

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
FINANCIAL MANAGEMENT COMMITTEE

DATE: 2018 May 01

FROM: DIRECTOR ENGINEERING

FILE: 37500 01

SUBJECT: INTERIM LOCAL STREET UPGRADE STRATEGY

PURPOSE: To approve the proposed Interim Local Street Upgrade Strategy.

RECOMMENDATION:

1. **THAT** the Financial Management Committee recommend Council approve the proposed Interim Local Street Upgrade Strategy as defined in Section 2.0.

REPORT**1.0 IMPLEMENTING THE STRATEGIC PLAN**

The network of trails and sidewalks in our urban environment contributes toward the development of a world class city committed to creating and sustaining the best quality of life for the entire Burnaby community. More specifically, an appropriately developed network of sidewalks contributes to a safe community, a geographically connected community, and a healthy community.

Early urban development in Burnaby resulted in neighbourhoods with narrow pavement and a gravel shoulder without a sidewalk or concrete curb and gutter. As the population has grown the demand for a network of interconnected sidewalks to enable safe pedestrian movement in neighbourhoods has increased. This infrastructure has typically been provided through the capital program where arterial and collector streets are being revitalized, through bylaw requirements to provide appropriate infrastructure adjacent to a development when redevelopment occurs, or through a Local Area Service that is established upon assent from the benefitting properties to upgrade a local street to the appropriate standard. The current streetscape minimum design standard in Burnaby includes concrete curb and gutter, a separated sidewalk, boulevard trees and grass, and street lights as illustrated in Figure 1 and Appendix B. The benefits of enforcing this minimum design standard include improved pedestrian safety, improved aesthetics, improved drainage, and reduced operating and maintenance costs. Approximately 75% percent, or 450km, of Burnaby's urban collector and local street network currently meets the desired minimum design standard (see Appendix A for city-wide sidewalk map).

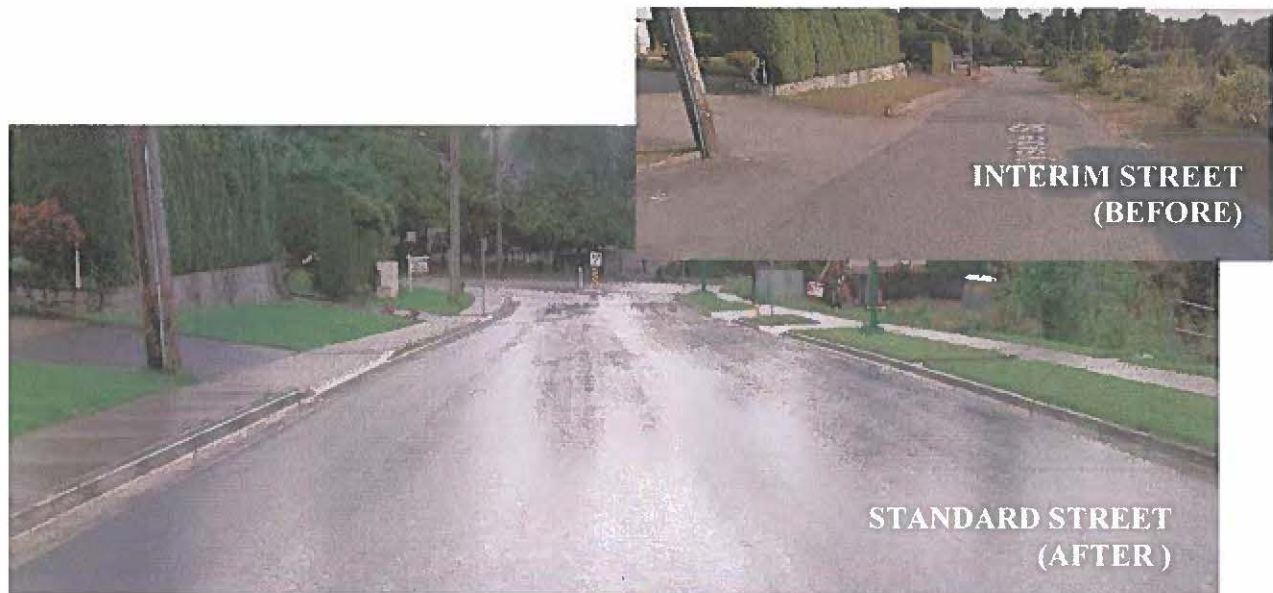


Figure 1. Standard vs. Interim Street (Before & After)

