

CITY OF VANCOUVERSPECIAL COUNCIL MEETING

A Special Meeting of the Council of the City of Vancouver was held on Thursday, April 20, 1978, in the Council Chamber, commencing at 7:45 p.m.

PRESENT: Deputy Mayor Bellamy
Aldermen Brown, Ford, Gerard, Gibson,
Harcourt, Puil and Rankin

ABSENT: Mayor Volrich (Civic Business)
Alderman Kennedy (Leave of Absence)
Alderman Marzari

CLERK TO THE COUNCIL: D.H. Little

COMMITTEE OF THE WHOLE

MOVED by Ald. Ford,
SECONDED by Ald. Gibson,

THAT this Council resolve itself into Committee of the Whole, Deputy Mayor Bellamy in the Chair.

- CARRIED UNANIMOUSLY

DELEGATIONS1. West End Matters

Three Standing Committee meetings have been held to discuss various West End matters:

- (a) Standing Committees on Planning & Development and Transportation on April 6, 1978, dealing with open space east of Denman Street and Traffic Scheme II.
- (b) Standing Committee on Transportation on April 6, 1978, dealing with Nelson Street - Operational Measures and Local Improvements.
- (c) Standing Committee on Transportation on April 13, 1978, dealing with Pedestrian Crossing - Denman Street.

Several delegations requested to appear before Council on these matters.

Prior to hearing the delegations, the Deputy Mayor requested the officials to briefly describe the issues.

Mr. D. Rudberg, Assistant City Engineer - Traffic, stated that in July, 1974, Council approved Traffic Scheme II which proposed installation of eight traffic barriers east of Denman, one cul-de-sac, two street end closures, speed deterrent bumps and two-way traffic on Thurlow between Nelson and Pacific Streets. Traffic Scheme II was to achieve two of the West End Policy Guidelines i.e. through traffic will be eliminated from the West End and divert local traffic from residential streets to collector streets.

In May, 1975, after considerable opposition from 415 Nicola Street residents and the Greater Vancouver Taxi Drivers' Employees Association, Council directed that the City not proceed with Traffic Scheme II.

Mr. Rudberg noted that the traffic statistics have not changed significantly since 1974 and there is no need to do a further extensive study.

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DELEGATIONS (cont'd)West End Matters
(cont'd)

With respect to Nelson Street, Mr. Rudberg advised that the City Engineer had been instructed to investigate suitable locations for stop signs and other measures necessary to ensure primarily local use of Nelson Street and report to the Standing Committee on Transportation. The City Engineer reported three locations which had been found suitable for implementation to ensure local use of Nelson Street

- Nelson & Bute Streets)
- Nelson & Nicola Streets) 4-way stop signs
- Nelson & Denman Streets - left turn prohibition.

The report also recommended that traffic volumes on Nelson and other streets be monitored to determine effectiveness and to determine what other additional measures would be necessary.

The City Engineer reported to the Transportation Committee that 'pedestrian signals not be installed on the section of Denman Street from Davie to Robson Streets, but that painted lines be placed at Haro Street to assist pedestrians who choose to cross at this location'. After hearing delegations, the Committee recommended that a pedestrian actuated signal be installed at the Haro and Denman Streets intersection.

Ms. B. Howard, Central Area Planning, noted that the joint Committees did not consider a Manager's report on the future use of the Roedde House, designated an "A" Category heritage building. She requested Council to include the question of the future use of and the costs of upgrading the Roedde House in the proposed development program for Nelson Park and Park Site 19.

The following delegations were heard:

- Ms. C. Walker submitted a brief on behalf of the West End Traffic Committee (on file in the City Clerk's Office) recommending
 - the installation of 4-way stop signs every second block from Chilco to Thurlow Streets.
 - a 7 - 9 a.m. left hand turn prohibition be instituted for the full length of Denman from Robson to Davie Streets.
 - left hand turn assist lights to facilitate easterly traffic movement from Denman at Robson and Davie Streets.

Ms. Walker urged Council to approve the recommendations of the joint Committees with respect to open space east of Denman and Traffic Scheme II.

- Ms. M. Davis representing Gordon House Neighbourhood Services, supported the recommendations of the West End Traffic Committee and strongly urged Council to instruct officials to consult with residents in the future.
- Mr. S. Bourne, Community Council Association, suggested there was a need for more four-way stop signs.
- Ms. D. Lewis, West End Tenants' Association, supported the recommendations of the West End Traffic Council.

cont'd....

