

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SIXTEENTH AVENUE LOCAL IMPROVEMENTS ROADWORKS

RECOMMENDATIONS:

1. **THAT** Council authorize the two local area improvements as described in Section 4 of this report to be advanced as a Council initiated LIP in year 2000.
2. **THAT** copies of this report be forwarded to all the members of the Sixteenth Avenue Residents Committee with the thanks of Council for their participation.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1999 September 08, adopted the *attached* report to advise the Traffic and Transportation Committee of the results of the process undertaken with the residents of Sixteenth Avenue between Mary Avenue and Sixth Street to resolve the issues surrounding the local improvement roadworks.

Respectfully submitted,

MEMBERS:

Lyle Boivin
Raymond Lupien
Leanne Tatangelo
Tim Roxburgh

Councillor N. Volkow
Chair

Councillor J. Young
Vice Chair

Councillor D. Evans
Member

COPY - CITY MANAGER
- DIRECTOR PLANNING & BUILDING
- DIRECTOR ENGINEERING

TO: CHAIR & MEMBERS
TRAFFIC & TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

1999 September 3

FROM: DIRECTOR PLANNING AND BUILDING

Our File: 07-03-01

SUBJECT: SIXTEENTH AVENUE LOCAL IMPROVEMENT ROADWORKS

PURPOSE: To advise the Traffic and Transportation Committee of the results of the process undertaken with the residents of Sixteenth Avenue between Mary Avenue and Sixth Street to resolve the issues surrounding the local improvement roadworks.

RECOMMENDATIONS:

1. **THAT** the two local area improvements as described in Section 4 of this report be advanced as a Council initiated LIP in year 2000.
2. **THAT** copies of this report be forwarded to all the members of the Sixteenth Avenue Residents Committee with the thanks of Council for their participation.

REPORT

1. BACKGROUND

At its regular meeting of 1998 May 11, Council directed staff to initiate a process with the Sixteenth Avenue residents to resolve the outstanding issues regarding the local improvement roadworks.

2. PROCESS WITH THE RESIDENTS

A Resident Committee of five persons was nominated by the Sixteenth Avenue residents to work in association with a committee of staff representing both the Planning and Engineering Departments. The initial meeting (1999 February 24) and the summary meeting (1999 May 11) were both chaired by the Chair of the Transportation and Transit Division of the Traffic and Transportation Committee. The initial meeting was used to ensure that all members of this working committee had a clear understanding both of the process that had taken place and the concerns of the residents.

Two additional meetings with a smaller group of the Resident Committee were held on site to discuss particular issues and the final (fourth) meeting was used to table a conceptual proposal to the Resident Committee. Proceedings of these three meetings are outlined

below.

2.1 March 09 Meeting

This meeting was one of the action items resulting from the initial meeting of 1999 February 24. The objective of the meeting was for the representatives of the residents group to give City staff a guided tour of some alternative urban trail possibilities within their neighbourhood. Residents present at this meeting expressed concern about the appropriateness of an urban trail along 16th given their understanding of the objective of an urban trail:

- to serve primarily a recreational function;
- to link main local destinations and green spaces in addition to connecting to town centres; and
- to offer safe refuge from busy urban streets.

Two potential routes were shown to staff (*see Figure 1 attached*). Both options provided connections between Gaglardi Way/Cariboo area and the Edmonds town centre and would require consultation with Burnaby Parks, BC Hydro, Trans Mountain Pipeline, Department of Fisheries and Oceans, and Ministry of Environment Lands and Parks.

Notwithstanding the importance of an urban trail connection between Gaglardi Way / Cariboo and Edmonds Town Centre, Planning staff recognizes the awkward fit of an urban trail on residential streets with individual driveways and no rear lane access. However, short sections of urban trail have been implemented successfully in other locations in Burnaby due in part to their short length and the character of the urban trail beyond the residential section on either side. In light of these considerations Planning staff will pursue the two alternative alignment options identified as well as other potential alignments through the Cariboo Heights area as resources become available.

2.2 March 16 Meeting

The objective of this second site meeting was to demonstrate to the residents that there was a third alternative to bicycle commuters using cycle roads and recreational cyclists using off-street urban trails. This option is the alternative cycle road which has the potential to use traffic calming devices to improve the on-street cycling environment.

The group met at Cambie / 37th in the City of Vancouver and travelled a newly open section of the Ridgeway greenway to reach Earles / 38th. This route was selected as it has incorporated the following elements into an on-street bike route:

- traffic circles;
- narrowed pavement;
- on-street tree planters;
- bike signals to cross major streets;
- a section of Urban Trail style route around the perimeter of an existing park;
- on-street residential parking;
- pressed concrete pedestrian crosswalks; and
- pockets of landscaping with public benches.

In addition to the meetings, a letter outlining detailed responses to some twenty-two questions presented by the Resident Committee was responded to by staff in an effort to provide as much information as possible to the Resident Committee.

