

COMMITTEE-OF-THE-WHOLE MEETING OF COUNCIL

AGENDA

DATE: Monday, November 2, 2015
TIME: 3:30 p.m.
LOCATION: Council Chambers, Enderby City Hall

1. APPROVAL OF AGENDA

2. ADOPTION OF MINUTES

[Committee-of-the-Whole Meeting Minutes of October 19, 2015](#)

3. PRESENTATION

Discussion Item:

Cliff Avenue Design Fundamentals – presentation by Architect and Engineer

4. ADJOURNMENT

THE CORPORATION OF THE CITY OF ENDERBY

Minutes of a **Committee-of-the-Whole Meeting** of Council held on Monday, October 19, 2015 at 4:00 p.m. in the Council Chambers of City Hall

Present: Mayor Greg McCune
Councillor Tundra Baird
Councillor Brad Case
Councillor Roxanne Davyduke
Councillor Raquel Knust
Councillor Brian Schreiner

Chief Administrative Officer – Tate Bengtson
Recording Secretary – Bettyann Kennedy

APPROVAL OF AGENDA

Moved by Councillor Knust, seconded by Councillor Case that the agenda be approved as circulated.

Carried

ADOPTION OF MINUTES

Committee-of-the-Whole Meeting Minutes of October 5, 2015

Moved by Councillor Schreiner, seconded by Councillor Baird that the minutes of the Committee-of-the-Whole meeting of October 5, 2015 be adopted as circulated.

Carried

REPORTSMayor McCune

Councillor Knust's portfolio involves a lot of time for meetings etc. As discussed at last week's retreat, the following items will be shared by other Councillors:

- Interagency meetings – everyone will attend whenever they are able.
- FACT Committee – Councillor Knust will continue to work with this group.
- Early Years Committee – Councillor Shishido will attend.
- Fire Department – Councillor Davyduke will take this on.
- Transit service to Salmon Arm – Councillor Shishido will work on this project.

Councillor Knust

- Early Years meeting is this Wednesday at MV Beattie School from 10:00 – 12:00.
- Left over funding from grant projects has been pooled to acquire a Family Support Worker. This will enable the Resource Centre to be open one additional day per week.
- Interagency meeting is this Thursday at the Fire Hall. Guest speaker is Tammy Phillman.

Councillor Davyduke

- Participated in a Business Walk in Vernon.
- Will be attending a Chamber of Commerce meeting tomorrow. This week is Small Business Week. Will be encouraging them to celebrate local business next year. Community Futures may be able to help.

Councillor Baird

- There is a meeting of Community Halls taking place this Friday at the Fire Hall. Councillor Case will attend.
- The Snowmobile Club is interested in maintaining the garbage cans at the pull out just north of town. The garbage can will be replaced with a new bear-proof can.

ADJOURNMENT

Moved by Councillor Case, seconded by Councillor Knust that the meeting adjourn at 4:25 p.m.

MAYOR

CHIEF ADMINISTRATIVE OFFICER

THE CORPORATION OF THE CITY OF ENDERBY

MEMO

To: Mayor and Council
From: Tate Bengtson, CAO
Date: October 29, 2015
Subject: Cliff Avenue Preliminary Design – Layout Options

RECOMMENDATION

THAT Council considers the various preliminary design options for the layout of Cliff Avenue;
AND THAT Council rises and reports on its preferred preliminary design for the layout of Cliff Avenue during its regular meeting.

BACKGROUND

At Council's regular meeting of September 8, 2015, it identified Cliff Avenue from Bawtree Bridge to Highway 97A as its major road project for 2016. Council selected this option based upon its consideration of road condition and community economic development. Further to that meeting, Council walked the proposed site on October 15, 2015 with a civil engineer and architect so that it could provide input in advance of the concept design stage.

During this meeting, several members of Council expressed a desire to convert Cliff Avenue to a one-way street. Staff took Council's feedback to the engineering/architectural team to review potential options to accommodate the proposed traffic pattern change.

As any change in flow may have a significant impact upon adjacent areas and functional/aesthetic design considerations, prior to commencing work on conceptual design, Staff worked with the engineering/architectural team on a variety of preliminary design options for Cliff Avenue. The intent was to evaluate options in terms of overall traffic and pedestrian movement in the downtown (both with the current and hypothetical future Highway 97A alignment), as well as the aesthetic and functional opportunities offered by each option. The objective of this exercise was to provide to Council an engineering/architectural analysis of the different layout options to help inform its decision. Council should note that the intent of this preliminary design exercise was *not* to provide any specific detail about aesthetics or infrastructure, which will be addressed in greater detail during concept design.

At this point, Staff is seeking a Council decision on its preferred layout for Cliff Avenue; this is required so that concept design may proceed in an efficient and cost-effective manner. Once concept design nears completion, Staff will report back to Council for input on aesthetic and infrastructure elements, which will be incorporated into the detailed design used for tendering. It

is at this point that Council will have presentation-ready drawings of the infrastructure and aesthetics of the Cliff Avenue improvement project.