DELEGATIONS (cont'd)West End Matters
(cont'd)

- Ms. N. Tillson, Secretary to the Board, West End Community Centre Association, supported the West End Traffic Committee's recommendations and the joint Committees' recommendations for open space and Traffic Scheme II. Ms. Tillson stated mini-parks and open space are needed -- playing fields and outdoor sports areas are inadequate.
- Mr. A. Camp, Greater Vancouver Taxi Drivers' Employees' Association, stated that the Association is trying to provide a service to the West End - an area that has a high concentration of senior citizens who are not within walking distance to public transportation. The necessary rerouting around traffic barriers will add to the cost of this service. A further study should be made -- outside agencies such as taxi, fire and ambulance drivers should be consulted before any drastic changes such as mini-parks, barriers, etc., are made.
- Mr. Wiles, a senior citizen, stated that too often small groups interfere with plans of the planners and engineers who are equipped to give us their knowledge -- he urged Council to go along with the recommendations of their officials.

The City Manager suggested that rather than have staff time spent on a comprehensive plan, it would be useful to have a survey done to see how many West End residents are willing to pay for their share of the mini-parks and open space.

Following further discussion and questions put to the officials, Council considered the reports of the Standing Committees.

STANDING COMMITTEE REPORTS(i) Joint Report of Standing Committees
on Planning and Development and
Transportation, April 6, 1978

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Open Space East of Denman Street
- Cl. 2: Heritage Building - "A" Category,
Roedde House, 1415 Barclay Street

Clause 1

MOVED by Ald. Harcourt,

THAT recommendations B, C and D of the Committees contained in this Clause be approved, and recommendation A be amended and then approved as follows:

- "A. THAT the Park Board, in consultation with the Director of Planning, be requested to prepare a development programme for Nelson Park (Blocks 22 and 23), and Park Site 19 (Block 45 at Nicola and Barclay) outlining phasing, funding and design concepts in consultation with appropriate civic departments and resident groups.

FURTHER THAT the question of future use and costs of upgrading the Roedde House be included in discussions re development program for Park Site 19, and the Heritage Advisory Committee be consulted.

- (Amended)

STANDING COMMITTEE REPORTS (cont'd)Joint Report of Standing Committees
on Planning & Development and
Transportation, April 6, 1978 (cont'd)Clause 1 (cont'd)

MOVED by Ald. Puil in amendment,
THAT recommendation C of the Committees contained in
this Clause be deleted.

- CARRIED

(Aldermen Brown, Harcourt and Rankin opposed)

MOVED by Ald. Harcourt in amendment,
THAT the following be added as recommendation E:

- "E. THAT the City Engineer and the Director of Planning survey residents of the West End east of Denman Street with a view to obtaining their opinion on Traffic Scheme II and their willingness to pay their portion of the implementation of the open space, mini-park/pedestrian pathway scheme east of Denman Street."

- CARRIED

(Alderman Puil opposed)

The motion of Alderman Harcourt, as amended this day, was put and CARRIED, and therefore, the amended recommendations as approved, read as follows:

- "A. THAT the Park Board, in consultation with the Director of Planning, be requested to prepare a development programme for Nelson Park (Blocks 22 and 23), and Park Site 19 (Block 45 at Nicola and Barclay) outlining phasing, funding and design concepts in consultation with appropriate civic departments and resident groups.

FURTHER THAT the question of future use and costs of upgrading the Roedde House be included in discussions re development program for Park Site 19, and the Heritage Advisory Committee be consulted.

- B. THAT the programme resulting from Recommendation A, be considered at a future joint meeting of the Planning and Development & Transportation Committees, to be followed by a public meeting in the West End to obtain wider resident opinion.
- D. THAT preparation of a comprehensive plan for street closures/mini-parks and pedestrian pathways be deferred for a joint meeting of the Standing Committees on Planning and Development & Transportation with local residents.
- E. THAT the City Engineer and the Director of Planning survey residents of the West End east of Denman Street with a view to obtaining their opinion on Traffic Scheme II and their willingness to pay their portion of the implementation of the open space, mini-park/pedestrian pathway scheme east of Denman Street."

(Alderman Puil opposed)

Clause 2

MOVED by Ald. Harcourt,
THAT this Clause be received for information.

- CARRIED UNANIMOUSLY

STANDING COMMITTEE REPORTS (cont'd)

- (ii) Report of Standing Committee
on Transportation,
April 6, 1978

Nelson Street - Operational Measures
and Local Improvements (Clause 1)

MOVED by Ald. Rankin,
THAT recommendations A, B, C and D of the Committee
contained in this Clause be approved.

- (Carried)

(Aldermen Harcourt and Puil opposed to recommendation A)

MOVED by Ald. Harcourt in amendment,
THAT recommendation A of the Committee contained in this
Clause be amended to read as follows:

"THAT four-way stop signs be installed at the following
intersections:

- (i) Nelson and Bute Streets
- (ii) Nelson and Broughton Streets
- (iii) Nelson and Cardero Streets
- (iv) Nelson and Chilco Streets."

