

Re: Burnaby Local Improvement Construction Bylaw No. 8, 1973 (#6243)
Construction Standard for Broadway-Holdom to Kensington Avenues

Following is a report from the Municipal Engineer regarding a proposal to change the standard of construction for pavement and sidewalks on Broadway between Holdom and Kensington Avenues.

Immediate re-initiation of the work as a special project is justified inasmuch as the property owners have been waiting for the construction of the improvement for approximately two years, and furthermore, the physical condition of the street demands attention at a fairly early date.

RECOMMENDATIONS:

THAT Broadway from Holdom Avenue to Kensington Avenue be re-initiated as soon as possible to provide asphaltic pavement 36' wide with 5' curb sidewalks on both sides at an estimated cost of \$106,400; and

THAT the necessary amendment bylaw be brought forward to amend the rate for 36' wide pavement with 5' curb sidewalks on both sides to read 0.89¢ per assessed front foot; and

THAT the necessary amendment bylaw be brought forward after this work has been initiated and the appropriate construction bylaw passed to further amend the rate for the said class of work to read \$1.10 per assessed front foot.

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TO: MUNICIPAL MANAGER

JUNE 18, 1974

FROM: MUNICIPAL ENGINEER

RE: BROADWAY - HOLDOM AVENUE TO KENSINGTON AVENUE, BYLAW #6243.

Broadway from Holdom Avenue to Kensington Avenue is currently authorized for construction for a 46' pavement with 6 foot curb sidewalks on both sides. Transportation Planning had originally set the street width prior to initiation of the project as a Local Improvement. In preparing plans for tender call, the street width came under review, resulting in a decision to withdraw the street from the schedule of works in the tender call; this decision was influenced by the Transportation Planner's memo of May 13, 1974 (copy attached), with which we concur particularly with respect to reduction of cost and recognition of construction difficulties. It is to be noted that Bylaw 6243 for Broadway was drawn prior to the amendment of the front-foot rates bylaw on March 18, 1974 which changed the front foot rate of assessment from 89¢ per front foot to the current rate of \$1.10 per assessed front foot for a 36' pavement.

RECOMMENDATIONS:

WHEREAS Burnaby Local Improvement Construction Bylaw No. 8, 1973 (#6243), authorizing the construction of asphaltic pavement 46' wide with 6 foot curb sidewalks on both sides of Broadway from Holdom Avenue to Kensington Avenue has been allowed to lapse,

WHEREAS the front foot rate has since been adjusted upward and,

WHEREAS it has now been found desirable to construct Broadway 36' in width rather than 46' we recommend:

(a) THAT Broadway from Holdom Avenue to Kensington Avenue be reinitiated as soon as possible to provide asphaltic pavement 36' wide with 5' curb sidewalks on both sides at an estimated cost of \$106,400.00. and,

(b) THAT the front foot rate of assessment be established for this project only at 0.89¢ per assessed front foot for initiation purposes in fairness to the property owners who had originally approved the project based on 1973 rates.


MUNICIPAL ENGINEER

VK:pkm
Attch.

cc: () Director of Planning () Municipal Assessor
() Municipal Treasurer () Municipal Clerk

ITEM 4

MANAGER'S REPORT NO. 47

COUNCIL MEETING June 24/74

Attn: Mr. V. Wiebe, P. Eng. Design Engineer
The CORPORATION OF THE DISTRICT OF BURNABY

INTER-OFFICE COMMUNICATION

TO: Municipal Engineer DEPARTMENT: *VNW memo 14/8* DATE: May 13, 1974
FROM: Director of Planning DEPARTMENT: OUR FILE # 05.300
SUBJECT: 1974 L.I.P. - Broadway - Holdom to Kensington YOUR FILE #

Reference your May 8, 1974 memo concerning the above mentioned L.I.P. and the road width standard initially proposed for the route.

Although the function of Broadway is proposed as a local collector road west of Kensington Avenue, much as it currently provides east of Sperling Avenue to Duthie and in future to the new Phillips alignment, the 46 feet wide standard, rather than the normal 36 feet standard, was selected to encourage the use of Broadway as a collector and to attract traffic away from the narrowed (28' local residential standard) Halifax St. east of Holdom where the latter passes adjacent to the Parkcrest elementary school. The timing of these projects was not simultaneous, however. In retrospect, a 46 feet wide standard for the entire length of Broadway between Holdom and Kensington might tend to create the undesirable side effect of encouraging a higher travel speed because of the greater freedom of movement and lesser "side friction" effect along the wider street.

Revision of the road standard to the 36 feet width would offer the advantage of enabling the route to function as intended, viz. a local residential "collector", while reducing the undesirable effects mentioned above. Further, as recently discussed between your Design Engineer and the Transportation Planner, it would reduce the construction difficulties and hence the impact on adjacent residential properties on the southside of the street as well as reduce the total cost of the work.

In reviewing the matter, the Planning Department believes the reduction in street width from 46' to 36' will not materially affect the function of the route and is justifiable in light of the overall benefits provided.

Implementation of a revised standard requires a new by-law which, as a point for your consideration, would not be required if a specific width were not attached to the by-law.

In our opinion, because in every Local Improvement project residents on each side of a street to be improved under Local Improvement procedures contribute approximately one-half of the cost of a residential standard (28 ft.) street regardless of whether the street is 36 feet or 46 feet wide; and the Corporation "picks up" the remainder of the cost, it would appear unnecessary to "tie" a street width to a by-law.

W. S. Scott, *W. S. Scott*
TRANSPORTATION PLANNER.
(for) A. L. Parr,
DIRECTOR OF PLANNING.

WSS:ew