2.3 May 11 Meeting

At this meeting, a large scale coloured sketch plan indicating what the local improvement could look like was presented to the group. The Resident Committee was informed at this meeting that if they had any special preferences (i.e. curbs instead of separated sidewalks) that staff would make every effort to accommodate these during the development of the design of the improvement.

3. RESULTING AGREEMENT

3.1 Local Improvements

The concept as proposed to the Resident Committee did not contain a urban trail but referred to a potential future on-street bicycle route. Existing traffic calming measures (delta island at 6th St / 16th Ave, speed humps and stop signs) were all to be retained. New curb, gutter, sidewalks (north and south side) were shown and street trees were included where possible.

In most areas a 8.5 m (28') street would be centred on the right-of-way with one 3.3 m single travel lane and two 2.8 m parking lanes as shown in *Figure 2 attached*. However, on the approaches to Canada Way and 6th Street, the street would widen to 11.0 m (36') to allow for side-by-side two way travel.

The implications of this proposed scheme include:

- the edge of the street would move further away from the houses, in most areas;
- the gravel parking lanes would be replaced with paved parking lanes;
- cyclists would have a safer on-street environment (additional on-street provision);
- narrower mid-block pavement would likely further reduce traffic speeds;
- the existing north side sidewalk will be replaced with a slightly wider one (1.5 m); and
- a new sidewalk would be provided on the south side of the street.

At this meeting the Residents Committee was also provided with a listing of locations of recently completed LIP projects for their information.

3.2 Future Potential as an On-street Bicycle Route

Staff anticipate bringing forward a draft policy for consideration by Council in the new year to review new alternative cycle roads as part of the future cycle network now contained in the Burnaby Transportation Plan (Cycle Roads, Alternative Cycle Roads and Urban Trails). This policy will also suggest a public consultation process.

As 16th Avenue is already a popular east-west route for cyclists it is anticipated that this potential process could identify 16th Avenue as part of a larger east-west on-street bicycle route. Therefore there may be a future need for the City to designate this section of 16th as part of a larger **on-street** cycle route (similar to the Francis-Union or the new North-South bicycle routes in Burnaby). The members of the Resident Committee accepted this proposal in concept as it would require very little, if any, physical change to Sixteenth Avenue local improvement as currently proposed.

Following this meeting, members of the Resident Committee took the concept back to the area for comment from others and staff were informed by the Resident Committee that it was generally well received.

4. SUGGESTED LIP WORDING

As a follow up to the 1999 May 11 meeting staff had committed to the Resident Committee that they would be provided an opportunity to have input into the wording suggested for the local improvement roadworks. The residents agreed to the following text for the two potential local improvement roadworks to be included in the revised LIP.

- Sixteenth Avenue, Canada Way to Mary Avenue:

8.5 m of pavement, flaring to 11 m at Canada Way, with curb and walk on the south side, curb and replacement walk on the north side, and trees as required, designed and constructed in a way that centres the paved portion on the road right-of-way.

- Sixteenth Avenue, Canada Way to Sixth Street:

8.5 m of pavement, flaring to 11 m at both ends, with curb and walk on the south side, curb and replacement walk on the north side, and trees as required, designed and constructed in a way that centres the paved portion on the road right-of-way.

5. REMAINING RESIDENT CONCERNS

Following the agreement on the text of the local improvement roadworks, the Residents Committee stated that only two concerns remained.

5.1 Escalating Costs

The Resident Committee was concerned that during the time since the original LIP petition the LIP charge rates may have increased.

In the September 1996 petition two rates were identified. The first was \$7.00 per foot for the northern side of the street where the existing sidewalk was to be replaced. On the south side the rate was to be \$7.50 per foot. These two rates translate to annual charges of either \$462 and \$495 for a sixty-six foot lot, payable for 15 years.

These rates have not increased since 1996 and would be used for the revised local improvement roadworks as proposed.

5.2 LIP Petition Process

The City Solicitor has confirmed that a new citizen initiated petition is required, specifically outlining the planned improvement, and supported by at least two thirds of the abutting property owners, representing at least 50% of the assessed property value of the abutting properties.

The Resident Committees is concerned that they have now already invested enough time in the process and are requesting that Council implement the proposed local improvement roadworks through a Council initiated LIP.

The only alternative to avoid the residents having to initiate another petition would be to pursue a Council initiated LIP. This approach would involve notifying the affected property owners of the Council initiative, and allow them the opportunity to petition against it. A majority of property owners representing at least 50% of the assessed property value would need to petition against the initiative in order to defeat it under this process.