See Appendix B for more photos showing Standard vs. Interim Streets

2.0 INTERIM LOCAL STREET UPGRADE STRATEGY

The current practice of providing sidewalk, storm water and street light infrastructure through a combination of the city capital plan, development and Local Area Service has resulted in three quarters of the network being upgraded. However, the pace of upgrade is relatively slow in neighbourhoods outside of the city centers. This proposed strategy is aimed at advancing the rate of sidewalk infrastructure development where the need is greatest, through identification of critical sidewalk links during development of the Burnaby Transportation Plan update. Critical links allow pedestrian connection to schools, parks, community centers, Skytrain stations, and other similar destinations that generated high pedestrian traffic. Critical links or priority streets could include locations such as the following and will be defined and updated by staff as necessary:

Humphries, 16th – Edmonds
Lozells, Winston – Government
Beta, Pender – Union
Macdonald, Parker – Williams

Piper, Winston – Government
Warwick, Sumas – Halifax
Rosser, Albert – Eton
Irmin, Gray - Jubilee

Critical links would be included in the city capital plan and the development of these sidewalks, streetlights and storm water upgrades would be coordinated with pavement, water and sewer infrastructure replacement. City capital plan coordination means that where the City Capital Plan involves interim local streets that have been identified as critical pedestrian links, the City would upgrade the streetscape to the desired minimum design standard. This would reduce the overall capital cost for a street upgrade by 20% when compared to the situation where the capital replacement happens in isolation from the development of sidewalks and street lights.

It would also provide a coordinated neighbourhood improvement, expand the sidewalk network, reduce long-term operating costs, and improve overall city beautification. In addition, this approach would enable upgrade of interim local streets with wide-spread R12 contributions that are identified as critical links, in order to provide the neighbourhood benefit historically paid by owners or developers. The remaining interim local streets that have not been identified as critical pedestrian links would continue to be upgraded through the Local Area Service program.

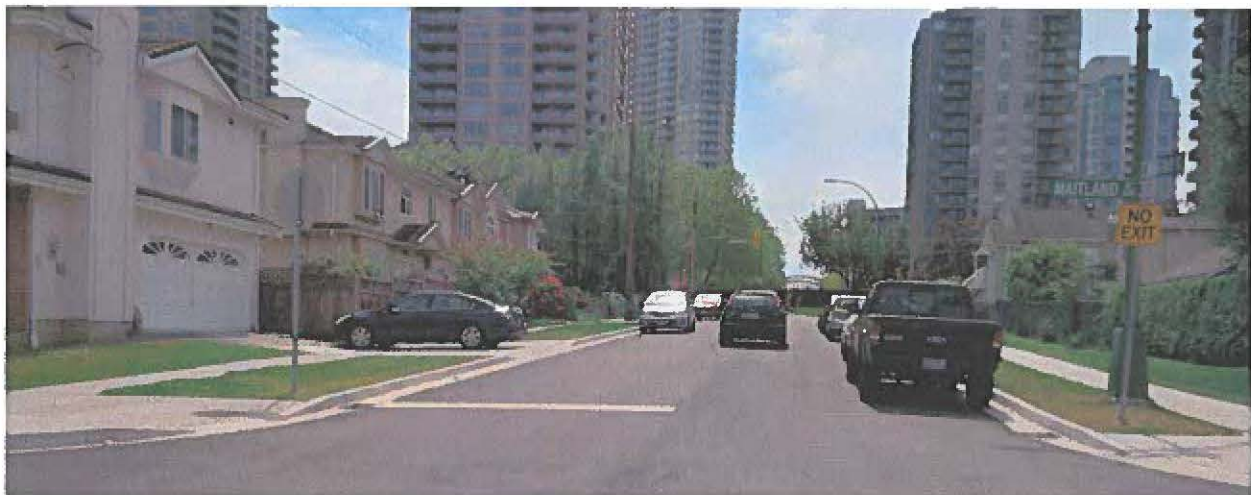


Figure 2. Typical Finished Street

3.0 ADDITIONAL CONSIDERATIONS

Some interim streets have challenging topographical or existing conditions, such as a steep grade or a narrow right-of-way, which might require a modified street cross section with narrower pavement and abutting rather than separated sidewalks. These adjustments would be incorporated into the design and consultation process.

