



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Report Date: June 26, 2007
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VanRIMS No.: 13-1200-20
Meeting Date: July 10, 2007

TO: Vancouver City Council

FROM: General Manager of Engineering Services

SUBJECT: Local Improvements by Initiative - October 4, 2007
First and Second Step Report

RECOMMENDATION

- A. THAT the projects listed in Appendix I be advanced as Local Improvements by Initiative and brought before a Court of Revision on October 4, 2007.
- 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 the report be undertaken and deem that each will specially benefit the real property abutting it. (Requires two-thirds approval of all its members). Source of funds for the total City share of \$2,880,116 is \$1,380,116 from existing Engineering Basic Capital Accounts and \$1,500,000 of funding to be approved in advance of the 2008 Street Basic Capital Budget.
- C. THAT sidewalk projects 23-32, 34-37 numbered inclusive, 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%.
- D. THAT the City owned parcels as summarized in Appendix III be declared "assessable for the local improvement projects".
- E. THAT should any of the sidewalk projects noted in Recommendation "C" be defeated that they proceed for Council's consideration on Special Grounds.

COUNCIL POLICY

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

PURPOSE

A Court of Revision is scheduled for October 4, 2007, 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.

DISCUSSION

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 the review at a Court of Revision, which will be held at 7:30 p.m., Thursday, October 4, 2007.

Court #626

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

SIDEWALKS

On April 8, 2004, Council approved a policy that would expedite the completion of the City sidewalk network:

- on both sides of transit streets
- on both sides of arterial streets
- on both sides (as needed) of pedestrian collector routes
- on local residential streets

The construction of new sidewalks responds to Council's top two priorities for transportation improvements, pedestrians and transit, as identified by The Central Area Plan (1991), City Plan (1995), Transportation Plan (1997), Downtown Transportation Plan (2002) and the report of the Sidewalk Task Force (2002).

To expedite completion of the sidewalk network, Council also approved a recommendation to revise cost sharing such that the City now pays between 65% and 80% of the cost depending on applicable relief provided to owners.

Should a majority of owners for a City initiative project object the project is normally considered defeated. However, noting Council's priorities, staff will be recommending to Council that all defeated projects proceed immediately on Special Grounds despite property

owner objections. Council has the authority to proceed on Special Grounds as specified in Section 506(3) of the Vancouver Charter.

Two sidewalks projects previously initiated and defeated have been proposed for a City initiative. The rationale for these projects is outlined in Appendix I.

FINANCIAL IMPLICATIONS

Local improvements are estimated at \$4,379,909. The City's share is \$2,880,116 funded as follows:

- \$1,380,116 from 2006 and 2007 Engineering Department Basic Capital Accounts as outlined in the following table:

Program	Description	2006/2007 Funding
CC1EA5BX1	Pavement & Curbs, Higher Zoned	\$ 233,946
CC1EA5CX1	Pavement & Curbs, Local Residential	\$ 46,084
CC2EA5CX1		\$ 100,000
CC2EA5EX1	Lane Pavement, Local Residential	\$ 32,939
CC2EA2AX1	Pedestrian Collector Sidewalk	\$ 967,147
	TOTAL	\$1,380,116

- \$1,500,000 of funding to be approved in advance of the 2008 Streets Basic Capital Budget as outlined in the following table:

Program	Description	2008 Advance Funding
EA5B	Pavement & Curbs, Higher Zoned	\$ 300,000
EA5C	Pavement & Curbs, Local Residential	\$ 1,000,000
EA2A	Pedestrian Collector Sidewalk	\$ 200,000
	TOTAL	\$1,500,000

Second Step

The Director of Finance reports as follows:

In accordance with the Local Improvement Procedure By-law, I am submitting the attached City Engineers' Report. The estimated cost of these projects is \$4,379,909. The property owners' share of the projects is \$1,499,793. The City's share is \$2,880,116. I have to report that the necessary financial arrangements can be made to carry out this work subject to Council approving the funding in advance of the 2008 Basic Capital Budget.

* * * * *

COURT OF REVISION - OCTOBER 4, 2007

INITIATIVE PROJECTS - COURT #626

I. PAVEMENT & CURBS, HIGHER ZONED

The following higher-zoned streets (#1-5) that are being initiated have strip pavements that are in poor condition. These streets are often difficult to improve by the petition process due to absentee owners and difficulties circulating a petition within strata properties because of security issues. These streets therefore deteriorate, resulting in complaints and maintenance concerns. The projects have been balloted and are brought forward because of the positive responses.

