

RE: 1976 LOCAL IMPROVEMENT PROGRAM

ITEM 27

MANAGER'S REPORT NO. 53

COUNCIL MEETING Aug. 18/75

Following is a report from the Capital Improvement Program Committee regarding the 1976 Local Improvement Program.

RECOMMENDATIONS:

1. THAT Council receive the maps for possible further study; and
2. THAT Council give tentative approval to the local improvement program as submitted; and
3. THAT Council direct that questionnaires be sent to owners on streets on which options are available; and
4. THAT on the return of the questionnaire, the Engineer bring down a revised program of works.

* * * * *

TO: MUNICIPAL MANAGER
FROM: CHAIRMAN, C.I.P. COMMITTEE
RE: 1976 LOCAL IMPROVEMENT PROGRAM

14 August 1975
File: I52-8

On 26 May 1975, Council directed that a map be provided showing the current local improvement development in Burnaby to permit an assessment to be made as to whether or not an aggressive local improvement program should be pursued.

Attached is a map showing streets completed to finished standards. Also attached is a map showing the work still to be done: the 1975 program shown in red, the proposed 1976 program in yellow, and the balance in blue. Subsequent to the drawing of the map, one 1975 project, Joffre Avenue between Rumble and Clinton, was defeated, and the fate of Brentlawn Drive between Willingdon Avenue and Delta is not yet known, pending completion of local improvement procedures.

It is estimated that the remaining work at today's prices will cost approximately \$45,000,000. The rate of acceptance of the 1975 program was 60%. Therefore, if works are initiated at the rate of \$2,500,000 per annum and experience a 60% acceptance, it may be expected to take approximately 30 years to bring to finished standards all roads in Burnaby.

Currently, Burnaby is considering a \$19,000,000 by-law for roads and a \$17,500,000 by-law for parks. The first by-law is for a three year construction period, the second for six. The roads by-law is for a small portion of the major road requirements of the Municipality. There will be many more such by-laws to come.

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The financial effect on the community of borrowing for these and other purposes will come into focus in the consideration of the 1976 annual budget, assuming that the parks and roads by-laws receive approval of the electorate.

Therefore, at this point in time your Committee is of the opinion that consideration of local improvement programs should be an annual affair and that, for the moment, no consideration be given to accelerating the pace of the works.

In approving the 1975 program, among other things, Council directed that consideration be given to a questionnaire being sent out in connection with the 1976 program to determine the wishes of owners with respect to the types of works to be constructed.

A program for 1976 has been compiled and is attached for Council approval. It is in two parts:

- (a) The basic works recommended by your Committee; and
- (b) The options available to owners.

The recommended works have been costed to give Council some idea of the magnitude of dollars involved. The optional works have not been costed. Therefore, the dollar value of the actual program to be initiated will be greater than shown.

The questionnaire to be sent to owners on all streets on which optional works are possible will comprise three parts:

1. A frontpiece made out by computer, showing the name and address of the owner, the major work proposed and its estimated cost to the owner, and an option or options with their estimated costs to the owner. The several variations attached are marked Form 1 to Form 5, inclusive.
2. An explanatory page or pages.
3. A reply card, together with a stamped, addressed envelope. There will be five variations of reply cards. Copies are attached.

There are five distinct options. Each is shown. In practise, the appropriate frontpiece will be attached to the explanatory pages and be accompanied by the appropriate reply card.

Current Council policy with respect to cost sharing is that owners collectively pay 50% of the cost of each class of works. Until a program is assembled in final form, it will not be possible to calculate the proper frontage tax rates for the program. Under the circumstances, it is proposed that 1975 rates be increased by 12% for insertion in the questionnaire, and that the questionnaires clearly indicate that the rates are estimates subject to change as and when the initiative notices are made up and mailed.

Hopefully, the response to the questionnaires will be good. The owners on streets on which options are available are being invited to indicate whether or not they are interested in the works and to indicate approval of an option if it is their wish to do so. It is proposed that the Engineer analyse the reply cards and if a majority of respondents indicate they wish to have curbing only, or conversely wish a sidewalk, the project to be initiated will conform with the majority wish. It can very well happen that the majority of owners on one side of a street may opt for curbing only whereas the majority on the opposite side will opt for a sidewalk, in which case the Engineer will initiate curbing on one side and sidewalk on the other.

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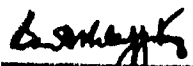
If Council approves this program, the notices should be ready for mailing by the end of August.

RECOMMENDATIONS

1. THAT Council receive the maps for possible further study; and
2. THAT Council give tentative approval to the local improvement program as submitted; and
3. THAT Council direct that questionnaires be sent to owners on streets on which options are available; and
4. THAT on the return of the questionnaires, the Engineer bring down a revised program of works.

