

REPORT
1995 FEBRUARY 20

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: Community Transportation Plans: Funding Under
Local Improvement Programs

RECOMMENDATION:

1. THAT Council support the use of the Petition Method of the Local Improvement Program for the funding of the Canada Way - 6th Street Community Transportation Plan.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1995 February 08, adopted the attached staff report comparing the initiative and petition methods for conducting Local Improvement Programs and advocating use of the petition method for the Canada Way - 6th Street Community Transportation Plan.

MEMBERS:

Mr. E. Neumann
Mr. L. Werden

Respectfully submitted,

Councillor J. Young
Chairman

: COPY - CITY MANAGER DESIGNATE
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIR. PLNG. AND BLDG.

Councillor D. Evans
Member

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

1995 FEBRUARY 6

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE:

SUBJECT: COMMUNITY TRANSPORTATION PLANS: FUNDING UNDER LOCAL
IMPROVEMENT PROGRAMS

PURPOSE: To compare the two methods available under the Municipal Act for conducting
Local Improvements and how they relate to the funding of the Canada Way -
6th Street Community Transportation Plans.

RECOMMENDATIONS:

1. THAT the Traffic and Transportation Committee recommend the use of the
Petition Method of the Local Improvement Program for the funding of the
Canada Way - 6th Street Community Transportation Plan.

REPORT

1.0 BACKGROUND

Staff have been working with the Canada Way - 6th Street Resident Committee over the past nine months to develop a Community Transportation Plan to deal with the problem of traffic infiltration between Canada Way and 6th Street. In the Fall of 1994, staff conducted a survey of the area to assess support for the Community Transportation Plan, the results of which are summarised in a report elsewhere on the Traffic and Transportation Committee agenda.

The City Engineering Department has installed speed humps on several streets over the past year, in response to requests from residents. For this test program, the City used a cost sharing approach whereby the residents paid 40% of the cost, and the City funded the remaining 60%. Under this test Speed Hump Initiative Program, the resident who requested the traffic calming measures collected the full portion of resident funding along with the signatures of at least 60% of the residents. The program has been suspended pending review.

Because the residents of other areas have been charged for traffic calming measures under the Speed Hump Initiative Program, staff feel that it is appropriate to continue requiring some resident contribution for measures proposed under the Community Transportation Plan process. Therefore, in order to develop a method by which to conduct the cost sharing, staff researched the Local Improvement Program as outlined in the Municipal Act. The following is a summary of each method of conducting Local Improvements.

2.0 Local Improvement Program

Under the Municipal Act there are two methods by which to conduct Local Improvements: the City Initiative method and the Petition method, as discussed below.

Initiative Method

Until Spring 1994, the City used the Initiative method Local Improvement for funding of all street improvements such as the provision of sidewalks and curbs, etc. Under this method the residents were sent Notices of Intention which documented the measures for which the resident would be paying, and gave a detailed breakdown of the cost which would be applied to future tax notices.

In order to prevent the approval of the street improvements included in the Local Improvement, the property owner would have to respond negatively to the City within 30 days of the date of the Notice of Intention. If more than 50% of the property owners responded negatively within the allotted time, the Local Improvement would be defeated.

Petition Method

Over the years, there have been some concerns expressed by residents regarding the "fairness" of requiring property owners to respond negatively to defeat a Local Improvement. Therefore, in the Spring of 1994, Council adopted a recommendation from the Engineering Department which stated:

"THAT future local improvement projects stemming from property owners' requests be processed using the petition method in accordance with Section 658 of the Municipal Act."

Under the Petition method, the City circulates petition forms to applicants of the projects and sends information sheets to all impacted owners. The information sheets are provided as guidance to the owners to explain the Local Improvement, and to prevent any misunderstanding between them and the resident circulating the petition. In order to approve the Local Improvement under the Petition method, the petition must be signed by at least 2/3 of the owners (representing at least 50% of the assessed values of the properties).

3.0 CONCLUSION

In past discussions regarding the funding of Community Transportation Plans, the Initiative Method was preferred due to the large areas to be covered by the Local Improvement. However, it is recognised that because the Initiative Method is somewhat less democratic, it may be more appropriate to require that Local Improvements for Community Transportation Plans be conducted under the Petition method whenever feasible. As the Canada Way - 6th

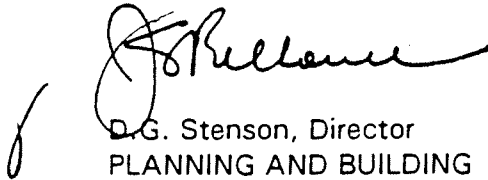
Planning & Building

Re. Community Transportation Plans:
Funding Under Local Improvement Program

95 02 06

Page 3

Street area is a relatively compact neighbourhood which lends itself to petitioning by individual street, it is recommended that the Petition Method be used for the Canada Way - 6th Street Community Transportation Plan. Staff will inform the Resident Committee of the change in approach.


D.G. Stenson, Director
PLANNING AND BUILDING

DAB/

cc. City Manager
Director Engineering
Director Finance
Director Administrative and Community Services
Director Parks and Recreation