



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Date: November 18, 2003  
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Phone No.: 7928  
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CC File No.: 5802  
Meeting Date: December 9, 2003

TO: Vancouver City Council

FROM: General Manager of Engineering

SUBJECT: Local Improvements by Initiative - February 11, 2004  
First and Second Step Report

#### RECOMMENDATION

- A. THAT the projects listed in Appendix 1 be advanced as Local Improvements on the Initiative and brought before a Court of Revision on February 11, 2004.
- B. THAT the reports of the City Engineer and Director of Finance be adopted together with details of the Second Step Report as summarized in Appendix II, and Council declare it is desirable that the projects set out in Appendix I of this report be undertaken and deems that each will specially benefit the real property abutting it. (Requires two-thirds approval of those present). Source of funds for the total City's share of \$1,155,111 is \$106,816 from existing Engineering Department Basic Capital Accounts and \$1,048,295 in advance of the 2004 Streets Basic Capital Budget.
- C. THAT pavement and curb projects Number 3, 4 and 7 as described in Appendix I, be designated as a thoroughfare for the purposes of Part 1 of the Local Improvements Procedure By-law, so that abutting residential property owners' rates are reduced by the required 25%.
- D. THAT sidewalk project Number 30 as described in Appendix I, be designated as "pedestrian collector routes" so that the abutting residential property owners' rates are reduced by the required 25%.

#### COUNCIL POLICY

Polices governing the Local Improvement process are set out in the Vancouver Charter and Local Improvements Procedure By-law.

**PURPOSE**

A Court of Revision is scheduled for February 11, 2004, at 7:30 p.m. to review a number of petition and initiative projects. The report for petition projects will be advanced to Council separately at a later date to allow as much time as possible for residents to circulate their petitions. The purpose of this report is to begin the formal Local Improvement process by advancing the initiative projects to the Court of Revision and reporting on the financial arrangements for the projects. Approval of this report does not commit Council to undertake the projects.

**First Step**

As required by the Local Improvement Procedure By-law, projects for the following categories and detailed on the attached schedule (Appendix I), are advanced to Council by Initiative for review at a Court of Revision, which will be held at 7:30 p.m., Wednesday, February 11, 2004.

**Court #614**

- I Pavement & Curbs, Higher Zoned
- II Pavement & Curbs, Local Residential
- III Lane Pavement, Higher Zoned
- IV Lane Pavement, Local Residential
- V Speed Humps
- VI Pedestrian Collector Sidewalks
- VII Sidewalk Reconstruction

**FINANCIAL IMPLICATIONS**

Local Improvements is estimated at \$1.826 million. The City's share is \$1.155 million funded as follows

- \$ .107 million for the City's share of projects is available from existing Engineering Department Basic Capital Accounts as itemized in Appendix II.
- \$1.048 million is subject to approval of the 2004 Basic Streets Capital Budget

**Second Step**

The Director of Finance reports as follows:

In accordance with the Local Improvements Procedure By-law, I am submitting the attached City Engineers Report. The estimated cost of these projects is \$1,826,848. The property owners' share of the projects is \$671,737. The City's share is \$1,155,111. I have to report that the necessary financial arrangements can be made to carry out this work subject to approval of the 2004 Streets Basic Capital Budget.

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COURT OF REVISION - FEBRUARY 11, 2004

INITIATIVE PROJECTS - COURT #614

**I. PAVEMENT & CURBS, HIGHER ZONED STREETS**

The project is being initiated to assist the Petitioner who acquired the required two-thirds majority for a petition but lacked sufficient property values in order for a petition to be considered successful. By initiating this project the City can accommodate the wishes of a majority who prefer an improved street

1. Prince Edward Street from 43<sup>rd</sup> Avenue to 44<sup>th</sup> Avenue

**II. PAVEMENT & CURBS, LOCAL RESIDENTIAL**

The following residential street improvement projects are being initiated due to the poor condition of the temporary pavement. Some of these streets have other reasons in addition to poor pavement condition such as flankage streets and are often difficult to improve through the petition process. Furthermore, all the projects have been balloted and brought forward because of the positive support received.

2. Sasamat Street, West Side, from 8<sup>th</sup> Avenue to 9<sup>th</sup> Avenue excluding Lot S, E ½ of 3 Block 150, DL 540, PLN 3209 (4502 W. 8<sup>th</sup> Ave.)