CAPITAL IMPROVEMENT PROGRAM COMMITTEE

Dennis Gaunt Parks & Recreation Administrator
E. E. Olson Municipal Engineer
A. L. Parr Director of Planning


BART McCAFFERTY, MUNICIPAL TREASURER, CHAIRMAN

	<u>Street</u>	<u>Pavement Width</u>	<u>Primary Initiation</u>	<u>Cost Estimate</u>	<u>Variations to be Offered in the Questionnaire</u>
1.	Dent - Kitchener to Graveley	28'	Curbs B/S	\$ 32,500	Curbwalks B/S
2.	Whitsell - William to Graveley	28'	Curbs B/S	\$ 64,000	Curbwalks B/S
3.	Rosser - William to Graveley	28'	Curbs B/S	\$ 64,000	Curbwalks B/S
4.	Kitchener - Madison to Willingdon	28'	Curbs B/S and Curbwalk N/Side only from Lane E. Madison to Willingdon	\$ 65,500	None
5.	Grant - Madison to Carleton	28'	Curbs B/S	\$ 44,000	Curbwalks B/S
6.	Charles - Madison to Carleton	28'	Curbs B/S	\$ 32,500	Curbwalks B/S
7.	Linwood - Boundary to Smith	28'	Curbs B/S	\$ 42,500	Curbwalks B/S
8.	Halley - Moscrop to Spruce	28'	Curbs B/S	\$ 67,500	Curbwalks B/S
9.	Darwin - Moscrop to Pine	28'	Curbs B/S	\$ 52,500	Curbwalks B/S
10.	Pine - Darwin to Huxley	28'	Curbs B/S	\$ 15,000	Curbwalks B/S
11.	Barker - Moscrop to Spruce	28'	Curbs B/S	\$ 67,500	Curbwalks B/S
12.	Spruce - Halley to Huxley	28'	Curbs N/S and Curbwalk S/S	\$ 37,100	None
13.	Spruce - McDonald to Carleton	28'	Curbs N/S and Curbwalk S/S	\$ 33,920	None
14.	Spruce - Halley to Carleton	28'	Curbs N/S and Abutting Walk S/S	\$ 90,100	None

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	<u>Street</u>	<u>Pavement Width</u>	<u>Primary Initiation</u>	<u>Cost Estimate</u>	<u>Variations to be Offered in the Questionnaire</u>
15.	Fir - Huxley to Darwin	28'	Curbwalks B/S	\$ 15,000	None
16.	Fir - Halley to Carleton	28'	Curbwalks B/S	\$ 32,500	None
17.	Forest - Smith to McDonald	28'	Curbs B/S	\$ 85,000	Curbwalks B/S
18.	Spruce - Royal Oak to Canada Way	28'	Curbwalks B/S	\$140,000	None
19.	Atlee - Spruce to Monarch	28'	Curbs B/S	\$ 55,000	Curbwalks B/S
20.	William - Carleton to Madison	28'	Curbs B/S	\$ 37,500	4' Separate walk S/Side only
21.	Kitchener - Carleton to Madison	28'	Curbs B/S	\$ 3,750	No variations
22.	Madison - Albert to Cambridge	28'	Curbs B/S and 4' Separate Walks E/S Dundas to Pandora B/S Pandora to Albert	\$101,100	None
23.	Pandora - Boundary to Willingdon	28'	Curbs B/S	\$240,000	4' Separate Walks S/S Carleton to Willingdon N/S Madison E. 132' N/S Gilmore to Carleton
24.	Union - Boundary to Gilmore	28'	Curbs B/S	\$ 82,500	4' Separate Walks S/S Boundary to Esmond S/S Ingleton to Gilmore
25.	Wakefield - Smith W. to cul-de-sac	28'	Curbs B/S	\$ 30,000	No variations

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	<u>Street</u>	<u>Pavement Width</u>	<u>Primary Initiation</u>	<u>Cost Estimate</u>	<u>Variations to be Offered in the Questionnaire</u>
26.	Carleton - Albert to Triumph	28'	Curbs B/S and 4' separate walks W/S Pandora to Triumph E/S Pandora to Albert	\$ 42,235	None
27.	Carleton - Dundas to McGill	28'	Curbs B/S and 4' separate walks W/S Dundas to Oxford W/S Oxford to Lane N. W/S Eton to Lane S. Eton W/S McGill to Lane S. McGill E/S McGill to Eton	\$ 84,470	None
28.	Dundas - Carleton to Willingdon	28'	Curbs B/S	\$ 98,500	4' Separate Walks S/S Madison to Rosser B/S Rosser to Willingdon or For S/S Madison to Willingdon offer alternative of curbswalk
29.	Sutcliff - Duthie E. to cul-de-sac	28'	Curbs B/S	\$ 32,500	No variations
30.	Dundas - Gilmore to Carleton	28'	Curbs N/S	\$ 31,250	No variations
31.	Carleton - Triumph to Dundas	28'	Curbs E/S	\$ 16,250	No variations
32.	Graveley - Willingdon to Carleton	36'	Curbs B/S and 4' separate walks N/S	\$137,900	None
33.	Laurel - Boundary to Smith	36'	Curbswalks B/S	\$ 57,800	None