- LOST (Tie Vote)

(Aldermen Brown, Ford, Gerard and Puil opposed)

MOVED by Ald. Ford in amendment,
THAT recommendation A of the Committee contained in this
Clause be amended to read as follows:

"THAT four-way stop signs be installed at the following
intersections:

- (i) Nelson and Bute Streets
- (ii) Nelson and Cardero Streets."

- LOST

(Aldermen Brown, Gerard, Gibson, Harcourt, Puil, Rankin
and the Deputy Mayor opposed)

The motions to amend having lost, the motion by Alderman
Rankin was put and CARRIED.

- (iii) Report of Standing Committee
on Transportation,
April 13, 1978

Pedestrian Crossing - Denman
Street (Clause 1)

MOVED by Ald. Harcourt,
THAT the recommendation of the Committee contained in
this Clause be approved.

- CARRIED

(Alderman Puil opposed)

CITY MANAGER'S REPORTS

Local Improvements on the
'Initiative Principle'

MOVED by Ald. Puil,
THAT the recommendations of the City Manager contained in
his report dated April 7, 1978, be approved.

- CARRIED UNANIMOUSLY
AND BY THE REQUIRED
MAJORITY

COMMITTEE OF THE WHOLE

MOVED by Ald. Gibson,
THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Ford,
SECONDED by Ald. Harcourt,
THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

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The Special Council adjourned at approximately 9:30 p.m.

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The foregoing are Minutes of the Special Council Meeting
of April 20, 1978, adopted on May 2, 1978.


DEPUTY MAYOR


CITY CLERK

Del 1 (i)

REPORT TO COUNCIL

JOINT MEETING OF THE
STANDING COMMITTEES OF COUNCIL
ON
PLANNING AND DEVELOPMENT & TRANSPORTATION

APRIL 6, 1978

A joint meeting of the Standing Committees of Council on Planning and Development & Transportation was held in the No. 1 Committee Room, Third Floor, City Hall, on Thursday, April 6, 1978 at approximately 1:30 p.m.

PRESENT : Alderman Harcourt, Chairman
Alderman Bellamy
Alderman Brown
Alderman Ford
Alderman Kennedy
Alderman Puil

ABSENT : Alderman Gerard
Alderman Gibson

CLERK TO THE COMMITTEE : M. L. Cross

RECOMMENDATION

1. Open Space East of Denman Street

The Committees considered a report of the City Manager dated March 23, 1978 (copy circulated), forwarding a report of the Director of Planning dated March 23, 1978 (on file in the City Clerk's office).

The following organizations and individuals submitted briefs (on file in the City Clerk's office):

- West End Community Association
- West End Traffic Committee
- West End and Downtown Ratepayer's Community Association
- Vancouver Bicycle Club
- Ms. Nancy Tillson
- Mrs. N. Freeman
- Mrs. R.B. Jensen

Ms. B. Howard, Central Area Planning, advised that in December, 1977, Council approved further consultation with local residents, City Engineer, Director of Finance, Fire Chief and Park Board in response to an information report by the Director of Planning reporting preliminary support by residents for implementation of planned neighbourhood park space, mini-parks and Traffic Scheme II east of Denman Street.

The purpose of the present report is to provide an analysis of the three elements of Open Space East of Denman, report the results of additional consultation with residents and recommend the preparation of a comprehensive plan for the area east of Denman Street.

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Report to Council
 Standing Committees of Council
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Clause No. 1 continued:

Ms. Howard outlined the current status of planned neighbourhood parks on Blocks 45, 22 and 23, noting that an information report on the Roedde House, designated an "A" Category heritage building located on Block 45, was deferred for consideration at the same time the report on open space is being considered.

Several meetings have been held with representatives of West End Community Organizations to discuss open space east of Denman Street, indicating a strong concern by the majority to implement planned neighbourhood park space as soon as possible to meet the current needs of residents.

A comprehensive concept plan, dealing with the implementation of planned park space east of Denman should now be prepared in consultation with local residents, the Superintendent of Parks, and the Supervisor of Properties, taking into careful consideration the present need for additional neighbourhood park, the relocation needs of existing residents on planned park space, and the availability of funding for further acquisition and the development of planned parks. The possibilities of developing portions of Block 23 and/or Block 45 prior to full block development should be considered in order that residents on planned park space may be relocated over time as vacancies became available elsewhere, while providing usable open space in the interim.

In October, 1973, the West End open space consultant submitted a report, "Open Space - A Policy Outline for the West End" which presented planning principles and criteria to be used as a basis for implementation of mini parks and pedestrian pathways west of Denman and provided guidance for the preparation of a similar open space policy east of Denman Street.

In July, 1974, Council approved Traffic Scheme II which proposed the installation of eight additional barriers east of Denman, one cul-de-sac, two street-end closures, speed deterrent bumps and two-way traffic on Thurlow between Nelson and Pacific. Speed deterrent bumps have been implemented and two traffic barriers were installed as part of the West of Denman barrier installation.