This project is being initiated to coincide with street improvement on the east side of the street. The developer for the east side of the street is required to curb and pave half the street as a condition of development.

3. Windsor Street from King Edward Avenue to 26<sup>th</sup> Avenue
4. Windsor Street from 24<sup>th</sup> Avenue to King Edward Avenue

The projects on Windsor Street are being initiated because a majority of owners prefer an improved street instead of repairing damage caused by recent utility work. The street is part of the Windsor Street Bikeway.

5. 12<sup>th</sup> Avenue from Courtenay Street to Camosun Street
6. 12<sup>th</sup> Avenue, North Side, from Trimble Street to Discovery Street

The projects on 12<sup>th</sup> Avenue are being initiated because a majority of owners prefer an improved street instead of repairing damage caused by recent utility work.

7. 37<sup>th</sup> Avenue from Vine Street to Yew Street

This project is initiated to coincide with pending street work on 37<sup>th</sup> Avenue from Larch Street to Vine Street. The watermain from Larch Street to West Boulevard is scheduled to proceed shortly and this provides owners an option for a properly improved street with curbs instead of a strip pavement. Improvement of the street would also be advantageous to bicyclist as 37<sup>th</sup> Avenue is part of the Midtown/Ridgeway Bikeway.

**II. PAVEMENT & CURBS, LOCAL RESIDENTIAL (cont'd)**

8. 39<sup>th</sup> Avenue from Argyle Street to Bruce Street
9. 39<sup>th</sup> Avenue from Dumfries Street to Fleming Street
10. 39<sup>th</sup> Avenue from Fleming Street to Argyle Street

**III. LANE PAVEMENT, HIGHER ZONED**

Higher-Zoned lane paving addresses Council's stated priority on infrastructure renewal. These lanes tend not to be improved by petition because of absentee ownership, yet they carry much more traffic than residential lanes, and the lane surface deteriorates as a result. This causes high maintenance cost and a significant number of complaints from commercial and/or apartment tenants. These projects have been balloted to determine support levels and lane treatment. Responses indicate a preference for full width lane treatment.

11. L/E of Welwyn Street from 124.5 ft. south of 18<sup>th</sup> Avenue (NPL of Lot 32, DL 751, PLN 751-3450 Welwyn) to 20<sup>th</sup> Avenue
12. L/S of 5<sup>th</sup> Avenue from 400 ft. east of Woodland Drive to L/W of Commercial Drive and L/W of Commercial Drive from 5<sup>th</sup> Avenue to 6<sup>th</sup> Avenue
13. L/S of 45<sup>th</sup> Avenue from L/E of East Blvd to Maple Street and L/E of East Blvd. from the L/S of 45<sup>th</sup> Avenue to 46<sup>th</sup> Avenue

**IV. LANE PAVEMENT, LOCAL RESIDENTIAL**

The following lanes were initiated at the request for assistance by an adjacent owner because of the difficulty in circulating a petition due to absentee owners. A majority of these projects have been balloted to determine support levels and lane treatment. Responses indicate the majority a preference for full width lane treatment.

14. L/E of Cambie Street from 59<sup>th</sup> Avenue to 62<sup>nd</sup> Avenue
15. L/E of Trafalgar Street from 39<sup>th</sup> Avenue to L/N of 41<sup>st</sup> Avenue & L/N of 41<sup>st</sup> Avenue from Trafalgar Street to Elm Street

This project is being initiated because of health and safety issues brought forward by the petitioner.

16. L/S of 11<sup>th</sup> Avenue from Fraser Street to Prince Albert Street
17. L/S of 34<sup>th</sup> Avenue from MacKenzie Street to MacDonald Street

**V. SPEED HUMPS**

The following speed hump projects are being initiated as a result of complaints about safety due to speeding vehicles using the lanes as an alternate route in order to avoid signalized intersections or as a short cut to their destinations. Circulating a petition on some of the projects would be difficult because of the number of strata owners involved of which some are absentee owners.