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	<u>Street</u>	<u>Pavement Width</u>	<u>Primary Initiation</u>	<u>Cost Estimate</u>	<u>Variations to be Offered in the Questionnaire</u>
34,	Madison - Hastings to Albert	46'	Curbs B/S with 5½' abutting walks B/S	\$ 23,500	None
*35,	Brantford - Imperial to Strawson	28'	Curbs B/S	\$170,000	Curbwalks B/S
36,	Huxley - Moscrop to Spruce	36'	Curbwalks W/S curbs E/S	\$ 86,400	None
	TOTAL			<u>\$ 2,221,775</u>	

* This street was added to the 1976 program at direction of Council on 12 May, 1975, and because of recent petitions to Council may not require a questionnaire.

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FORM 1

THE CORPORATION OF THE DISTRICT OF BURNABY

ENGINEERING DEPARTMENT

LOCAL IMPROVEMENT QUESTIONNAIRE

Name _____

Address _____

The District of Burnaby is planning to initiate, as a local improvement,
paving 28' in width with curbing on both sides of _____
from _____ to _____.

The annual charge against your property for this work for each of fifteen
years is estimated at \$ _____.

In the event the majority of owners responding to this notice indicate
preference for 28' of pavement with 5' curbs on your side of the street,
the annual charge against your property for this work for each of fifteen
years is estimated at \$ _____.

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FORM 2

THE CORPORATION OF THE DISTRICT OF BURNABY
ENGINEERING DEPARTMENT
LOCAL IMPROVEMENT QUESTIONNAIRE

Name _____

Address _____

The District of Burnaby is planning to initiate, as a local improvement, paving 28' in width with curbing on both sides of _____ from _____ to _____.

The annual charge against your property for this work for each of fifteen years is estimated at \$ _____.

In the event the majority of owners responding to this notice indicate preference for 28' of pavement, curbing and a 4' sidewalk separated from the curb by a boulevard on your side of the street, the annual charge against your property for this work for each of fifteen years is estimated at \$ _____.

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FORM 3

THE CORPORATION OF THE DISTRICT OF BURNABY

ENGINEERING DEPARTMENT

LOCAL IMPROVEMENT QUESTIONNAIRE

Name _____

Address _____

The District of Burnaby is planning to initiate, as a local improvement, paving 28' in width with curbing on both sides of _____ from _____ to _____.

The annual charge against your property for this work for each of fifteen years is estimated at \$ _____.

In the event the majority of owners responding to this notice indicate preference for 28' of pavement with 5' curbs on your side of the street, the annual charge against your property for this work for each of fifteen years is estimated at \$ _____.

In the event the majority of owners responding to this notice indicate preference for 28' of pavement, curbing and a 4' sidewalk separated from the curb by a boulevard on your side of the street, the annual charge against your property for this work for each of fifteen years is estimated at \$ _____.

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FORM 4

THE CORPORATION OF THE DISTRICT OF BURNABY

ENGINEERING DEPARTMENT

LOCAL IMPROVEMENT QUESTIONNAIRE

Name _____

Address _____

The District of Burnaby is planning to initiate, as a local improvement, paving 36' in width with curbing on both sides of _____ from _____ to _____.

The annual charge against your property for this work for each of fifteen years is estimated at \$ _____.

In the event the majority of owners responding to this notice indicate preference for 36' of pavement with 5' curbs on your side of the street, the annual charge against your property for this work for each of fifteen years is estimated at \$ _____.

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FORM 5

THE CORPORATION OF THE DISTRICT OF BURNABY
ENGINEERING DEPARTMENT
LOCAL IMPROVEMENT QUESTIONNAIRE

Name _____

Address _____

The District of Burnaby is planning to initiate, as a local improvement,
paving 28' in width with curbing on both sides of _____
from _____ to _____.

The annual charge against your property for this work for each of fifteen
years is estimated at \$ _____.

Increasingly of late, owners are showing interest in local improvement works other than those being offered by the Municipality. Some want paving and curbs only. Some want sidewalks on one side of the street only. Some want a street width in excess of that being offered.

No choice may be given on street widths. These are controlled by land use, traffic conditions, and topography. It is possible on some streets to give a choice between curbing and curbwalks or curbing and separated sidewalks, as the case may be.

In the very near future, a new program of works is planned. To assist us in our planning, we would appreciate an indication from you of your choice of works for the work proposed for your street. The choices available are shown on page 1 hereof.