Traffic Scheme II was to achieve the following objectives:

- (1) Implement Policy Guideline #8 (adopted by Council in 1972): "divert local traffic from residential streets to collector streets", and
- (2) Anticipate and provide necessary experience for the future development of mini-parks.

In May, 1975, Council received considerable opposition to Scheme II from 415 Nicola Street residents and the Greater Vancouver Taxi Drivers Employers' Association. The residents were concerned that the reclassification of Nicola as a "local collector" would result in heavy use by non-local through traffic. Council directed that the City not proceed with Traffic Scheme II.

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Report to Council
Standing Committees of Council
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Clause No. 1 continued:

In accordance with an existing Council policy (approved 1975) to "investigate with residents the desirability of mini-parks and pedestrian pathways east of Denman Street and south of Davie Street", staff have consulted with representatives of West End community organizations who have expressed support for mini-parks involving street closures and a pedestrian pathway system east of Denman Street, preceded by the installation of additional traffic barriers.

Council's endorsement is requested for the preparation of modifications to Traffic Scheme II along with a co-ordinated mini-park and pedestrian pathways concept plan for the area east of Denman Street. The concept plan should be accompanied by projected costs and funding based on the Local Improvement procedure.

Ms. Howard advised that a pedestrian pathway system east of Denman should be considered on its own merit with or without the street closures and mini-parks. Such a system would involve improved sidewalks linking community facilities, shopping areas and planned and existing park space. Improvements would include additional boulevard planting, the installation of some public seating and additional lighting. If implemented, this should be co-ordinated with normal curb and sidewalk improvements east of Denman as scheduled by the City Engineer.

With respect to modifications to Traffic Scheme II, Mr. D. Rudberg, Assistant Engineer-Traffic, advised that traffic counts throughout the area indicate that local traffic patterns have not changed significantly since 1974. Some peak volumes have been reduced since the Smithe-Nelson couplet was installed. There is no justification at this time for a new review of Traffic Scheme II as a great deal of time was spent on the previous review and traffic conditions in the area east of Denman have not changed significantly since that time. He stated that the Engineering Department agreed with the pathway study, done on its own.

Mr. E. West advised that the approved Five Year Plan funding does not have sufficient money to do the necessary street works. While property owners pay the increased cost of installing special sidewalks and pathways, the increased maintenance costs are borne by the City. These costs are skyrocketing.

In answer to a question of the approximate costs for mini-parks and pathways east of Denman, the City Manager estimated \$500,000 to the City and \$1,000,000 to property owners with the maintenance being a City charge.

Assistant Fire Chief, R. Enman, advised that the Fire Chief would agree to barriers that would restrict the flow of traffic but which fire apparatus could drive over. He noted that when you slow down access for fire apparatus you are delaying service. With the newer larger vehicles, manoeuvrability is decreased.

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Clause No. 1 continued:

The Director of Planning recommended:

"(1) That the Park Board, in consultation with the Director of Planning, be requested to prepare a development program for Nelson Park (Block 22 and 23), and Park Site 19 (Block 45 at Nicola and Barclay outlining phasing, funding, and design concepts in consultation with appropriate civic departments and resident groups.

and simultaneously,

(2) That the Director of Planning and City Engineer be instructed to prepare modifications to Traffic Scheme II and a comprehensive plan for street closures/mini-parks, and pedestrian pathways east of Denman in consultation with local residents, the Board of Parks and Recreation, the Fire Chief, and the Director of Finance.

(3) That the completed work resulting from Recommendations 1 and 2 be considered at a future joint meeting of the Planning and Development & Transportation Committees, to be followed by a public meeting in the West End to obtain wider resident opinion."

The City Manager recommended approval of recommendations (1) and (3) and in view of the Engineering Department comments submitted recommendation (2) for the consideration of the Committees. He suggested that the extra study should not be authorized and expectations of residents should not be raised unless Council feels that the property owners will be willing to pay for the street closures, mini-parks and pedestrian pathways east of Denman and therefore decides to proceed with a modified Traffic Scheme II.

The following persons appeared as delegations:

- Mr. J. Arnaud, West End Community Council Association, stated the increased traffic is not local traffic but through traffic from the Downtown. Traffic Scheme II should be implemented. As a property owner he is willing to pay his share of mini-parks and sidewalks.
- Mrs. C. Walker, on behalf of the West End Traffic Committee, requested that open space and modified Traffic Scheme II be implemented as soon as possible. She advised that the residents are not asking for special funding; they will support and pay for mini-parks, etc. on the initiative. The Committee urged that the entire traffic sections of the West End Guidelines be brought before West End residents and Council for early consideration and implementation.
- Mr. C. Garside, agreed with the City Engineer that a major study has been done and there is no need to redo the study - Traffic Scheme II should be implemented. Mini-parks could be paid for on the same formula as west of Denman.
- Ms. Debra Lewis, West End Tenants Association, concurs with the West End Traffic Committee brief that Traffic Scheme II be revived.