Summary of Materials

The attached package contains a variety of materials to aid in Council's decision making, as follows:

- 1) Site Analysis of existing and future traffic and pedestrian flows that considers the downtown as a whole;
- 2) Vehicle circulation analysis of the different layout options (described below);
- 3) Comparison table of the different layout options, including parking inventory implications;
- 4) Preliminary design of the different layout options; and
- 5) Schematic of streetscape at a sidewalk bulb location.

Layout Options

Both the civil engineer and architect have assured that, from an aesthetic and infrastructure perspective, nearly all of the below options are attractive and viable. Where the options differ greatly is on the functional balance; it is here that Council's decision will need to weigh the existing and potential uses relative to its policy priorities.

The preliminary design layout options for Cliff Avenue west of Maud Street may be summarized as follows:

- Option 1 – two-way street with sidewalk bulbs used for social and aesthetic enhancement, with a focal point facing Belvedere Street;
- Option 2A – one-way (eastbound) with angle parking on one side, a larger pedestrian walkway on the north side, and a smaller focal point facing Belvedere Street;
- Option 2B – one-way (westbound) with angle parking on the south side, a larger pedestrian walkway on the south side, and a focal point slightly offset from Belvedere Street;
- Option 3 – pedestrian-only street west of Belvedere Street to Highway 97A;
- Option 4 – two-way street with parallel parking on one side only, with larger pedestrian walkways;
- Option 5A – not viable - two-way street with angle parking on one side;
- Option 5B – not viable - two-way street with angle parking on both sides;

Should Council wish to make a significant change to the current traffic pattern, Staff recommend that one or more public meetings be held to explain this to concerned businesses and residents. Depending on the nature of the feedback gathered from the public meetings, Council may wish to adjust the project timeline so that further input and analysis may be obtained.

The proposed design for Cliff Avenue from Maud Street to the Bawtree Bridge fits with any of the above options. This design is intended to achieve the dual goals of presenting a gateway for westbound traffic travelling over the Bawtree Bridge and enticing tourist traffic from Belvedere Park and Railway Avenue towards the downtown. It achieves this by eliminating

some parking stalls of limited usefulness on the south side of the road in order to create a wider pedestrian walkway that can be used to enhance the streetscape.

