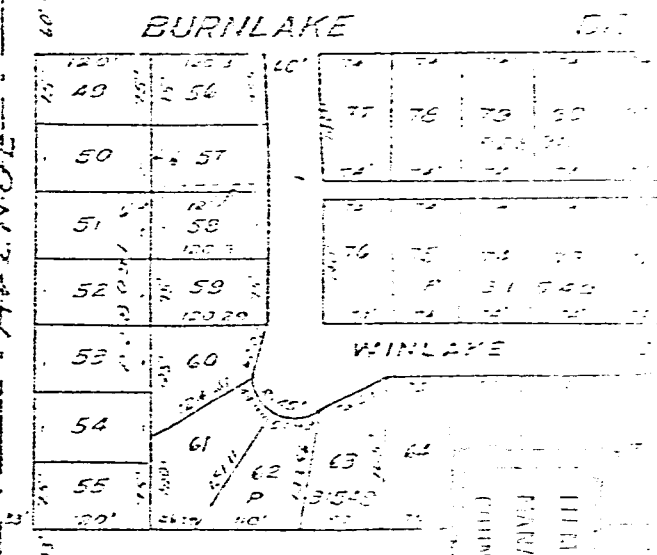
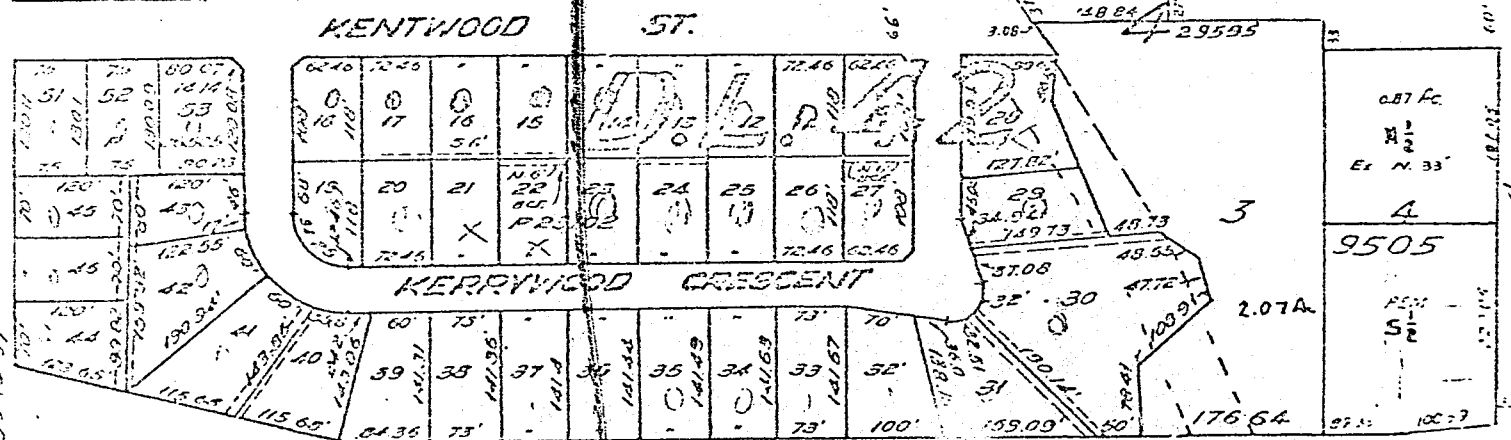
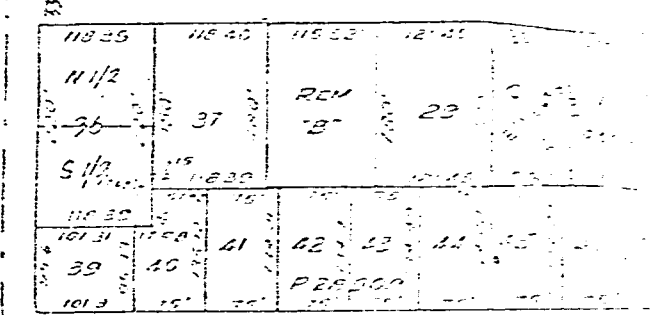
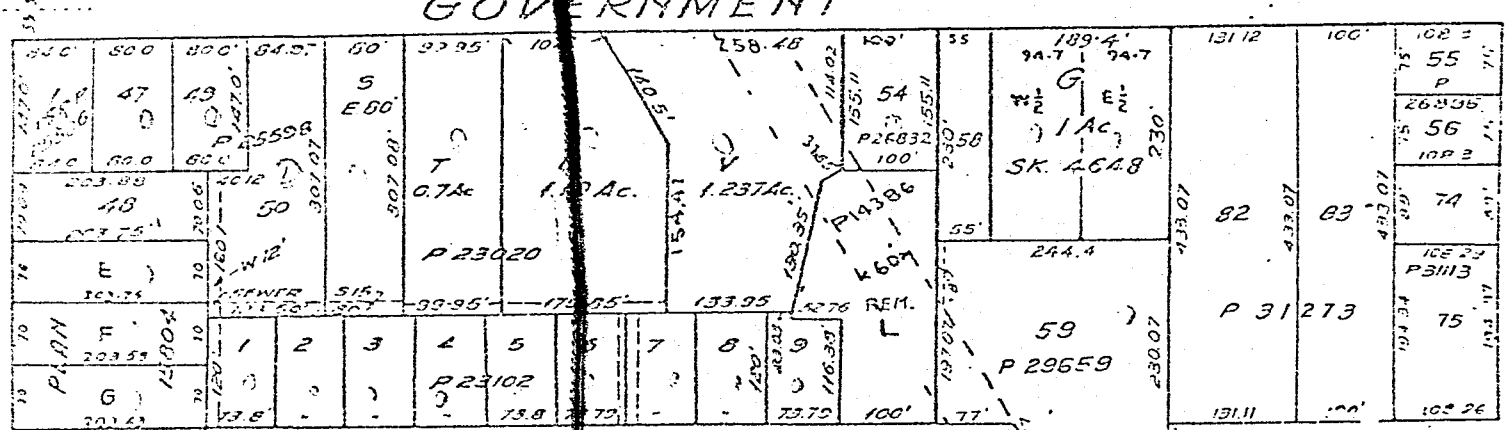
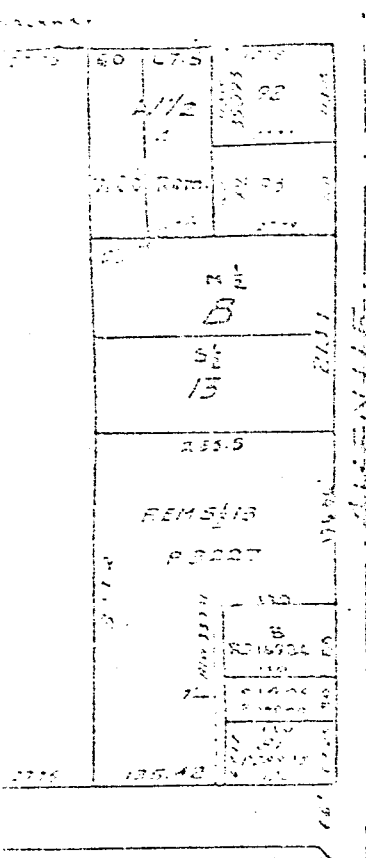
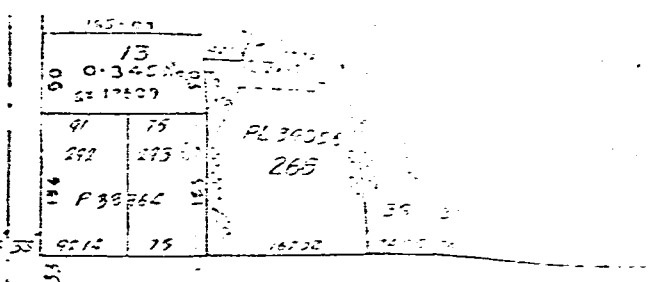
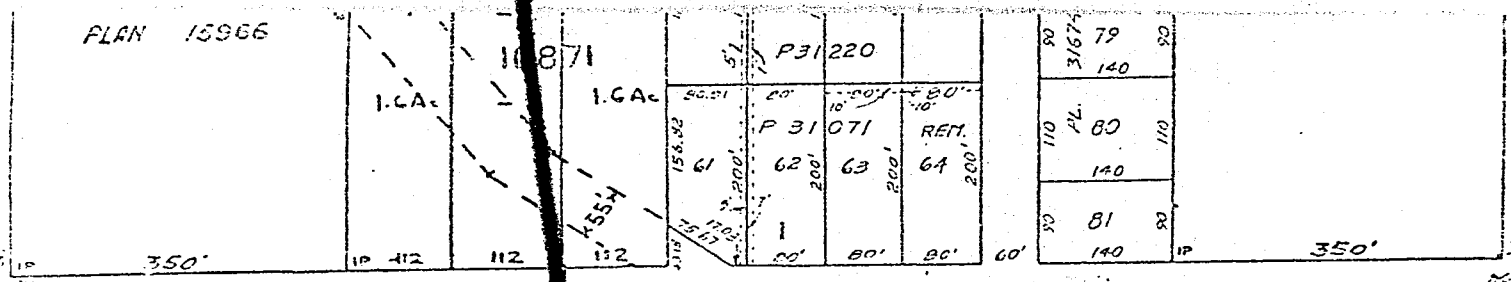
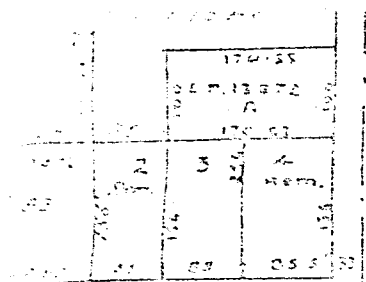
The first 4 requests listed in Mr. Clark's covering letter are, in fact, being provided in the standard of road being initiated and the only point of difference is that pertaining to sidewalks which we feel are justified for the reasons set out in the foregoing paragraphs.