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Report to Council
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Clause No. 1 continued:

- Mr. S. Bourne, West End Community Association spoke in favour of Traffic Scheme II.
- Ms. N. Tillson stated that living conditions in many parts of the West End are becoming intolerable due to noise, fumes and frequency of vehicular traffic. She supported the West End Traffic Committee's request that the West End traffic guidelines be brought before West End residents and Council.
- Ms. M. Courvoisier stated that more park space is needed to improve the livability of the residential neighbourhood. She stated that the recommendations from staff are delaying tactics. There is no more study needed -- just implementation.

The Chairman indicated that this matter would be the subject of a public meeting in the West End and requested that the remainder of the speakers present their views at that time, as there was not much time left for the joint Committees to discuss the report.

Members of the joint Committees discussed the Manager's report and asked questions of the delegations. The joint Committees felt there should not be extensive surveys carried out at this time. They would like information on costs and whether the property owners would be willing to pay their share. The delegations were enthusiastic about paying their share but what about the other property owners.

RECOMMENDED

- A. THAT the Park Board, in consultation with the Director of Planning, be requested to prepare a development programme for Nelson Park (Blocks 22 and 23), and Park Site 19 (Block 45 at Nicola and Barclay) outlining phasing, funding, and design concepts in consultation with appropriate civic departments and resident groups.
- B. THAT the programme resulting from Recommendation A, be considered at a future joint meeting of the Planning and Development & Transportation Committees, to be followed by a public meeting in the West End to obtain wider resident opinion.
- C. THAT the Director of Planning and City Engineer be instructed to prepare modifications to Traffic Scheme II and report back.
- D. THAT preparation of a comprehensive plan for street closures/mini-parks and pedestrian pathways be deferred for a joint meeting of the Standing Committees on Planning and Development & Transportation with local residents.

(Aldermen Kennedy and Puil wished to be recorded as opposed to Recommendation C.)

- 2. Heritage Building - "A" Category -
 Roedde House - 1415 Barclay Street

This item was deferred due to lack of time.

The meeting adjourned at approximately 3:40 p.m.

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FOR COUNCIL ACTION SEE PAGE(S) 776d771

Del. 1 (ii)

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON
TRANSPORTATION

April 6, 1978

A meeting of the Standing Committee of Council on Transportation was held on Thursday, April 6, 1978, in the No. 1 Committee Room, Third Floor, City Hall, at approximately 3:50 p.m.

PRESENT: Alderman W. Kennedy, Chairman
Alderman D. Bellamy
Alderman M. Ford

ABSENT: Alderman M. Harcourt
Alderman H. Rankin

COMMITTEE CLERK: J. Thomas

RECOMMENDATION:Nelson Street - Operational Measures and
Local Improvements

The Committee at its meeting on September 15, 1977, when considering the long term use of Nelson Street and its role within the context of the West End Plan and Downtown traffic system, recommended, and Council subsequently approved on September 27, 1977, as follows:

- A. That the City Engineer be instructed to investigate suitable locations for stop signs and other measures necessary to ensure primarily local use of Nelson Street for report back to the Committee.
- B. That the City proceed to initiate a local improvement project on Nelson Street from Jervis Street to Bidwell Street.
- C. That West End Community Council be informed when the City Engineer's report is brought back to the Committee.

Before the Committee for consideration this day was a Manager's Report dated February 27, 1978, (circulated) in which the City Engineer evaluated three locations which had been found suitable for implementation of measures to ensure primarily local use of Nelson Street; namely, Nelson and Bute Streets/Nelson and Nicola Streets (4-way stop signs) and Nelson and Denman Street (left turn prohibition). The report also recommended traffic volumes on Nelson Street and other streets be monitored to determine the effectiveness of the measures proposed and the necessity of implementing additional measures.

The choice between "On the Initiative" and "On Special Grounds" Local Improvement procedures for advancing the paving of Nelson Street was presented for the Committee's consideration.

The report contained comments of the Director of Planning who referred to the proposed paving of Nelson Street and urged appropriate measures be implemented to ensure primarily local use.

Also noted by the Committee were the following briefs (on file in the City Clerk's Office):

- a) Carole and Reginald Walker, on behalf of Nelson Street residents (signatories to Notice of Objection to Local Improvement Project No. 440/7)
- b) Mr. Chris Garside, West End Traffic Committee
- c) Dr. R. Woodhead, President, West End Community Centre Association

Cont'd . . .

Nelson Street - Operational Measures and
Local Improvements

- d) Nancy L. Tillson, resident
- e) Stephen Grant, Vancouver Bicycle Club

Traffic aspects of the report were reviewed by Mr. D. Rudberg, Assistant City Engineer - Traffic Division, who explained the rationale for the recommendations regarding the installation of the 4-way stop signs and the left turn prohibition. It was felt the traffic situation should be monitored to ensure proper results are being met.

