

RE: LETTER FROM MR. GLEN JAMES, 8069 SUSSEX AVENUE, BURNABY, B.C., V5J 3W5
LOCAL IMPROVEMENT ON SUSSEX AVENUE (RUMBLE STREET TO MARINE DRIVE)

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 APRIL 27
FROM: DIRECTOR ENGINEERING
SUBJECT: 8069 SUSSEX AVENUE

RECOMMENDATION:

1. THAT Burnaby Local Improvement Construction Bylaw No. 10, 1988 (Bylaw 8985) be amended by deleting paragraph (b).
2. THAT Council authorize the preparation of a Local Improvement Construction Bylaw for Sussex Avenue as more fully described in this report.
3. THAT Mr. Glen James of 8069 Sussex Avenue Burnaby, B.C., V5J 3W5 be provided with a copy of this report.

R E P O R T

Appearing on the Council agenda of 1988 May 02 under delegations is Mr. Glen James who wishes to speak on the upcoming local improvement on Sussex Avenue from Rumble Street to Marine Drive.

Council, at its regular meeting of 1988 April 05, adopted Burnaby Local Improvement Construction Bylaw No. 10, 1988 (Bylaw 8985) authorizing the construction of asphaltic pavement 11 m wide on Sussex Avenue, with curb on east side, Rumble Street to Portland Street, and curb and walk on west side, Rumble Street to Marine Drive, and trees as required.

The above described works were the subject of a Manager's Report No. 30, Item 14, Regular Council meeting 1988 April 25 (copy attached).

Mr. Glen James will be addressing what he purports to be an overwhelming desire of the residents of the west side of Sussex Avenue from Rumble Street to Carson Street to remove the construction of a sidewalk on their (west) side of Sussex Avenue.

The subject project was initiated by the Municipality to bring up to a final curb standard what is classified as a local collector street. In its initiation it was decided to include a sidewalk on the west side to match the standard existing on the east side of Sussex Avenue.

(Cont'd.)

In 1982 June, the Burnaby School Board closed a number of elementary schools in the South Slope area. This closing of schools resulted in the relocation of children to other schools that were to remain open. The closing of Riverway School required children in this area to attend the Nelson Avenue School north of Rumble Street. This closing of schools and relocating children to other schools was not readily acceptable to the parents. There were many concerns raised, one of which was the lack of proper walking facilities, particularly on collector streets. It was in addressing these concerns of the area parents that prompted us to initiate sidewalks on the west side of Sussex Avenue.

Statistics pertaining to the proposed work on Sussex Avenue as presented in the Certificate of Sufficiency are as follows:

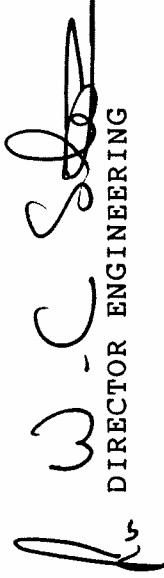
No. of property owners	-	27
Majority required to defeat	-	14
No. of objections	-	13 (48%)
Total assessed value of land	-	\$1,988,900
Total petitioners' assessment	-	\$ 937,950 (47%)

The closing date for receipt of petitions opposing projects under the 1987 Local Improvement Program was 1988 March 03. A petition regarding Project No. 87-023 Sussex Avenue was received in the Clerk's Department prior to this date. However, the number of valid signatures did not represent the majority of affected owners nor at least half of the assessed value of affected parcels. It was recommended in the Municipal Clerk's Certificate of Sufficiency that Council proceed with the proposed work.

As discussed earlier in this report, although there was an indication some years ago at the time of closing schools in the area that it would be appropriate to have a sidewalk on the west side of Sussex Avenue, current indications are that the one sidewalk on the east side of Sussex Avenue is well able to look after the total needs for walking facilities on Sussex Avenue, especially when it is borne in mind that the schools have now been closed for some years and walking patterns have been well-established without a sidewalk existing on the west side of Sussex Avenue.

In view of the more recent opposition from the property-owners, as evidenced by the delegation to Council, it is proposed to eliminate the sidewalk on the west side from Rumble Street to Marine Drive. The proposed change will reduce the property owners share of the costs from \$5.34 to \$4.22 per taxable foot frontage and will also reduce the cost to the Corporation. The actual standard to be constructed consists of asphaltic pavement 11 m wide from Rumble Street to Winnifred Street tapering to 9 m Carson Street to Marine Drive with curb on east side Rumble Street to Portland Street and curb on west side Rumble Street to Marine Drive.

Your Director Engineering considers that the wishes of the property owners outweigh any possible advantage that might result from having two sidewalks on Sussex Avenue.


DIRECTOR ENGINEERING

HB/AAS:dp
cc: Traffic Supervisor
Municipal Solicitor

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RE: BYLAW NO. 8985 - LOCAL IMPROVEMENT CONSTRUCTION BYLAW NO. 10, 1988

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 APRIL 18

FROM: DIRECTOR ENGINEERING

SUBJECT: BYLAW NO. 8985 - LOCAL IMPROVEMENT CONSTRUCTION
BYLAW NO. 10, 1988

RECOMMENDATION:

THAT Section 2 (b) of Burnaby Local Improvement Construction Bylaw No. 10, 1988, be amended to read "Sussex Avenue from Rumble Street to Marine Drive on the west side, with pavement narrowing to 9 m between Carson Street and Marine Drive, Rumble Street to Portland Street on the east side".

R E P O R T

Council, at its regular meeting of 1988 April 05, adopted Burnaby Local Improvement Construction Bylaw No. 10, 1988 (Bylaw 8985) authorizing the construction of asphaltic pavement 11 m wide on Sussex Avenue, with curb on east side, Rumble Street to Portland Street, and curb and walk on west side, Rumble Street to Marine Drive, and trees as required.

There exists on the west side of Sussex Avenue between Carson Street and Marine Drive an undeveloped portion of land which is owned by School District No. 41 - Burnaby. Detailed survey and design have now revealed that an 11 m wide pavement on this portion of Sussex Avenue would be too disruptive to the ravine and natural watercourse existing on the west boundary of the Sussex Avenue road allowance adjacent to the east boundary of the School Board property. It is proposed therefore to eliminate the parking lane on the west side between Carson Street and Marine Drive; there is no abutting land use that would be inconvenienced by such a course of action. The proposed change involves only a reduction in width from 11 m to 9 m on the west side of the one block between Carson Street and Marine Drive.

The proposed change will not alter the property owners' share of the cost in any way. It is necessary, however, to amend the description of the work as it currently exists in the Construction Bylaw in order to accurately reflect the actual standard to be constructed.

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It is considered that this course of action is far more preferable to the disruption of the ravine and watercourse that would result from proceeding with the original 11 m width of roadway simply for the sake of a parking lane for which, in any event, there is no apparent need neither now nor in the future.


DIRECTOR ENGINEERING

AAS/EEO:dp

cc: Director Finance
Municipal Clerk

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