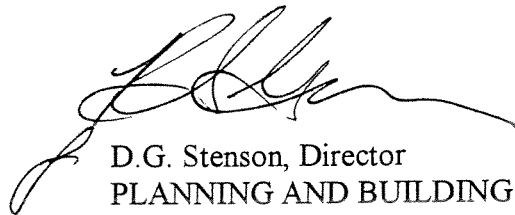
6. CONCLUSION

The process of meetings undertaken with the Sixteenth Avenue Resident Committee described in Section 2 of this report, has resulted in an agreement which would allow:

- the City to immediately pursue alternative urban trail alignments to Sixteenth Avenue;
- the residents of Sixteenth Avenue and the City to implement the proposed local improvement roadworks on Sixteenth Avenue from Mary Avenue to Sixth Street; and
- the City to pursue an on-street east-west cycle route in the area as part of larger future alternative cycle road network review.

The Resident Committee of Sixteenth Avenue should be acknowledged for their constructive contribution and commitment to the process resulting in the compromise being proposed.

The proposed local improvement roadworks described in Section 4 of this report should be initiated with priority in the year 2000 LIP program and consideration should be given to the residents request that Council implement the proposed local improvement roadworks through a Council initiated LIP.



D.G. Stenson, Director
PLANNING AND BUILDING

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c.c. City Manager
Director of Engineering



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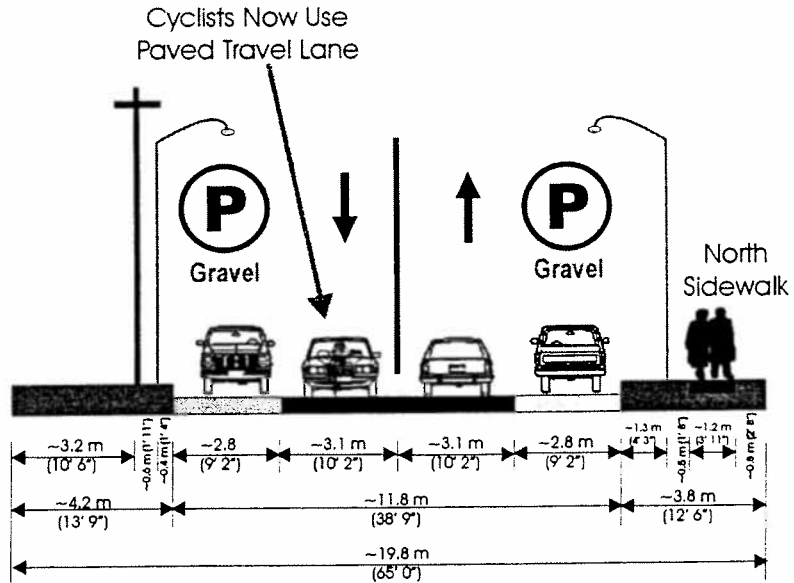
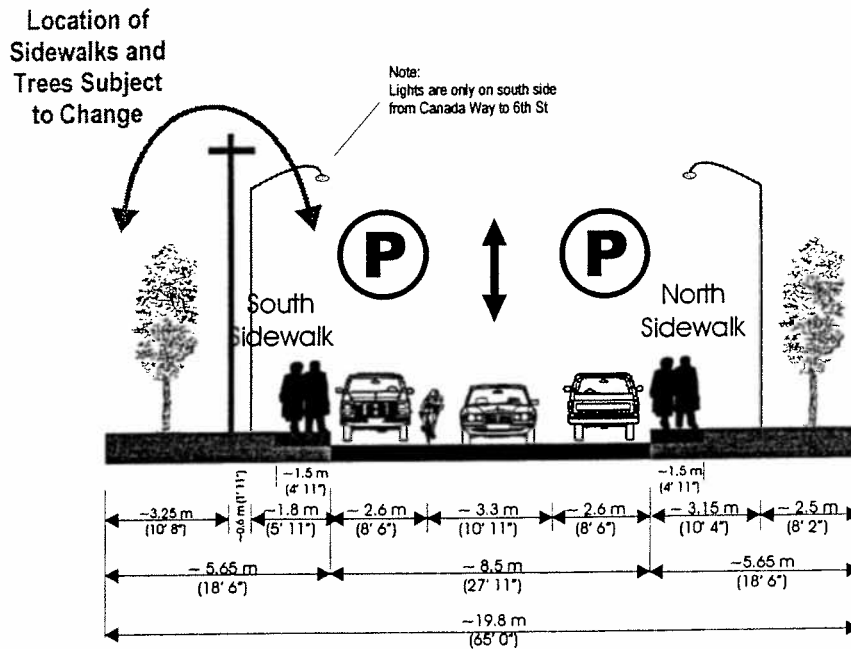
 City of
Burnaby
Planning & Building Dept.

Figure 1
Alternative Urban Trail / Alternative Cycle Road Options



Existing: Interim Standard



Proposal: Mid-Block
8.5 m (28') Street Centred on ROW

Figure 2:
Sixteenth Avenue:
Local Improvement Roadworks

