

17. Re: Design of Major Roads
a) Broadway from Gaglardi Way to North Road
b) Hastings Extension to Centennial Way
(Item 12, Report No. 9, February 5, 1973)

Council on February 5, 1973, tabled until February 19, 1973, a Manager's Report regarding design of the subject major roads in order to allow each member of Council ample time to study the proposal.

As additional detail and back-up information to that already provided in the initial report item, following is a list of points from the Engineer pertaining to the requirement for the completion of the survey, draughting and design for the two subject roads:

1. To determine meaningful limits of property acquisition and to quite possibly take advantage of the purchase at propitious times of required property acquisition, it is necessary to have design pinned down quite accurately. When budget provision is made for a particular property acquisition, the acquisition should proceed as soon as possible to that date in order to avoid possible escalation of property values. A good example of having the acquisition pinned down can be found in the fact that it may be possible to avoid an existing property on the south side of Hastings just about where the road was intended to branch off to the southeast; only detailed design will prove whether this acquisition can be avoided and we do owe the property owner concerned, who is aware of our intentions, an answer with respect to his particular property.
2. The establishment of the actual routes for the two roads would aid generally in the overall planning process. For example, it is difficult to predict the best land use pattern for properties in the vicinity of Broadway and Gaglardi Way until the design has been finalized. Even the effect of the road on Gaglardi Way itself should be known so that not only ourselves, but the District of Coquitlam and the Department of Highways may also be aware of the need for a road connection to Gaglardi in this area, and in turn its possible effect on other possible road connections to Gaglardi Way.
3. The establishment of road routes for both Hastings and Broadway are consistent with already established needs and this has been confirmed by the Transportation Planner. For example, the route in the Broadway area is desperately required to unburden the Sullivan Heights Area from infiltrating traffic, and likewise the continued and increasing use of Curtis Street for through traffic is most undesirable as it bisects the natural neighbourhood area and Curtis should not be planned as a through collector.
4. To effectively continue and advance negotiations with the Provincial Government with respect to provision of construction or at least cost sharing, we must know the location and must have a meaningful estimate of total cost.

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5. A meaningful estimate of cost for our own budget purposes is important. We are all aware of how misleading it can be to use a broad guesstimate figure especially for a road in isolation; a group of works when guesstimated in this way tends to work out fairly close in the overall analysis, but for a single entity of construction, the total cost can be seriously affected by design considerations.
6. For Broadway in particular, the citizens in the Sullivan Heights Area require, and in fact demand, answers to the question of infiltrating traffic; the staff of the Traffic Safety Committee are continually searching for effective stop gap measures to combat this problem, but it seems that there are simply no satisfactory means of so doing except to provide a suitable alternative route for through traffic. The citizens in this area deserve to at least know what is intended for the future.
7. For Broadway in particular, the progressing condominium development in that area is based upon a road connection on Beaverbrook Drive up to Broadway and the developer is obliged to design and construct this portion of Beaverbrook Drive, but in order for him to do so, he needs desperately to know the alignment and elevation of Broadway itself.
8. There is a very critical problem concerning the possible direct conflict of the road with B.C. Hydro property in the area, and in particular a transmission tower. The question of being able to avoid the tower or not is very important in terms of final cost.
9. One of the alternative routes for Broadway requires that we investigate going through private property in a northeast direction to connect with the existing Broadway to link up to North Road. The owner of this property wishes and deserves to know the future pattern for development of his property and it behooves the Municipality to provide the most meaningful answers possible.
10. The question of the manner in which the Parks Trail System in the Stoney Creek ravine should be preserved should also be settled so that future planning of this Park System can proceed with reasonable knowledge of future happenings.
11. It may be possible that we could take advantage of surplus fill material to cut down on the costs of construction of the road base for either Hastings or Broadway; there is no way that this can be determined without having the design available.
12. It has just recently come to our attention that the property owners residing on the low side of Larkin Crescent and the high side of Norcrest Court are quite concerned about the possibility of the Broadway route passing through on the existing road allowance between their properties. The use of this existing road allowance forms one of the alternatives which is to be studied, and in considering all ramifications, the consultant would also have to take into account the reactions of the property owners mentioned. Once again, it appears that it behooves the Municipality to provide these property owners with the best insight possible into future road patterns."

RECOMMENDATIONS:

THAT the proposal from Robert F. Binnie Limited to design Broadway from Gagliardi Way to North Road be accepted; and

THAT the proposal from Robert F. Binnie Limited to design Hastings Extension to Centennial Way be accepted.