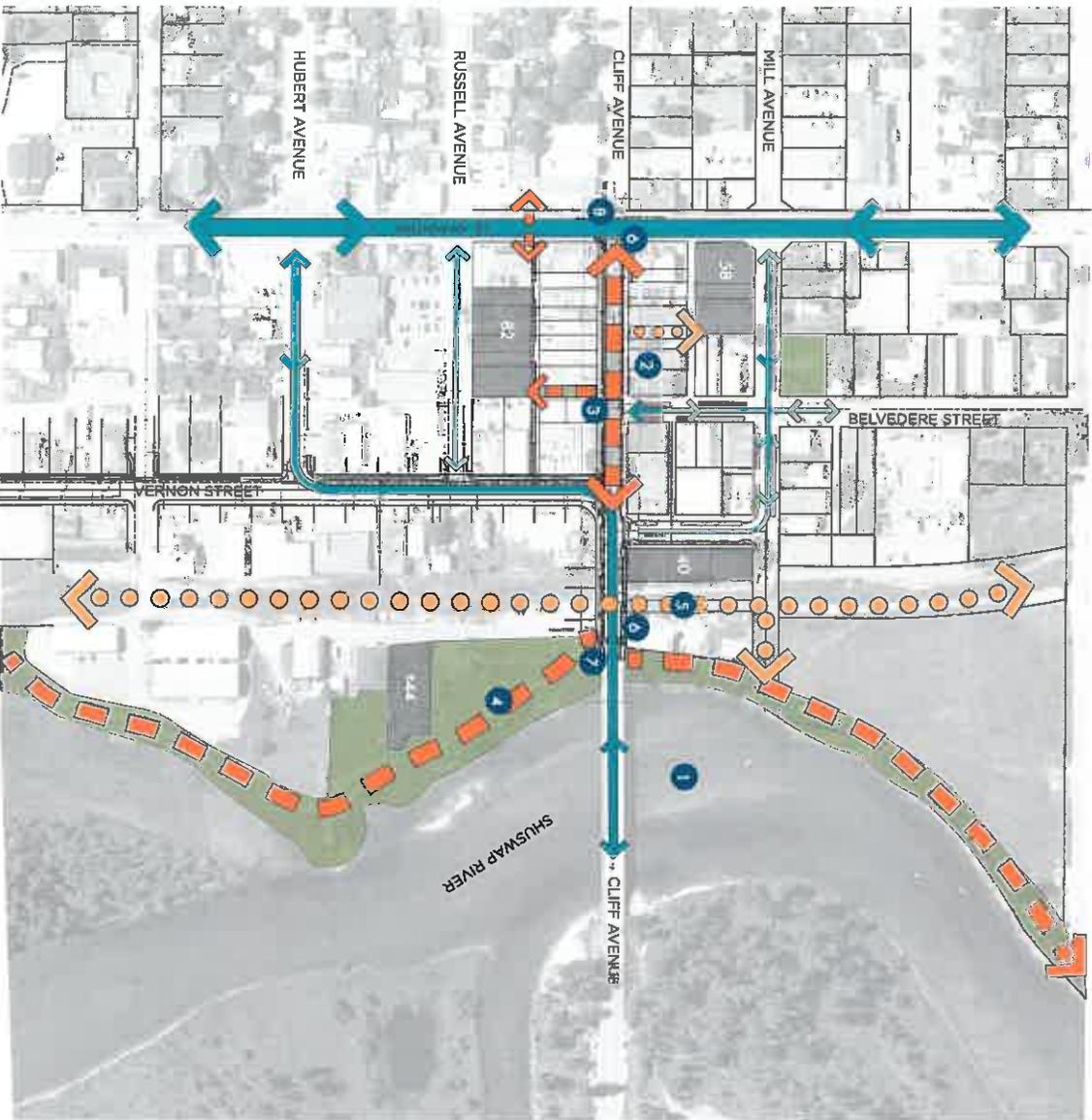
Next Steps

After Council's decision on its preliminary design preference for the layout of the Cliff Avenue improvement project, Staff will work with the engineering/architectural team on a concept design for the street. This will involve evaluating infrastructure requirements, aesthetic enhancements, and opportunities for promoting the area socially and economically. The concept design will be brought back to Council for further input. After Council's input is integrated into the concept design, a detailed design will be completed which will be used for tendering purposes.

Respectfully submitted,



Tate Bengtson
Chief Administrative Officer



SITE ANALYSIS

CLIFF AVENUE | LENDERBY BC | OCTOBER 29, 2015

- LEGEND**
- Existing Park Space
 - Existing City-Owned Public Parking With Number Of Stalls
 - Existing Pedestrian Route
 - Potential Pedestrian Route
 - Existing Vehicle Traffic

EXISTING ASSETS

- 1 Shuswap River as recreational amenity and tourism generator
- 2 Historic downtown
- 3 Library landmark building and central positioning for plaza/intersection
- 4 River walk & Belvidere Park

OPPORTUNITIES

- 5 Railway R.O.W.: Multi-use corridor potential

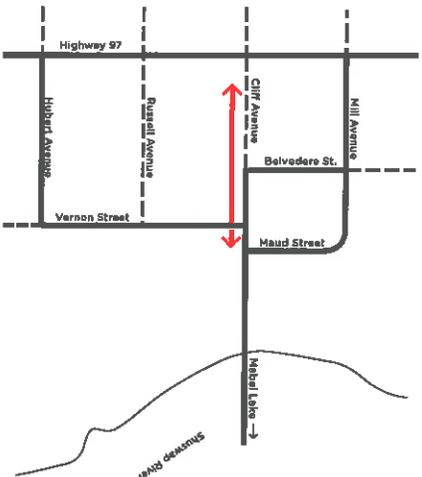
- 6 Framing of downtown core with gateways: opportunities for marketing, visual identity, and pedestrian and vehicle safety improvements

CONSTRAINTS

- Highway 97 disconnects downtown from west neighbourhood
- 7 River walk / pedestrian route interrupted by Cliff Ave. bridge ramp
- 8 Lack of visual presence or identity at Hwy 97 and Cliff Ave. intersection

SCALE 1:2500





EXISTING CONDITION // OPTION 1 // OPTION 4

PROS
At Implementation:
+ No changes to current circulation

Future Couplet:
+ Good access to downtown core

CONS



OPTION 2A

PROS
Future Couplet:
+ Good access to downtown core from southbound Hwy 97

CONS
At Implementation:
- Moderate increase in traffic on Belvedere is possible

Future Couplet:
- Increase in traffic on Belvedere is possible

LEGEND

- Direction Of Vehicle Travel
- Thru Traffic
- Local Road
- Pedestrian Traffic Only
- River Edge



OPTION 2B

PROS

At Implementation:

CONS
- Increase in traffic on Belvedere is possible

Future Couplet:

- Restricts access to downtown core from southbound Hwy 97
- Moderate traffic increases on Hubert/Vernon are possible
- Challenging access to downtown core from southbound Hwy 97



OPTION 3

PROS

At Implementation:

CONS
- Moderate increase in traffic on Belvedere is possible

Future Couplet:

- Restricts access to downtown core from Hwy 97 to Cliff
- Increase in traffic on Belvedere is possible
- Moderate traffic increases on Hubert/Vernon are possible
- Challenging access to downtown core from southbound Hwy 97