Mr. E. West, Assistant City Engineer - Streets Division, discussed with the Committee the Local Improvement procedures necessary to advance the paving of Nelson Street and displayed photographs depicting the badly worn surface of the roadway. Mr. West advised the street had originally been paved in 1906, at which time the pavement was expected to have a life of ten years. Nelson Street in its present condition was one of ninety-six streets in the City graded 4, a rating denoting streets with the worst paving conditions. Maintenance costs were excessive and it was felt the street was far beyond the point where it could be maintained adequately.

The Committee heard representations from the following, who had submitted briefs:

- Mrs. Carole Walker, on behalf of residents of Nelson Street, expressed concern that improvements on Nelson Street would encourage more through traffic. Mrs. Walker urged the Committee adopt the following recommendations:
 - (a) The Standing Committee on Transportation and City Council take this matter out of the hands of the Engineering Department and instruct that department to place four-way stop signs at the intersections of Chilco and Nelson Streets, Cardero and Nelson Streets, Broughton and Nelson Streets, and Bute and Nelson Streets; and,
 - (b) That six months after City Council instructions have been carried out a Local Initiative be re-submitted to property owners on Nelson Street; and,
 - (c) That under no circumstances the Engineers attempt to circumvent adequate traffic control measures on Nelson Street be considered and therefore that the Engineer's "on special grounds" solution to his problem not be considered; and,
 - (d) That left turn assist lights be installed at the intersections of Denman and Robson and Denman and Davie Streets.
- Ms. Nancy Tillson, West End Community Centre Association, supported Mrs. Walker's recommendations and advised the Association was keenly interested in the quality of life in the West End and felt there was an apparent lack of concern demonstrated by civic staff in the report before the Committee.
- Ms. Maxine Davis, Gordon House Board of Management, referred to the long history of her Board's concerns about traffic safety on Nelson Street dating back to 1961.

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Nelson Street Operational Measures and
 Local Improvements

- A West End resident questioned the Engineering staff about ultimate plans for Nelson Street. Mr. Rudberg stated Nelson Street west of Thurlow would remain a neighbourhood collector street - the City had no plans to upgrade it to an arterial. Through traffic would be discouraged.
- Mr. Chris Garside, West End Traffic Committee, stated he felt a vote by the Committee to commence paving 'on special grounds' would be undemocratic as it would not reflect the wishes of the residents.
- A West End resident representing cyclists referred to motorists' violations of traffic regulations and requested stepped-up enforcement to protect pedestrians and cyclists.

Following further discussion, it was

RECOMMENDED,

- A. THAT four-way stop signs be installed at the following intersections:
 - i) Nelson and Bute Streets;
 - ii) Nelson and Nicola Streets.
- B. THAT south bound left turn prohibition, 7:00 a.m. to 9:00 a.m. be installed at the intersection of Nelson and Denman Streets and that the installation be monitored by the City Engineer for report back to the Transportation Committee.
- C. THAT traffic volumes on Nelson Street and other streets in the West End be monitored to determine the effectiveness of the above measures and the necessity of implementing any additional measures.
- D. THAT the paving of Nelson Street be advanced as a Local Improvement Project 'On the Initiative'.

- CARRIED

FOR COUNCIL ACTION SEE PAGE(S) 772

Del. 1 (iii)

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL
ON
TRANSPORTATION

April 13, 1978

A meeting of the Standing Committee of Council on Transportation was held on Thursday, April 13, 1978, in the No. 1 Committee Room, City Hall, at approximately 3:30 p.m.

PRESENT: Alderman W. Kennedy, Chairman
Alderman D. Bellamy
Alderman M. Ford
Alderman M. Harcourt
Alderman H. Rankin

COMMITTEE CLERK: J. Thomas

RECOMMENDATION:

Pedestrian Crossing - Denman Street

The Committee had for consideration a Manager's Report dated February 20, 1978, (circulated) in which the City Engineer examined pedestrian crossing safety conditions on Denman Street from Robson to Davie, with particular emphasis on the intersection of Denman and Haro Streets.

The report outlined existing conditions and detailed a traffic engineering analysis which included studies of pedestrian crossings to determine the extent of pedestrian crossing difficulties, accident status, street capacity, and walking considerations. Based on this analysis the report concluded that application of Council's traffic signal warrant indicated additional pedestrian crossing signals not be installed along the section of Denman between Davie and Robson. The report cited the following reasons for this decision:

1. All locations were within 300 feet (92 m) of an existing signal;
2. It takes only two minutes of extra time to cross at adjacent signals;
3. A signal would result in additional trips diverted through the residential areas;
4. The accident rates are not high relative to other similar locations in the City and the signalized locations in the area do not have improved accident experience.