In making your choice, you should consider the slope and elevation of your front yard, the Municipal right-of-way and your landscaping, to see what problems the construction of a sidewalk may make. You may require assistance to visualize where the walk could be constructed and at what elevation. If so, please phone the Engineering Design Office at 294-7477. If necessary, a technician will visit the site and advise you.

A 5' curbwalk is of concrete with the walk poured integrally with the curbing incorporating a curb face on the road side and there will be approximately 14 feet from the property line to the back of the curbwalk on streets 28 feet in width (i.e. 28 feet of pavement between the curb faces) such that the front lawns will extend continuously to the back edge of the proposed curbwalk. On request of a property owner, as part of the local improvement, the Municipality will construct an extension to an existing driveway or private sidewalk from the property line to the proposed public sidewalk or curbing, as the case may be. There is no special charge over and above the local improvement charge for this sidewalk extension. There is a nominal charge for a sidewalk vehicular crossing that must be constructed in the new sidewalk in line with the above-mentioned driveway extension.

A separated walk is of concrete, four feet in width, usually located four feet from the property line, with approximately 10.5 feet of boulevard between the separated walk and the curbing at the pavement edge.

Boulevard areas created by the works are covered, where necessary, with topsoil to conform with abutting property and graded, ready for seeding. Seeding and maintenance of the grass areas so created are the responsibility of the abutting owner even though the land involved is in the ownership of the Municipality.

The cost figures shown on page 1 hereof are shown for information purposes only and are subject to change.

There may be no choice of works shown on page 1 of this notice. If so, the reason may be that a sidewalk is already in place on your side of the street, or the topography is such that a sidewalk cannot be built. If no choice is shown, this notice will inform you that your neighbours across the street are being asked whether or not they are interested in a sidewalk on their side of the street, the special charges for which would be payable by them.

We would appreciate an indication of whether or not you are interested in the curbing and pavement planned for your street, and if you are given a choice of a sidewalk, whether or not you are interested in a sidewalk.

Please fill out the enclosed card and mail it by _____.
A self-addressed, franked envelope is enclosed for your convenience. This in no way commits you to this work. An analysis of the responses will be made as soon as possible and a formal initiative notice incorporating the will of the majority of respondents will go forward as soon as possible.

For general enquiries, please phone 294-7460.

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FORM 1

REPLY CARD

Name _____

Address _____

I desire do not desire a local improvement pavement 28' wide with curbing to be constructed on the street abutting my property.

I desire a curbwalk to be constructed on my side of the street as an addition to the above works.

THIS IS AN EXPRESSION OF OPINION ONLY AND IN NO WAY BINDS ME TO ACCEPT THESE WORKS. I understand that at a later date I will have the opportunity of petitioning against these works should I so desire, when the formal initiative notice relative to the actual works chosen showing the actual costs involved, is distributed by mail.

FORM 2

REPLY CARD

Name _____

Address _____

I desire do not desire a local improvement pavement 28' wide with curbing to be constructed on the street abutting my property.

I desire a sidewalk separated from the curbing to be constructed on my side of the street as an addition to the above works.

THIS IS AN EXPRESSION OF OPINION ONLY AND IN NO WAY BINDS ME TO ACCEPT THESE WORKS. I understand that at a later date I will have the opportunity of petitioning against these works should I so desire, when the formal initiative notice relative to the actual works chosen showing the actual costs involved, is distributed by mail.

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FORM 3

REPLY CARD

Name _____

Address _____

I desire do not desire a local improvement pavement 28' wide with curbing to be constructed on the street abutting my property.

I desire a curbside to be constructed on my side of the street as an addition to the above works.

I desire a sidewalk separated from the curbing to be constructed on my side of the street as an addition to the above works.

THIS IS AN EXPRESSION OF OPINION ONLY AND IN NO WAY BINDS ME TO ACCEPT THESE WORKS. I understand that at a later date I will have the opportunity of petitioning against these works should I so desire, when the formal initiative notice relative to the actual works chosen showing the actual costs involved, is distributed by mail.

FORM 4

REPLY CARD

Name _____

Address _____

I desire do not desire a local improvement pavement 36' wide with curbing to be constructed on the street abutting my property.

I desire a curbside to be constructed on my side of the street as an addition to the above works.

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FORM 5

REPLY CARD

Name _____

Address _____

I desire do not desire a local improvement pavement 28' wide with curbing to be constructed on the street abutting my property.

THIS IS AN EXPRESSION OF OPINION ONLY AND IN NO WAY BINDS ME TO ACCEPT THESE WORKS. I understand that at a later date I will have the opportunity of petitioning against these works should I so desire, when the formal initiative notice relative to the actual works chosen showing the actual costs involved, is distributed by mail.