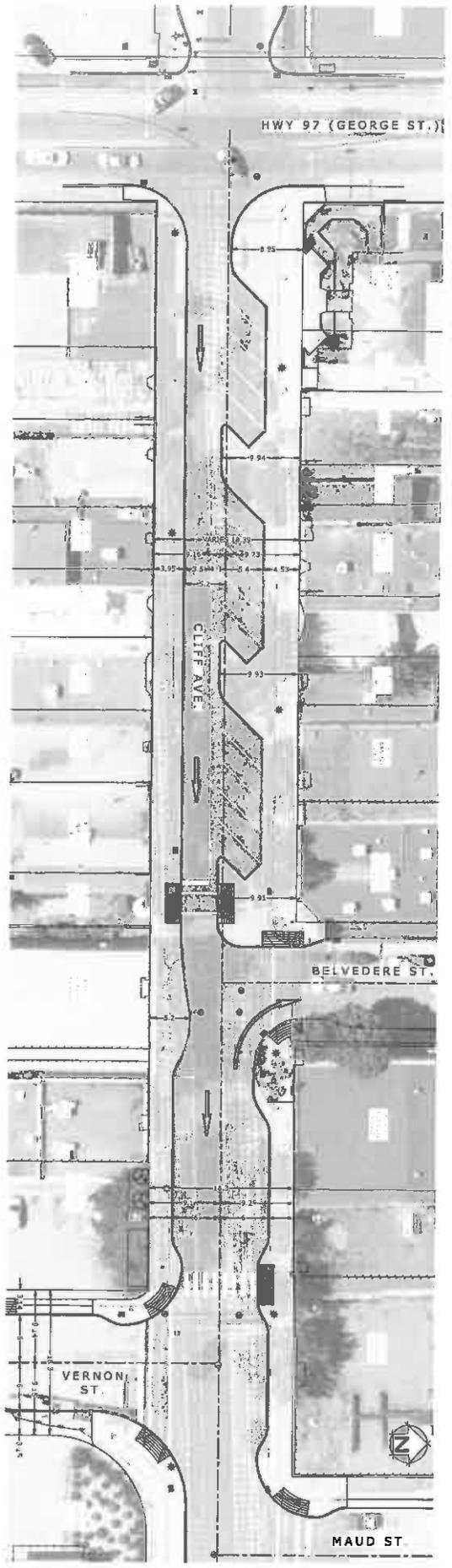
CLIFF AVENUE VEHICLE CIRCULATION

TABLE 1: Comparison of Options

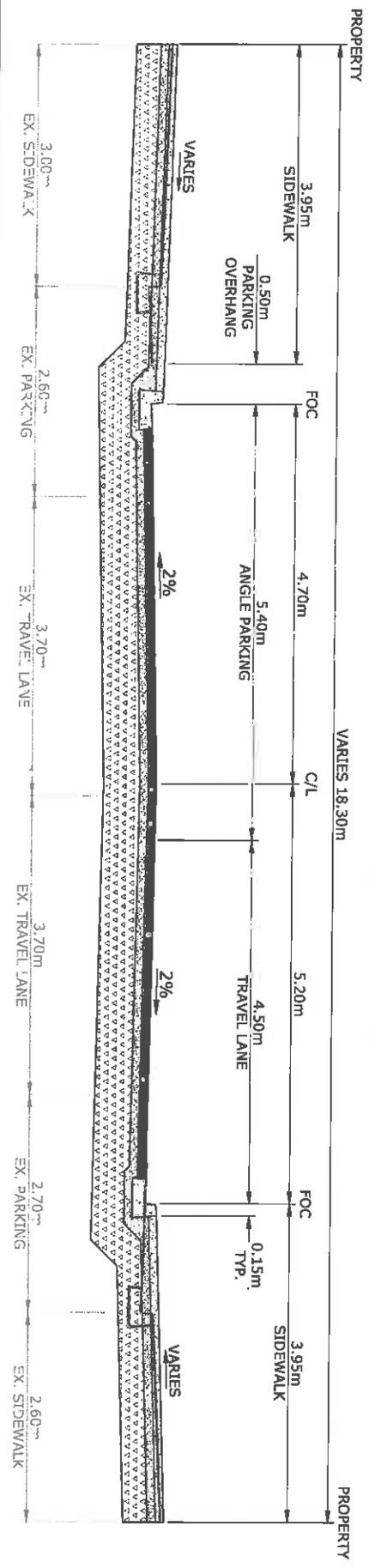
Option	Two-way	Eastbound & Westbound	Parallel Parking (both sides)	Cons:
Option 1	Least parking reduction (parking reduced by 3 stalls) Lowest construction cost No traffic pattern changes Large, symmetrical amenity width/area at south end of Belvedere Symmetric street design Integrates well with possible future highway couplet (allows access to/from Cliff) Provides landscape peninsulas Good walkability (pedestrian/vehicular separation provided by parking)			Sufficient pedestrian/walk width (wider than existing, narrower than other options)
Option 2A	One-way	Eastbound	Angle Parking (North side)	Parking reduced by 11 stalls Current best practices recommend nose out angle parking (back-in) Moderate construction cost increase Traffic pattern changes and reduced circulation Asymmetric and smaller amenity width/area at south end of Belvedere Asymmetric street design Reduced framing opportunity at highway (SE corner) Reduced walkability on one side (no pedestrian/vehicular separation provided by parking)
Option 2B	One-way	Westbound	Angle Parking (South side)	Parking reduced by 10 stalls Current best practices recommend nose out angle parking (back-in) Moderate construction cost increase Traffic pattern changes and reduced circulation Asymmetric street design but larger amenity width/area at south end of Belvedere Reduced integration with possible future highway couplet Reduced walkability on one side (no pedestrian/vehicular separation provided by parking) Density area at south end of Belvedere often, reducing potential for intersection feature
Option 2C	One-way	Eastbound & Westbound	Angle Parking (South side)	Parking reduced by 26 stalls Moderate to high construction cost increase Traffic pattern changes and reduced circulation Reduced integration with possible future highway couplet (no direct access) Pedestrian area larger than required - risk of underutilization and emptiness most seasons
Option 3	Prost: Pedestrian Only Cons: Open all main concept Larger landscape area available Symmetric street design Excellent framing opportunities at highway No need for pedestrian/vehicular separation Opportunities for public markets or vendors without temporary street closure	Cons: Closed to Vehicular Traffic No parking		
Option 4	Two-way	Eastbound & Westbound	Parallel Parking (South side)	Parking reduced by 15 stalls Moderate construction cost increase Asymmetric street design Limited landscape peninsulas Reduced walkability on north side (no pedestrian/vehicular separation provided by parking)
Option 5	Two-way	Eastbound & Westbound	Parallel Parking (South side)	Parking reduced by 15 stalls Moderate construction cost increase Asymmetric street design Limited landscape peninsulas Reduced walkability on north side (no pedestrian/vehicular separation provided by parking)