1. Balsam Street from 8th Avenue to Broadway
2. McLean Drive from 7th Avenue to 8th Avenue
3. McLean Drive from 8th Avenue to Broadway
4. Pandora Street from Templeton Drive to Nanaimo Street
5. 47th Avenue from Beatrice Street to Victoria Drive

II. PAVEMENT & CURBS, LOCAL RESIDENTIAL

The following residential street improvement projects (#6 - 15) are initiated due to the poor condition of the strip pavement. Some of these streets are flankage streets and are often difficult to improve by the petition process. These projects have been balloted and are brought forward because of the positive responses. Yale Street and Trafalgar Street have been balloted with mixed responses but brought forward for Councils consideration.

6. Balsam Street from 5th Avenue to 6th Avenue
7. Bayswater Street from 6th Avenue to 8th Avenue
8. Camosun Street from 18th Avenue to the lane south of 19th Avenue
9. Gladstone Street from 42nd Avenue to 43rd Avenue
10. Rhodes Street from 41st Avenue to 43rd Avenue
11. Sasamat Street from 4th Avenue to the dead end north (Pavement Only)
12. Trafalgar Street from 24th Avenue to Alamein Avenue
13. Yale Street from Kootenay Street to Boundary Road
14. 53rd Avenue from Arbutus Street to West Boulevard
15. 54th Avenue from Arbutus Street to West Boulevard

III. LANE PAVEMENT, LOCAL RESIDENTIAL

The following lanes (#16 - 17) were initiated at the request for assistance by an adjacent owner because of the difficulty in circulating a petition due to absentee owners. The projects have also been balloted and brought forward because of the positive responses. This initiative is for paving the lane with a center strip only except in front of garages or driveway where connections are required.

16. Lane south of 11th Avenue from Dunbar Street to Collingwood Street
17. Lane south of 13th Avenue from Windsor Street to Glen Drive

IV. SPEED HUMPS

The following lane speed hump projects (#18 - 22) 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 project would be difficult because of the number of strata owners involved of which some are absentee owners. The projects have also been balloted and brought forward because of the positive responses.

18. Lane east of Fraser Street from 57th Avenue to 58th Avenue
19. Lane south of Queens Street from Rupert Street to McGeer Street
20. Lane south of Pendrell Street from Bute Street to Thurlow Street
21. Lane south of 7th Avenue from Carolina Street to the lane east of Carolina Street
22. Lane south of 16th Avenue from St. George Street to Carolina Street

V. PEDESTRIAN COLLECTOR SIDEWALKS

On April 8, 2004, Council approved the recommendations to establish and adopt policy that would expedite the completion of the City sidewalk network:

- on both sides of transit streets;
- 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.

The construction of new sidewalks responds to Council's top two priorities for transportation improvements; pedestrians and transit as identified by The Central Area Plan (1991), City Plan (1995), Transportation Plan (1997), Downtown Transportation Plan (2002) and the report of the Sidewalk Task Force (2002).

To expedite completion of the sidewalk network, Council also approved a recommendation to revise cost sharing such that the City now pays between 65% to 80% of the costs depending on applicable reliefs provided to owners. By reducing the costs to owners, support should increase for sidewalk projects. A formal notice will be mailed to the owners of property adjacent the following City Initiative projects advising them of the project, the cost of the project and their individual assessment. The notice also advises owners of the date for objections to be received and the date of the Court of Revision.

Should a majority of owners for a City Initiative project object, the project is normally considered defeated. However, noting Council's priorities, staff will be recommending to Council that all defeated projects proceed immediately on Special Grounds despite property owner objections. Council has the authority to proceed on Special Grounds as specified in Section 506(3) of the Vancouver Charter.

These projects are on transit routes, provide access to transit routes, to schools, to parks or are missing links. The following sidewalk projects (#23 - 37) are being initiated due to complaints received regarding existing pedestrian conditions.