18. L/S of Broadway from Burrard Street to Pine Street
19. L/S of Cornwall Avenue from Maple Street to Arbutus Street
20. L/S of SW Marine Drive from S.W. Marine Drive to dead end west
21. L/S of Melville Street from Bute Street to Jervis Street
22. L/S of Robson Street from Cardero Street to Nicola Street
23. L/S of Tisdall Street from 41<sup>st</sup> Avenue to 45<sup>th</sup> Avenue
24. L/S of 3<sup>rd</sup> Avenue from Vine Street to Yew Street
25. L/S of 10<sup>th</sup> Avenue from Tolmie Street to Sasamat Street
26. L/S of 11<sup>th</sup> Avenue from Woodland Drive to Commercial Drive
27. L/S of 13<sup>th</sup> Avenue from Burrard Street to Pine Street
28. L/S of 15<sup>th</sup> Avenue from Burrard Street to Pine Street
29. L/S of 26<sup>th</sup> Avenue from L/E of Rupert Street to L/W of Skeena Street

**VI. PEDESTRIAN COLLECTOR SIDEWALK**

On February 9, 1982, Council reaffirmed its policy objectives of providing sidewalks:

- on both sides of arterial streets;
- on both sides (as needed) of pedestrian collector routes;
- on both sides of higher-zoned streets; and
- on local residential streets, where property owners petitioned for them.

The construction of new pedestrian collector sidewalks responds to Council's top two priorities for transportation improvements; pedestrians and transit.

In preparation for the February Court of Revision, property owners representing about 48 blocks of sidewalk were balloted. There was about a 78% response rate with about 80% of the responses opposed. As a result, only one project is being advanced.

As requested by Council, we expect to report back in January on potential cost sharing and other changes that could accelerate sidewalk construction and reconstruction.

30. 1<sup>ST</sup> Avenue, S/S, from Scotia Street to 99ft east of Scotia Street (WPL of 316, Lot 3, Blk 4, DL200A, Pln 197) excluding 20 ft. fronting Lot 1 & 2, Blk 4, DL 200A, PLN 197  
**INFILL**

**VII. SIDEWALK RECONSTRUCTION****31. Burrard Street, West Side, from Melville Street to Georgia Street**

This project is being initiated because of the poor sidewalk condition. This is an opportunity to introduce the new sidewalk treatment for the Burrard St. corridor. Discussions with the Royal Center and the Hyatt Regency have resulted in positive support for this project.

CITY OF VANCOUVER - LOCAL IMPROVEMENTS DETAILED SECOND STEP REPORT

Summary of Estimated Costs and Certificates to the Attached Local Improvement Estimates  
Advanced on the Initiative Principle for a Court of Revision on February 11, 2004

Court #614

CATEGORY	ITEM NUMBER	TYPE OF PROJECT	P.O. SHARE	CITY'S SHARE	TOTAL COST	EXISTING FUNDS	SUBJECT TO APPROVAL OF THE 2004 CAPITAL BUDGET
I	1	Pavement & Curbs, Higher Zoned	\$ 30,788	\$ 86,961	\$ 117,749		\$ 86,961
II	2-10	Pavement & Curbs, Local Residential	\$202,389	\$ 723,557	\$ 925,946	\$ 40,000 SCA5C	\$ 683,557
III	11-13	Lane Pavement, Higher Zoned	\$163,340	\$ 113,241	\$ 276,581		\$ 80,000
IV	14-17	Lane Pavement, Local Residential	\$186,610	\$ 164,536	\$ 351,146		\$ 33,241
V	18-29	Speed Humps	\$ 61,269	0	\$ 61,269		\$ 164,536
VI	30	Pedestrian Collector Sidewalks	\$ 3,950	\$ 869	\$ 4,819	\$ 869 SCA5F	
VII	31	Sidewalk Reconstruction	\$ 23,391	\$ 65,947	\$ 89,338	\$ 65,947 SCA5G	
		<b>TOTAL</b>	<b>\$671,737</b>	<b>\$1,155,111</b>	<b>\$1,826,848</b>	<b>\$106,816</b>	<b>\$1,048,295</b>

The estimated costs provide for necessary incidental work. The cost of the property owner's share of the above noted projects and interest, is repayable over 15 years.

Certified correct as to measurements.

*W. Agnew*  
Collector of Taxes

*Kenneth Bayne*  
Director of Finance 03/11/24

*[Signature]*  
City Engineer

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Certified adopted by the City Council on \_\_\_\_\_

City Clerk