

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.

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DIRECTOR ENGINEERING

AAS/EEO:dp

cc: Director Finance
Municipal Clerk