TABLE 2: Parking Inventory of Options

Option	Traffic	Direction	Parking Type	Side	Walk Width (ft)	# of Parking Stalls		
						HWY 97 to Belvedere Proposed	HWY 97 to Belvedere Change (from existing)	HWY 97 to Belvedere (4/1)
1	Two-way	Eastbound & Westbound	Parallel Parking (both sides)	N, R, S	3.12	17	-9	
2A	One-way	Eastbound	Angle Parking (North side)	N	3.95	15	-6	-11
2B	One-way	Westbound	Angle Parking (South side)	N	3.95	15	-6	-11
3	Pedestrian Only	Closed to Vehicular Traffic	No Parking	-	-	0	-21	-26
4	Two-way	Eastbound & Westbound	Parallel Parking (South side)	S	4.40	11	-20	-15



Pros:	<ul style="list-style-type: none"> Larger pedestrian walk width and landscape with available Integrates well with possible future driveway curbside (for southbound traffic) Provides landscape and finishes Good framing opportunity at Highway (NE corner) Supports use of larger street trees
Cons:	<ul style="list-style-type: none"> Parking reduced by 11 stalls Current best practices recommend more on-street parking (back-in) Moderate construction cost increase Traffic pattern changes and reduced driveway Asymmetric and smaller amenity width/area at south end of Belvedere Asymmetric street design Reduced framing opportunity at Highway (SE corner) Reduced walkability on one side (no pedestrian/bicyclist separation provided by parking)



LEGEND:

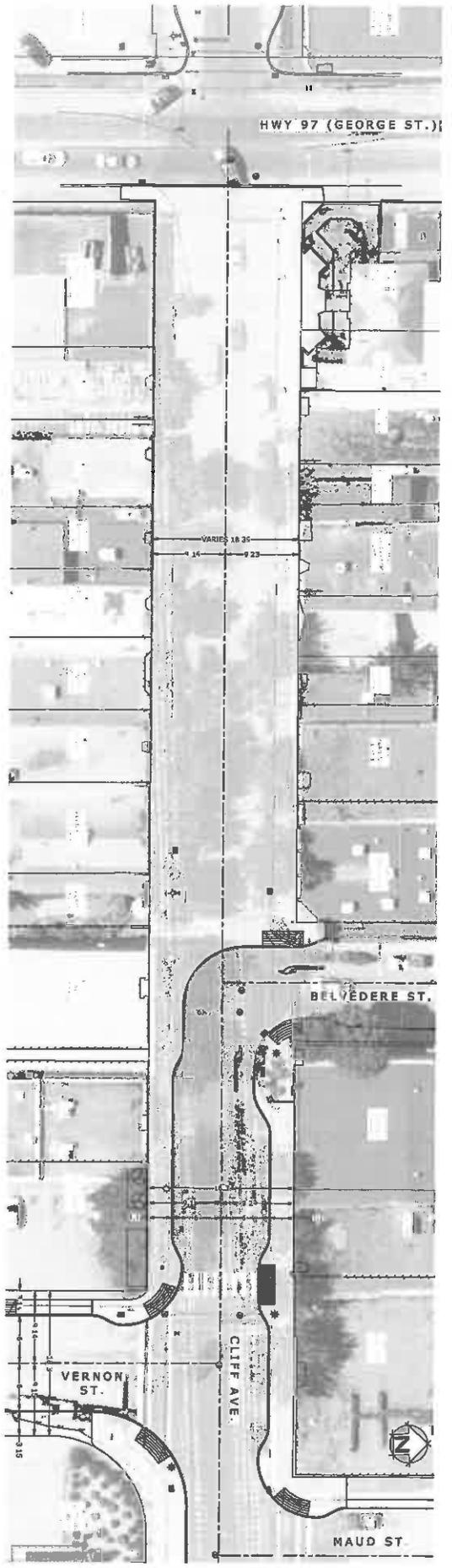
(Symbol)	PROPOSED SIDEWALK (CONCRETE)
(Symbol)	PROPOSED SIDEWALK (ASPHALT)
(Symbol)	PROPOSED SIDEWALK (PAVEMENT)
(Symbol)	PROPOSED SIDEWALK (GRAVEL)
(Symbol)	PROPOSED SIDEWALK (DIRT)
(Symbol)	PROPOSED SIDEWALK (WOOD)
(Symbol)	PROPOSED SIDEWALK (STONE)
(Symbol)	PROPOSED SIDEWALK (BRICK)
(Symbol)	PROPOSED SIDEWALK (CERAMIC)
(Symbol)	PROPOSED SIDEWALK (GLASS)
(Symbol)	PROPOSED SIDEWALK (METAL)
(Symbol)	PROPOSED SIDEWALK (PLASTIC)
(Symbol)	PROPOSED SIDEWALK (OTHER)