To improve pedestrian crossing conditions during times of backup, it was proposed that painted lines be placed at the intersection of Denman and Haro Streets to show the location of pedestrian crossing points and also indicate to motorists an area to be kept clear of stopped vehicles.

The report included the comments of the Director of Planning who expressed concern and pointed out the block on the east side of Denman between Haro and Barclay Streets served as a social centre for the entire West End community. Major pedestrian traffic generators were the West End Community Centre, offering a variety of daily activities and programs for all ages; the King George Secondary School, and the Bay Theatre. The area west of Denman contained the highest proportion of seniors of any area in the West End, i.e. 33%, many of whom utilized the Community Centre crossing at the Denman/Haro intersection.

Mr. D. Rudberg, Assistant City Engineer - Traffic Division, reviewed the report with the Committee and pointed out that pedestrian crossing counts at Haro, Barclay, Comox and Pendrell indicated a need for signals. However, the policy adopted by Council stated that pedestrian signals should not be installed within two blocks of an existing signal. Therefore, on that basis, signals would not be installed at any location as there were signalized crossings on Denman within one block of all unsignalized crossings.

Pedestrian Crossing - Denman Street (Cont'd)

The Chairman recognized the presence of representatives of a number of West End organizations and invited the delegations to address the Committee. Representations were received from the following:

- Paul Dampier, Recreation Co-ordinator, West End Community Centre (brief filed) advised the Centre with its varied activities exerted a magnetic attraction to West End residents, cutting across all age barriers. The intersection at Haro and Denman was the one most people found convenient and was used by young and old alike.
- Nancy Tillson, West End Community Centre Association (brief filed) referred to a petition with over 800 signatures submitted to the City Engineer in April, 1977 in support of a marked crosswalk or a pedestrian signal at Haro and Denman. A recent count of pedestrians at the intersection undertaken by concerned residents showed that on a Thursday, between 12:00 noon and 1:00 p.m., 200 people used the crossing; on a Sunday between 3:00 p.m. and 4:00 p.m., 300 crossings were recorded.
- Tony Garside, resident, stated the intersection was one of the most heavily used in the West End. There were 12,000 members of the Community Centre and the library located in the Centre had 7,600 registered users. In addition, the King George Secondary School, with over 500 students, was also located close by.
- Joe Arnaud, Vancouver Bicycle Club, (brief filed) felt a pedestrian signal at Denman and Haro would not result in increased traffic on residential streets because barriers at Pendrell/Bidwell and Cardero/Haro would act as an effective deterrent.
- Mr. W.S. Adams, West End and Downtown Ratepayers Association, (brief filed) supported the installation of a pedestrian signal.
- Carole Walker, West End Traffic Committee (brief filed) referred to a day-long pedestrian count (circulated) conducted on Thursday, March 30, 1978, and Sunday, April 2, 1978. The count showed between 7:00 a.m. and 10:00 p.m. on March 30, 1978, 2,283 people crossed at Haro/Denman and 2,525 at Barclay/Denman; on April 2, 1978, the count was 1,864 and 1,575 respectively.
- Maxine Davis, Gordon House Board of Management, (brief filed) pointed out 33% of the people residing west of Denman were senior citizens who utilized community facilities on the east side of Denman.

Following discussion the Committee

RECOMMENDED,

THAT a pedestrian actuated signal be installed at the intersection of Haro and Denman Streets.

- CARRIED UNANIMOUSLY

The meeting adjourned at approximately 4:20 p.m.

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FOR COUNCIL ACTION SEE PAGE(S) 772

MANAGER'S REPORT

April 7th, 1978.

TO: Vancouver City Council

SUBJECT: Local Improvements on the "Initiative Principle"

CLASSIFICATION: RECOMMENDATION

The City Engineer reports as follows:

"First Step

As required by the Local Improvement Procedure By-law, projects for the following improvements are advanced to Council on the 'Initiative Principle':

Pavements & Curbs, Arterial Streets

- Boundary Road, West Roadway, from the Lougheed Highway to 60 ft. north of the B.N.R. right-of-way on the west side and from Charles Street to the B.N.R. right-of-way on the east side.

This section of Boundary Road is a busy arterial in an industrial area. The east roadway is fully developed and curbed at 35 feet from its northerly end to Grandview Highway. This project will complete the development of the west roadway to match, from its northerly end to south of 29th Avenue. New curbs will provide better pavement definition; paving will include the parking lane and a left-turn bay at Lougheed Highway.

- Nootka Street and Earles Street, from 25th Avenue to Duke Street on the west side and to the Lane North of Kingsway on the east side.

This project will improve this street to secondary arterial status, thus providing improved level of service for the transit route. New 42-foot pavement and curbs will improve the street and reduce maintenance, and tie in to the improvement of 22nd Avenue.