Due to various historical reasons, some properties include significant illegal encroachments such as fences, hedges, retaining walls, and parking areas as illustrated in Figure 3. A streetscape that meets the Burnaby minimum design standard might require removal of such illegal encroachments in order to re-establish public use of the boulevard area to provide the neighbourhood benefits of a safe, continuous sidewalk network and consistent tree canopy. Engineering engages these property owners early in the design process and continues to work with them during construction to optimize the use of public space while having the least possible impact on the use of their property.



Figure 3. Encroachments

As discussed in Section 2, the existing Local Area Service program will continue to be available where streets are not designated as a critical pedestrian link or property owners choose to upgrade their street in advance of the prioritized and coordinated City Capital Program.

Upgrading the streetscape of critical pedestrian links to the minimum design standard will impact the capital budget modestly by including the 30% of capital cost that would historically be charged back to property owners upon assent of the Local Area Service. The roads capital program would be increased by approximately \$1.5 to \$4.0 million per year, depending on the length of critical pedestrian links that coincide with local street, water and sewer upgrades. This budget impact would decrease over time as the network of critical pedestrian links is developed.

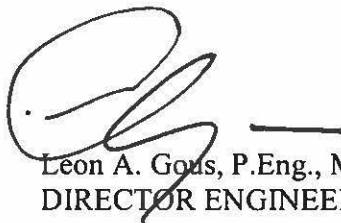
It is common practice for property owners or occupiers to provide horticultural and other maintenance for the grass boulevard adjacent to their property. Burnaby does not currently have a bylaw formalizing this common practice. Formalizing the practice would help to clarify responsibilities, avoid confusion, and provide staff with appropriate authority to follow up on unkempt boulevards as necessary, similar to bylaw provisions regarding unsightly premises. Engineering will report back to Council at a later date regarding this amendment to the *Unsightly Premises Bylaw* to formalize current boulevard maintenance practices.

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Financial Management Committee
From: Director Engineering
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4.0 RECOMMENDATION:

It is recommended that the Financial Management Committee recommend Council approve the proposed Interim Local Street Upgrade Strategy which includes Capital Plan coordination and Critical Links as described in Section 2.

The Interim Local Street Upgrade Strategy aligns with the City's Strategic Plan, supporting the key goals of a safe, connected, inclusive, healthy, and dynamic community, and can be achieved through the efforts of a thriving organization.



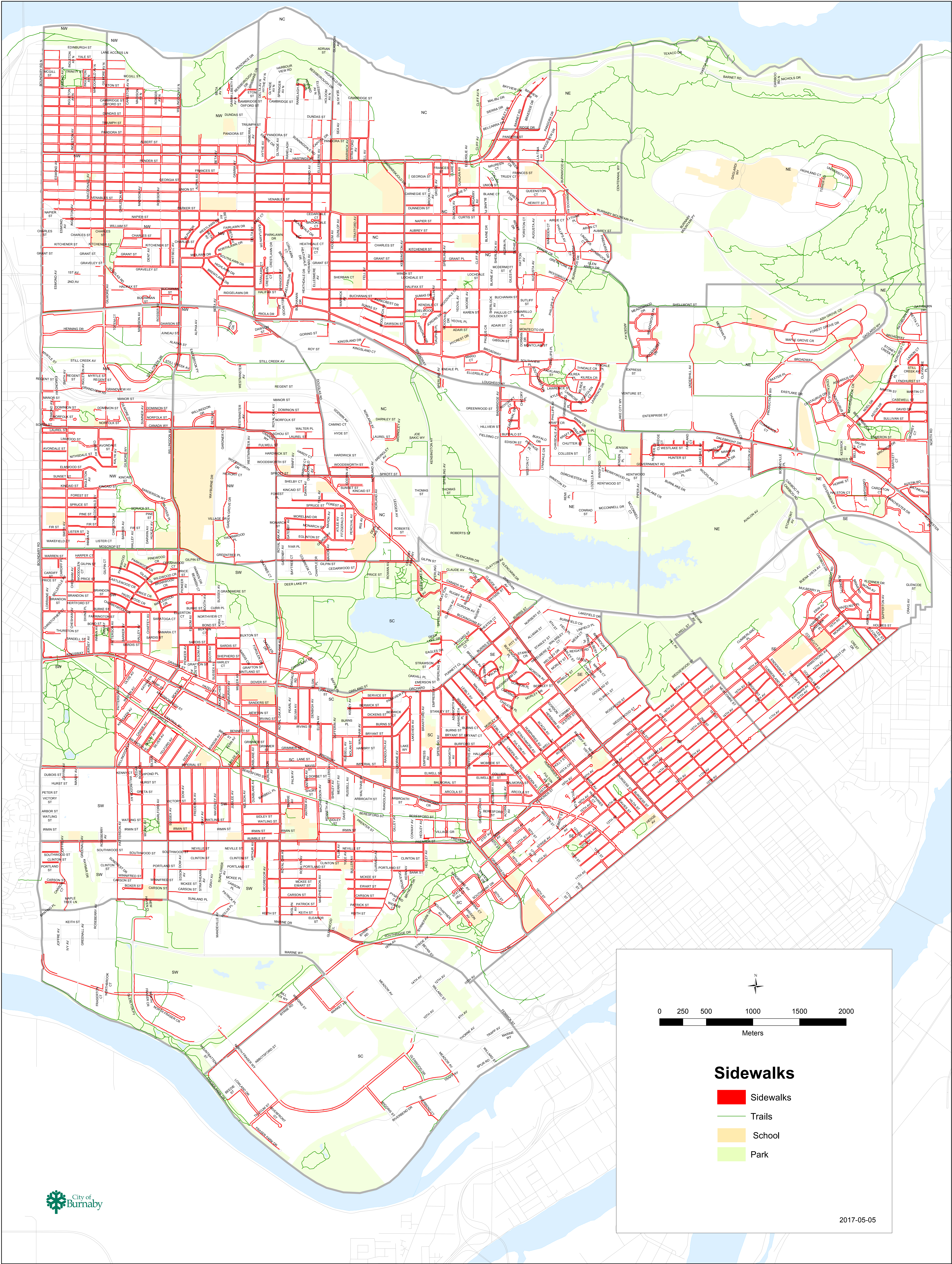
Leon A. Goss, P.Eng., MBA
DIRECTOR ENGINEERING