MONTELAN ENGINEERS
 3718B 28th Street
 Vermont, VT 05792
 Ph: (252) 509-1023
 Fax: (252) 509-1024

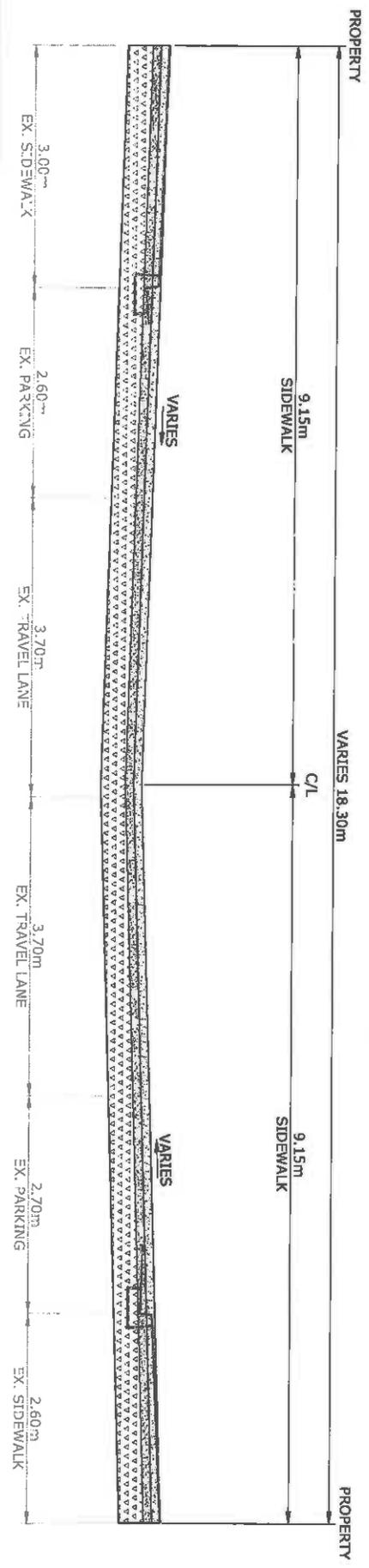
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 1:250
 OCT. 2012
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CITY OF ENDERBY
 CLIFF AVENUE - OPTION 2A
 ONE WAY EAST BOUND - ANGLE PKG ONE SIDE
 STA. 0+000 TO 0+180

Project No.	1504.1A
Drawn By	02 of 07
Checked By	0
Scale	AS SHOWN



Plus: Open air rail concept:	Cons: Pedestrian reduced by 26 scale:
<ul style="list-style-type: none"> Beneficial landscape area available Systematic street design Excellent framing opportunities at highway No need for pedestrian/bicycle separation Opportunities for public markets or windows without temporary street closure 	<ul style="list-style-type: none"> Moderate to high construction cost increase High traffic demands and reduced distribution Pedestrian interaction with possible future highway complex. Long drive across Pedestrian areas larger than required - risk of underutilization and employees must secure



LEGEND: (DIMENSIONS SYMBOLS SHOWN PARALLEL TO DIMENSION)