It is recommended that Lozells Avenue from Winston Street to Government Road be initiated to the standard already shown on the Programme as approved for initiation by the Council at its meeting on 6 November, 1972."

RECOMMENDATIONS:

THAT Council reaffirm the initiation of improvements on Lozells Avenue between Government and Winston Streets in accordance with the standard as shown in the Local Improvement Programme which Council approved on November 6, 1972; and

THAT copies of this report be sent to Mr. Clark and the petitioners.



GOVERNMENT

KENTWOOD ST.

KERRYWOOD CRESCENT

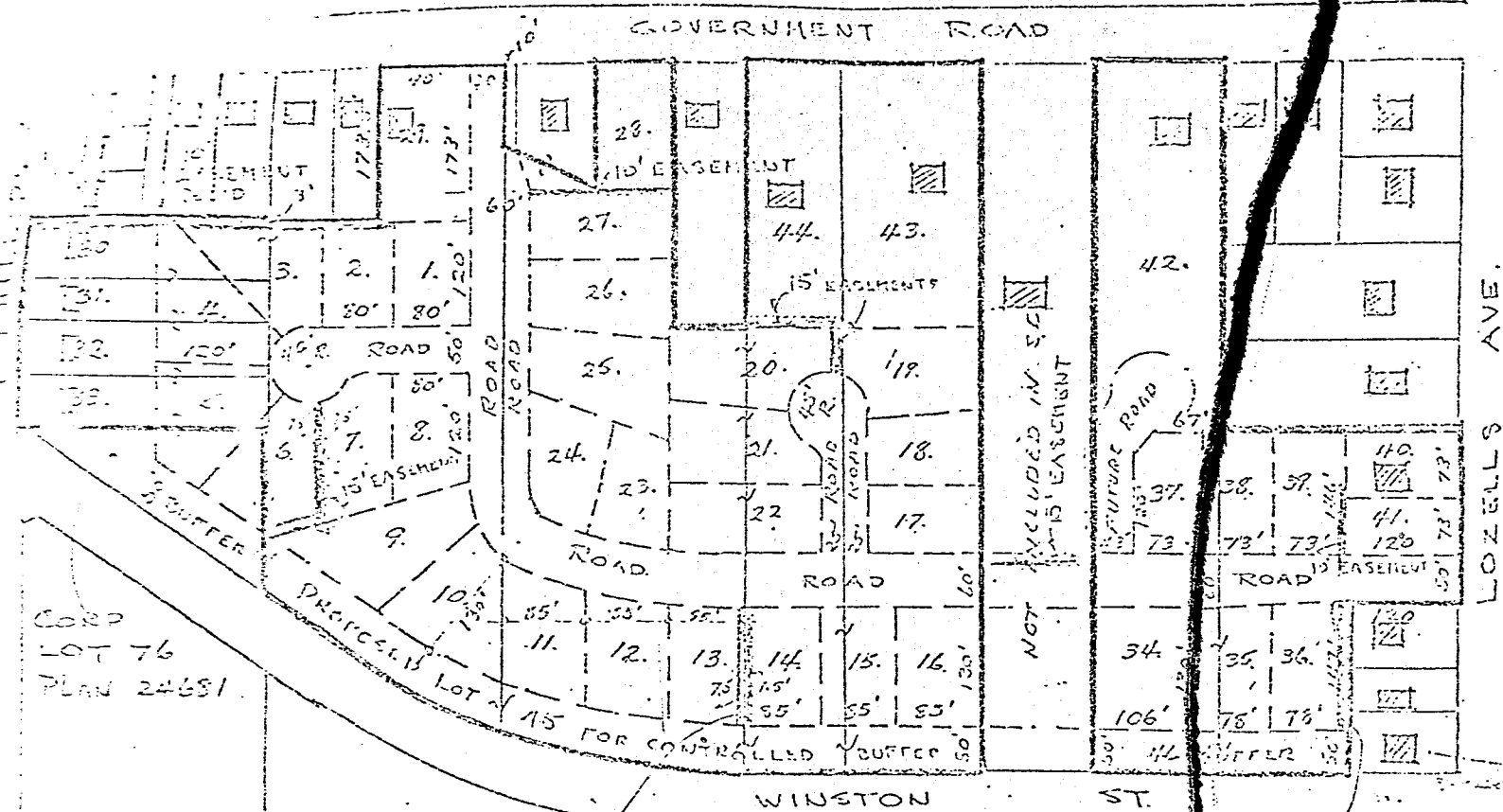
ABERDEEN AVENUE

BURNLAKE ST.

WINLAKE ST.

ONNELL DR.

PARAGLASS REPORT NO. 5
 PREPARED BY: JON. J. J. J.
 DATE: 10/1/71



CORP
LOT 76
PLAN 24681

NOTE: HOUSE LOCATIONS ARE
APPROXIMATE



PORTIONS OF D143

RECAP'S REPORT NO. 1
CORPORATION JAN. 22/77

55/24
55/24