

Re: ENGINEERING SERVICES FOR THE DESIGN OF THE NELSON/WAYBURNE DIVERSION
(Item 11, Report No. 73, November 17, 1975)

On November 17, 1975, Council tabled a report on a proposal to enter into an Engineering Agreement for the design of the Nelson/Wayburne Diversion. Council on that date requested additional information which is contained in the following report from the Director of Planning.

RECOMMENDATIONS:

1. THAT Item 11, Report No. 73, November 17, 1975 be lifted from the table; and
2. THAT Council confirm the Nelson Avenue alignment; and
3. THAT the Corporation enter into an Engineering Agreement for the design of the Nelson/Wayburne Diversion as outlined in the Engineer's letter dated October 28, 1975 with Hunter, Laird Engineering Ltd., with the fee for these services to be in accordance with Section 1V, Scale 1 (payroll cost plus 125%), of the "Outline of Services and Scale of Minimum Fees to be Charged for General Engineering Projects" published by the Association of Professional Engineers of B.C. dated September 5, 1973 to an upset of \$6,400. plus disbursements.

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Planning Department,
December 10, 1975.
Our File #08.640-N

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING.

RE: NELSON-WAYBURNE DIVERSION.

At the November 17th Council meeting the approval of a consultant to design the Nelson-Wayburne diversion street was tabled for a report on the reasons for the choice of Nelson Ave. as the Wayburne Street link rather than using Royal Oak Avenue.

BACKGROUND

Forest Glen Replotting Area and Forglon Drive

In the late 50's the municipality initiated the Forest Glen "replotting" area between Nelson Avenue and Royal Oak Avenue, west from Oakalla, whereby a more viable development area would be created along the steep contours of the hillside rather than across the contours as established by the original street and subdivision pattern.

The replotting scheme created new streets with improved grades and provided better lot orientation more suitable for development. Forglon Drive was created and a maximum grade of 8 percent was set on the street because it was to function as a primary street in the municipal street network replacing the severe grades on Royal Oak Ave.

Lanes were constructed so that residential properties would not require direct primary access from Forglon Drive.

The Forglon Drive road allowance was created wider than that normally required in order to provide greater separation between the residences and the street as well as to take into account severe cross slopes prevalent in the replotting area.

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Because municipal requirements for subdivision at that time were substantially lower in standard than the provisions under the current by-law the streets constructed, including Forglen, were developed to an interim standard involving a 20 ft. wide strip of asphalt on a granular base with open ditches adjacent the roadway.

Because Forglen Drive was not connected to streets beyond the subdivision area the route planned as a primary facility functioned in a local residential street capacity.

With the proposal to develop the primary route originally planned (viz extend Forglen Drive northward) some ten years after residences had been established on the street and after residents had enjoyed the "local" character of Forglen Drive, the residents opposed the extension and escalation of the street function.

Subsequent to receiving correspondence indicating strong opposition from the residents on Forglen, Council agreed to re-examine the classification of Forglen and requested that a report on major roads be brought before Council.

Major Road Report

Following Council's request for a report on major roads, the Planning Dept., with the assistance of a transportation consultant, completed a transportation study for Burnaby in 1974. The resulting report entitled "Burnaby Transportation Study to 1985" was endorsed by the Advisory Planning Commission and forwarded to Council.

On June 11/74 Council unanimously adopted the policy recommendations contained in the report and the conceptual road network proposed within that framework of policy recommendations. Nelson Ave. formed an integral part of the conceptual road network.

Selection of Nelson Ave.

Nelson Ave. was selected as an essential element in the major street network for the following reasons:

1. The street meets community needs by providing a convenient and continuous primary street link between major residential areas located south of Imperial Street and north of Grange St.
2. The street establishes the eastern boundary to the Regional Town Centre. It provides for traffic circulation on the eastern periphery of the Regional Town Centre while offering convenient and easy access to that commercial and recreational core.
3. The street exhibits the best potential for linking with other E-W arterial streets without necessitating acquisition of residential properties with disruption of established homes.
4. Extension of the street to Wayburne Drive and Marine Way can be accomplished within acceptable grades and at least cost.
5. The street's location, continuity within the municipal road network with

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better(lesser) grades make it more attractive and viable for an important route link in an efficiently operating network of bus service in the community.

The local bus service would link the large residential areas with FASTbus service currently operating on primary routes, the proposed Light Rapid Transit service through the Regional Town Centre and provide interconnection with other E-W bus services including the recently announced Moscrop bus route.

6. Establishing a new bus service along Nelson Ave. will facilitate the upgrading of other existing services in Burnaby, particularly the Willingdon bus which would be relocated to a new route more closely related to the route name. These newly created routes would offer better service to the residential community because the system would provide better coverage and offer greater flexibility to the areas served.

Evaluation of Royal Oak Avenue

Royal Oak Avenue was not selected for the following reasons:


1. The unsuitability of severe grades on Royal Oak Ave. was recognized when the Forglan Drive alignment was chosen and the street constructed.

Steep grades reduce the operational efficiency of a street; cause greater air pollution from vehicles; increase transportation costs and have an inherent high hazard potential in all weather conditions as well as tending to increase the severity of accident occurrences.
2. Selection of a diversion route linking Wayburne Drive with Royal Oak Ave. other than along Forglan Drive would offer no advantages because not only would the route be too circuitous to become an efficient, safe and convenient N-S element in the municipal street network, it would require acquisition of numerous established residential properties with resulting disruption to the many homes.
3. By virtue of its location, i. e. removed from the Town Centre commercial core area, the street does not establish the directness of routing nor does it provide a circulation street function desirable adjacent the Town Centre core area.
4. The unsuitable severe grades existing on Royal Oak through the south slope area preclude its desirability for being extended to join Marine Way.
5. The street exhibits limited potential for bus operation except between Grange and Rumble Streets where street grades are least.

RECOMMENDATION

In view of the advantages of the Nelson alignment compared with Royal Oak Avenue it is recommended:

1. THAT Council confirm the Nelson Avenue alignment.
2. THAT Council approve the retention of a consultant to design the Nelson-Wayburne Diversion.


A. L. Parr,
DIRECTOR OF PLANNING.

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