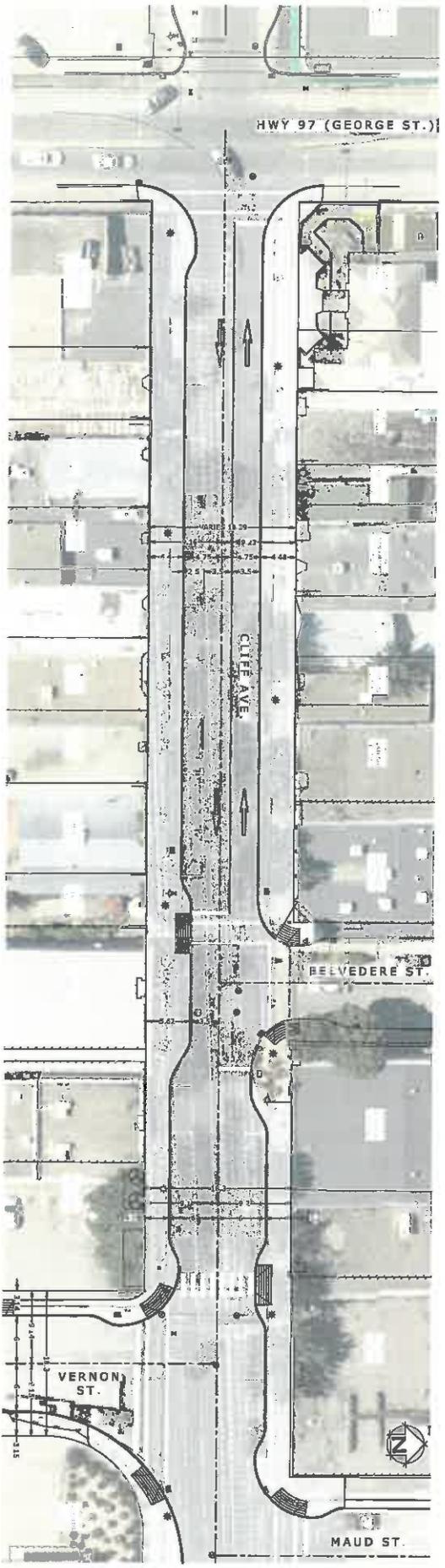
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5	5.00m	5.00m	5.00m
6	6.00m	6.00m	6.00m
7	7.00m	7.00m	7.00m
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100	100.00m	100.00m	100.00m

MONTELLAN
 37108 28th Street
 Vernon, BC V1T 3X2
 The (250) 804-1023
 Fax: (250) 559-1024

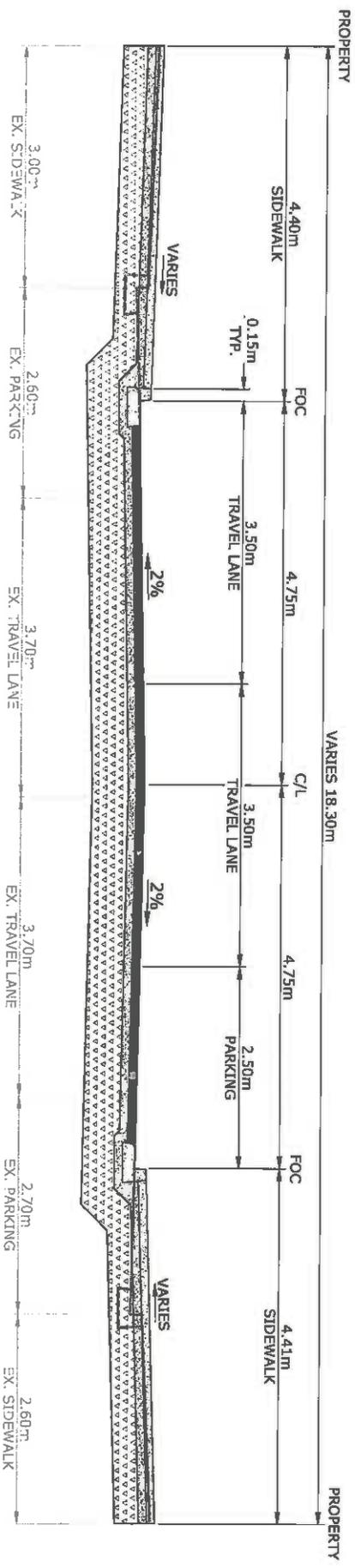
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CITY OF ENDERBY
 CLIFF AVENUE - OPTION 3
 PEDESTRIAN ONLY CORRIDOR
 STA. 0+000 TO 0+180

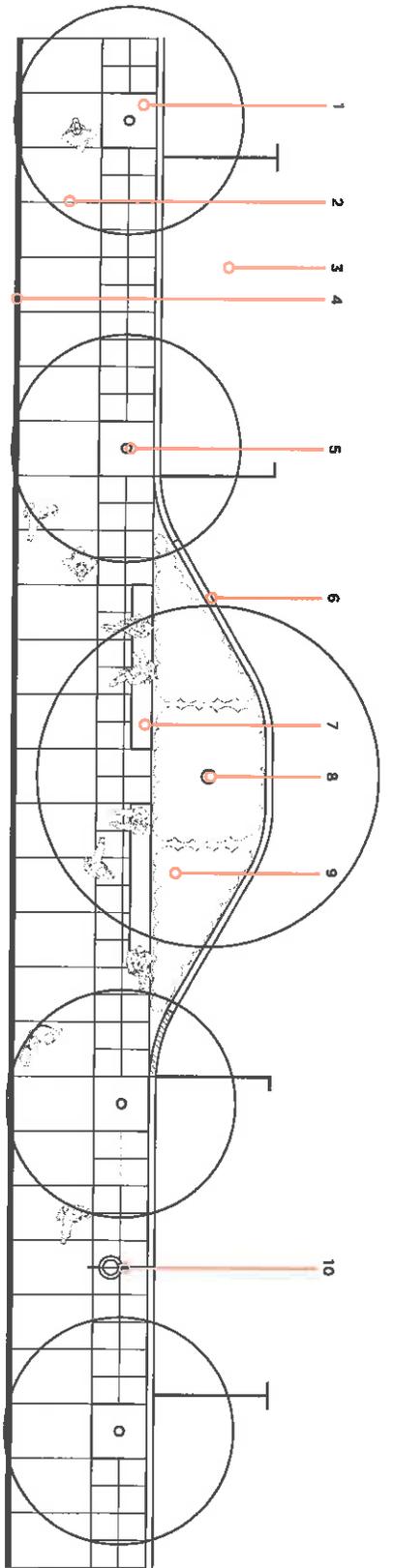
PROJECT NO.	1384.14
CITY FILE NO.	
SHEET NO.	04 OF 07
DRAWING NO.	
DATE	
CD	0