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Attachments

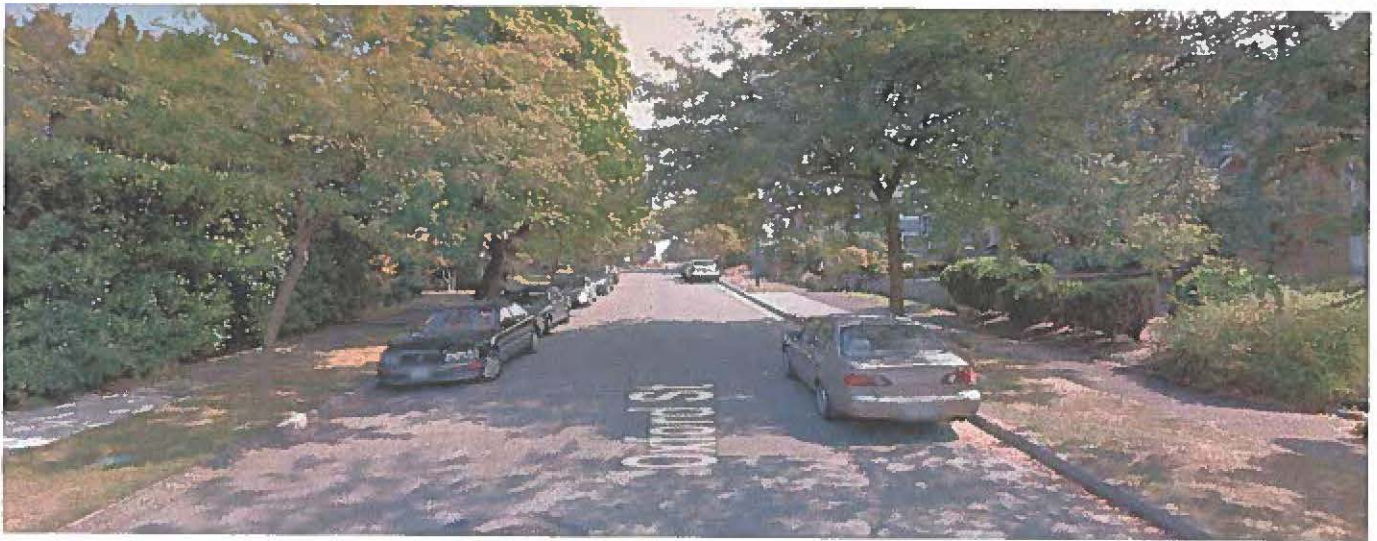
Copied to: City Manager
Director Finance
Director Public Safety and Community Services
Director Corporate Services
Director Planning & Building
City Solicitor
Chief License Inspector

Appendix A



Appendix B – Pictures of Standard vs. Interim Streets

Standard City Streets



Interim City Streets

