

ITEM	SUPPLEMENTARY	9
MANAGER'S REPORT NO.		73
COUNCIL MEETING		85/11/18

RE: LETTER FROM MR. MOLNAR, 5491 WILLINGDON AVENUE, BURNABY, B.C., V5H 2T3  
LETTER FROM MR. JAMES D. ELLS WHICH APPEARED ON THE AGENDA FOR THE  
1985 OCTOBER 28 MEETING OF COUNCIL (Item 3c)  
WILLINGDON AVENUE - BURKE STREET TO GRANGE STREET - STREET LIGHTING

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER

FROM: DIRECTOR ENGINEERING

SUBJECT: WILLINGDON AVENUE - BURKE STREET TO GRANGE STREET

RECOMMENDATIONS:

1. THAT a local improvement lighting project be initiated in 1986 for the lane west of Willingdon Avenue from Grange Street to Burke Street, subject to receiving B.C. Hydro approval to utilize existing power poles.
2. THAT Mr. James D. Ells of 5389 Willingdon Avenue, Mr. L. Molnar, 5491 Willingdon Avenue, and Mr. Robert Baker of 5387 Willingdon Avenue, Burnaby, B.C., be provided with copies of this report.

SUMMARY:

This report concludes that the lighting in the subject area of Willingdon Avenue can be improved through upgrading the mercury vapour lighting on Willingdon Avenue to sodium vapour lighting and to use local improvement procedures to install lighting in the lane west of Willingdon, both of which procedures require the approval of B.C. Hydro who are the owners of the wooden poles.

REPORT:

Mr. Ells wrote to Council and Mr. Baker appeared before Council to speak on the subject of lighting on the subject portion of Willingdon Avenue and in the lane west of Willingdon.

This report also addresses the concerns expressed by Mr. L. Molnar who wrote to Council on this same subject.

The submission from Mr. Ells has requested the installation of street lighting on 14 existing B.C. Hydro poles in the lane west of Willingdon Avenue. Mr. Robert Baker, 5387 Willingdon Avenue, who appeared before Council at its meeting of 1985 October 28 to speak to the submission, listed reasons why lane lighting should be installed. These reasons, together with the viewpoints of the staff shown in bold type, are as follows:

1. Because of the high volumes of traffic on Willingdon Avenue, the residents all take their access from the lane; this, in the opinion of the petitioners, makes this lane function more as a street than a lane.

(Cont'd.)

Of the 22 properties on the west side of Willingdon Avenue between Burke and Grange Streets, all but six take their only vehicular access from the lane. Six properties still maintain vehicular accesses from Willingdon Avenue. 120

Under a Council policy adopted some years ago, all residential properties fronting major arterials where the curb lane was, or had the potential of becoming, a travel lane were to take vehicle access to a secondary facility if such was available. This could be either a lane or an adjacent street. Willingdon Avenue comes under this policy and any request for access to Willingdon since the policy was adopted by Council has been denied, with applicants directed to use the lane.

2. There is a high incidence of crime in and about the lane because it is so dark. There have also been cases of fighting in the lane and on Willingdon Avenue because of inadequate lighting.

A check was made on the crime rate in the area bounded by Willingdon, Patterson, Burke, and Kingsway. The R.C.M.P. told us that when compared to other areas in the general vicinity, crime incidence is average to below average. The majority of crimes happening in this area occur in the portion of the area between Grange and Kingsway. While we must report that it is not a "high" crime area, it is nevertheless appreciated that the viewpoint of the residents is that any amount of crime is excessive.

3. The murder of a young woman might have been avoided if there had been better lighting on Willingdon Avenue.

If a conclusion were to be reached that the most unfortunate murder of a young woman on Willingdon Avenue could have been prevented by better lighting, it must of necessity be a very subjective one. The lighting on Willingdon Avenue is supplied by lease lighting on B.C. Hydro poles. These lights are on the east side of Willingdon and are attached to each and every available pole at a spacing of approximately 35 metres between lights. There are 16 lease lights and two additional lights on a pedestrian signal on the subject section of Willingdon Avenue.

To install the final standard of ornamental lighting at this time could be premature, as the finished street standard of Willingdon Avenue has not yet been finally established. As an interim measure, the lumen output of the existing lighting could be increased by changing over to high pressure sodium vapour from the present mercury vapour. We have requested that B.C. Hydro advise us of the practicability and estimated cost of making such a conversion. Staff will act on this matter when the requisite information is at hand.

We spoke to Mr. Ellis and he told us the residents have some further concerns they would like addressed, namely:

4. The lack of lighting in the fitness circuit that has been established in a small park site on the south side of the Chaffey/Burke School ground.

We have conferred with the Parks and Recreation Department regarding the request to illuminate the fitness circuit and we have been advised that a staff member will be assigned to speak to Mr. Ellis concerning this matter.

(Cont'd.)

5. The intrusion into the lane of an ornamental hedge growing at the rear of 5715 Willingdon Avenue which the residents feel should be cut back to give room for passing motorists and pedestrians. Also, it was requested that the ditch be covered and the pavement widened.

Regarding the complaint of the hedge extending into the lane, it was confirmed that it does occupy about five feet of the lane allowance. It is composed of a very heavy growth of tall ornamental evergreens and steps are now being taken to have these trees trimmed back. Corporation policy, however, to not fill in lane ditches, as they are required to carry off surface drainage. However, the travelled width of the lane will be widened wherever possible.

Regarding the main request which is for street lighting in the lane, it has not been Corporation practise to place lighting in lanes. It was felt that it was more important to concentrate lighting efforts on the front streets as first priority and then move into lane lighting as second priority but only in those lanes with special needs; the needs priority would be based primarily on traffic volumes and crime rates. This would place commercial lanes first, high density apartment areas second and single residential areas last. The one exception would be lanes at the rear of arterial streets where under the present policy street access is not allowed but rather people are directed to take access from a lane or another street if such is available.

The subject section of Willingdon Avenue meets the latter requirement mentioned in the preceding paragraph and it would be appropriate to consider the placement of lighting in the rear lane. If lights are to be placed on every pole as the petitioners have requested, the appropriate means of achieving it would be by local improvement, with the abutting owners paying for a portion of the lighting costs.

If lighting were to be approved for the lane, there are a number of possible undesirable side effects that the residents should be aware of. The apartment development and the hospital at the Grange Street end as well as some homes along the lane have bedroom windows close to and facing the lane; lighting could be a source of annoyance to them. A well lighted lane may attract more vehicles and pedestrians than now use the lane. The lighting of the school yard by lane lighting and the fitness circuit by separate lighting may make such areas attractive as points of congregation for unauthorized groups.

In summary, it is agreed that since vehicular access is prohibited to be taken from Willingdon Avenue, the lane must necessarily service all vehicular accesses. As such, the lane can be treated under the same rules as for street lighting, bearing in mind, of course, that lanes have severe width limitations in comparison to streets.

  
DIRECTOR ENGINEERING

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cc: ( ) Director Recreation & Cultural Services  
( ) O.I.C., R.C.M.P.