Prop: No traffic pattern changes Large, symmetrical amenity width areas at each end of the roadway Integrates well with existing future highway corridor fallow access (if/when GH) and Larger pedestrian-friendly widths and landscapes with available Good planting opportunities at highway Supports use of larger street trees	Comp: Right-of-way reduced by 15' on both Higher construction cost increases Increased construction time Increased trucking and delivery Reduced availability of nearby ADA (no pedestrian/bicyclist) separation provided by existing
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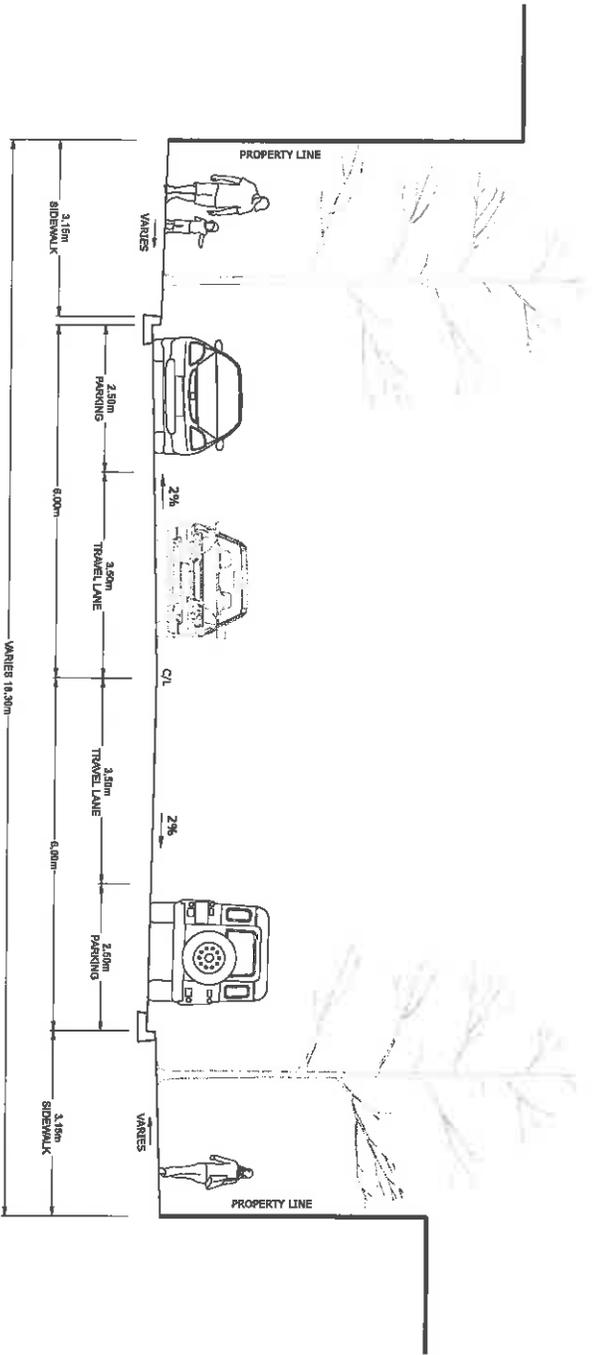
<p>LEGEND: (standard symbols and annotations)</p> <p>1. SIDEWALK 2. PARKING 3. TRAVEL LANE 4. FOC 5. C/L 6. 2% SLOPE</p>	<p>MONTEGAN ENGINEERS 37108 28th Street Vernon, BC, V1T 9X2 Tel: (250) 503-1023 Fax: (250) 503-1024</p>	<p>CITY OF ENDERBY CLIFF AVENUE - OPTION 4 TWO WAY - PARALLEL PARKING ONE SIDE STA. 0+000 TO 0+180</p>	<p>DATE: 11/20/2013 DESIGNER: CH CHECKER: CH</p>	<p>PROJECT NO.: 1504-14 DRAWING NO.: 05 OF 07 DATE: 11/20/2013 CIBO: CH</p>
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PLAN
1:100



- 1 1.2m x 1.2m tree grate
- 2 Cast-in-place concrete paving
- 3 2.5m x 7m parking stall
- 4 Building wall
- 5 Street tree
- 6 Concrete curb
- 7 Bench
- 8 Feature tree
- 9 Planted bulb-out
- 10 Street light



ELEVATION
1:80

SCHEMATIC STREETSCAPE CONDITIONS

CLIFF AVENUE | ENDERBY BC | OCTOBER 29, 2015