- 22nd Avenue from Nanaimo Street to Renfrew Street

22nd Avenue serves a collector function for the neighbourhood, and is used as a transit route for a portion of its length. Because of the wide street allowance, a centre boulevard separating two 24-foot pavements is proposed, which will contribute to the appearance of the street and neighbourhood.

- 4th Avenue from Highbury Street to Alma Street

This is a one-block portion of the Five Year Capital Plan Project from Alma to Trimble. This street is a transit route and a major access route to U.B.C., and serves Jericho Park as well. This one-block project with a 60-foot pavement will provide improved turning facilities at Alma, and upgrade the present poorly defined pavement. This will not influence the decision to be made subsequently on the access route to Jericho Park.

Pavements & Curbs, Higher Zone

- Nelson Street from Bidwell Street to Jervis Street

The existing roadway on Nelson Street is very old and in very poor condition, and cannot be adequately maintained. The new pavement will be the same width as at present, in accordance with the West End Traffic Plan. This project has been discussed with representatives of the West End, who agree with it, provided that stop signs and other measures are installed consistent with its classification as a local distributor street.

- Nicola Street from Beach Avenue to Pendrell Street

Pavement and curbs are considered necessary because of the deteriorated condition of the existing surface, and high maintenance costs. The new pavement will be installed without affecting the existing trees.

cont'd.....

Pavements & Curbs, Higher Zoned (cont'd)- Arbutus Street from 4th Avenue to 7th Avenue

This street, presently curbed at 27 feet, was designated a collector under the Kitsilano Arterial Traffic Plan arising from the Local Area Planning Process. The proposed 32-foot pavement is in accord with this plan, and will provide better access to 4th Avenue and to Broadway, both of which are signalized at Arbutus.

- Valley Drive from Eddington Drive to McMullen Avenue on the west side and from Eddington Drive to the N.P.L. of Lot B, D.L. 526, Plan 16644 on the east side.

A petition in 1977 obtained a sufficient number of signatures but lacked property value - one owner with only a 25-foot access corridor to Valley Drive has more property value than all the others, and did not support the petition. It is being advanced on the Initiative to overcome this anomaly. A 32-foot pavement is proposed.

- Valley Drive, West Side only from King Edward Avenue to McMullen Avenue

Curbs were installed on the east side of this project in 1973. This work logically ties in with the above project and would complete the improvements on Valley Drive from King Edward to Eddington Drive.

- 8th Avenue from Oak Street to Ash Street

The Fairview Slopes Policy Plan called for physical improvements to streets, most of which are presently in very poor shape. This project will serve new developments along Broadway, and the 36-foot pavement width is in accordance with the local area plan.

- Wallace Street from 2nd Avenue to 4th Avenue

New senior citizens and condominium complexes in this area have increased traffic circulation; and requests have been received for this street improvement. The improvement consists of curb and gutter and a 36-foot pavement.

- Ontario Street from 7th Avenue to 8th Avenue

This is an industrial street, petitions for the paving of which have not been successful due to turnover in property ownership and absentee owners. Improvement consists of a 40-foot pavement and curb and gutter.

Capital Funds

Funds for the City's Share of these projects is provided in 1978 and prior Basic Capital Budgets (Five-year Plan). Application have been made for Provincial Revenue Sharing on Boundary Road, 4th Avenue and 22nd Avenue but pending a decision on these applications, the projects will be fully funded from Basic Capital. Similarly we expect Burnaby to share the Boundary Road project as in the past, but pending their formal agreement it will be fully funded from Basic Capital.

Note re Nelson Street Project

The Standing Committee on Transportation has considered a Manager's Report on Operational Measures and Local Improvements on Nelson Street and will be recommending to Council that the paving be advanced 'on the initiative'. Approval of this present report will implement that recommendation. We would have preferred to have the operational (traffic) measures in place longer before the paving is presented to the Property Owners but the present group of projects is the last which will be advanced for construction this year.

cont'd.....

Second Step

The Director of Finance submits the following report on the financial arrangements:

"In accordance with the provisions of the Local Improvement Procedure By-law, I am submitting the City Engineer's report dated April 7, 1978.

The estimated total cost of these improvements is \$1 164 568 and the City's share of the cost is \$794 240.

I have to report that the necessary financial arrangements can be made to carry out this work, subject to approval of the 1978 Streets Basic Capital Budget."

The City Manager has decided that it is desirable to undertake the projects referred to and RECOMMENDS that:

- (a) The reports of the City Engineer and Director of Finance be adopted together with the details of the Second Step Report on file in the City Clerk's Office.
- (b) The City-owned parcels shown on the list attached to the detailed Second Step Report for the Local Improvement Projects be declared assessable.
- (c) The Court of Revision for the projects listed above be held at 7:30 P.M. on Thursday, June 22, 1978.

FOR COUNCIL ACTION SEE PAGE(S) 173