23. Ash Street, West Side, from 66th Avenue to 69th Avenue
Requested by parents group and schools for access to Laurier School Annex
24. Balaclava Street, West Side, from 26th Avenue to the lane south of 27th Avenue
Missing sidewalk link, complaints received
25. Balaclava Street, West Side, from the lane south of 34th Avenue to 35th Avenue
Missing sidewalk link, complaints received
26. S.W. Marine Drive, South Side, from Angus Street to Barnard St.
Major street, access to transit route on Granville St.
27. S.W. Marine Drive, North Side, from Arbutus Street to East Boulevard
Major street, access to transit route on Granville St.
28. Toderick Street, West Side, from 45th Avenue to the lane south
Requested by McCorkindale School, route used by students
29. Willow Street, West Side, from 42nd Avenue to 46th Avenue
Access to transit route at 41st Ave, Heather St. Bikeway, access to McCorkindale School, Oakridge School, Eric Hamber Secondary, and complaints received
30. Windermere Street, East Side, from 5th Avenue to 6th Avenue
Missing link, access to Sunrise Park, complaints received
31. 4th Avenue, North Side, from Blanca Street to 4511 West 4th Avenue
Transit Route, previously initiated in 2004 and defeated. Since that time, TransLink has adopted policies to make all bus stops accessible, has added new bus routes on 4th avenue, and is planning improvements to the bus bay on 4th at Blanca. Completion of the sidewalk network at this location will provide improved accessibility to transit services.
32. 4th Avenue, North Side, from Drummond Drive to Blanca Street
Transit Route, previously initiated in 2004 and defeated. Since that time, TransLink has adopted policies to make all bus stops accessible, has added a new bus route on 4th avenue, and is planning improvements to the bus bay on 4th at Blanca. Completion of the sidewalk network at this location will provide improved accessibility to transit services.
34. 46th Avenue, North Side, from Oak Street to Tisdall Street
Access to transit route at Oak, signalized crosswalk at Oak St., access to Annie Jamieson School, Tisdall Park, Bikeway, complaints received
35. 53rd Avenue, South Side, from Inverness Street to Argyle Street
Access to transit route, signalized crosswalk at Knight St., access to David Thomson Secondary School

36. 66th Avenue, South Side, from Ash Street to 455 feet west of Ash Street (west property line of 740 W 66th Ave)
Requested by parents group and school for access to Laurier School Annex
37. 69th Avenue, North Side, from Ash Street to 257 feet west of Ash Street (west property line of 711 W 69th Ave)
Requested by parents group and school for access to Laurier School Annex

CITY OF VANCOUVER - LOCAL IMPROVEMENTS DETAILED SECOND STEP REPORT

Summary of Estimated Costs and Certificates to the Attached Local Improvements Estimates
Advanced on the Initiative Principle for a Court of Revision on October 4, 2007

COURT #626							
CATEGORY	ITEM NUMBER	TYPE OF PROJECT	P.O. SHARE	CITY'S SHARE	TOTAL COST	EXISTING FUNDS	FUNDING IN ADVANCE OF THE 2008 BASIC CAPITAL BUDGET
I	1-5	Pavement & Curbs, Higher Zoned	\$ 499,781	\$ 533,946	\$1,033,727	\$233,946 30008865	\$ 300,000
II	6-15	Pavement & Curbs, Local Residential	\$ 642,585	\$1,146,084	\$1,788,669	\$ 46,084 30009148 \$100,000 30009935	\$1,000,000
III	16,17	Lane Pavement, Local Residential	\$ 80,809	\$ 32,939	\$ 113,748	\$ 32,939 30009811	
IV	18-22	Speed Humps	\$ 29,102	0	\$ 29,102		
V	23-32 34-37	Pedestrian Collector Sidewalks	\$ 247,516	\$1,167,147	\$1,414,663	\$967,147 30009919	\$ 200,000
		TOTAL	\$1,499,793	\$2,880,116	\$4,379,909	\$1,380,116	\$1,500,000

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

Certified correct as to measurements

Collector of Taxes

Director of Finance

City Engineer

Certified adopted by the City Council on _____

City Clerk

Initiative Court of Revision #626
October 4, 2007

City of Vancouver Assessable Properties
CITY OF VANCOUVER & CITY TAX SALE PROPERTY

SCHEDULE	PROJECT	LOCATION	LOT	BLOCK	DL	PLAN
019	Speed Humps	Lane south of Queens Avenue from Rupert Street to McGeer Street Folio # 718-301-89-0000	15	23 & 24	36 & 51	4413
019	Speed Humps	Lane south of Queens Avenue from Rupert Street to McGeer Street Folio # 718-301-99-0000	16	23 & 24	36 & 51	4413