

Re: BURNABY LAKE SPORTS COMPLEX
PROPOSED PEDESTRIAN BRIDGE OVER KENSINGTON AVENUE NEAR SPROTT STREET

Following is a report from the Director of Planning on the proposed construction of a pedestrian bridge over Kensington Avenue.

RECOMMENDATIONS:

1. THAT design and construction of the pedestrian bridge be a municipal responsibility.
2. THAT the Municipality share 1/5 of the costs for design and construction of the pedestrian bridge.
3. THAT 4/5 of the cost of providing the pedestrian bridge at this location be raised by a Development Levy for all new privately funded construction within the benefiting area and that the requisite contribution be based on 1980 costs at 12.40¢ per gross square foot of building area, with construction costs to be reassessed and adjusted upwards from time to time in accordance with existing estimated costs of construction.
4. THAT the Municipality include within its 5-year Capital Improvement Program funds to undertake construction of the pedestrian bridge.

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PLANNING DEPARTMENT
SEPTEMBER 7, 1977

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

SUBJECT: BURNABY LAKE SPORTS COMPLEX
PROPOSED PEDESTRIAN BRIDGE OVER KENSINGTON AVENUE
NEAR SPROTT STREET

1.0 BACKGROUND:

- 1.1 On November 8, 1976, Council adopted the Burnaby Lake Sports Complex Development Plan which recommended " That a pedestrian network be established throughout the area including a pedestrian bridge over Kensington Avenue north of Sprott Street ". The location of the pedestrian bridge is shown on the development plan attached.
- 1.2 Page 46 of the Burnaby Lake Sports Complex Report indicated that the pedestrian bridge would be of benefit to the Municipal facilities and parkland east of Kensington as well as private development to the west as the area became more intensively developed and pedestrian traffic increased. The pedestrian link is designed to overcome much of the fragmentation which now takes place with the major Kensington Arterial dividing the Sports Complex in two and acting as a barrier to east-west pedestrian movement.
- 1.3 The report suggested that as Municipal land east of Kensington will benefit, costs could be shared on an equitable basis between the Municipality and privately funded development by a development levy for new rezonings in the area based on an estimated cost submitted by the Municipal Engineer.

2.0 COST ESTIMATE:

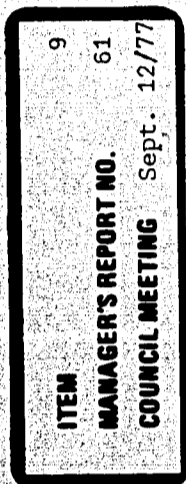
- 2.1 On August 22, 1977, the Municipal Engineer submitted a consultant's report prepared by A.A. Williams & Associates Limited for an economical structure with a 7 foot wide walking surface based on a U-Beam and arch. The Municipal Engineer and Planning Staff have received the report and

favour the Scheme 2B layout in the report with some modifications to the earth works and steps at the east bridge terminus.

- 2.2 The estimated cost of the bridge structure for 1977 is \$104,000. which includes 12% design and supervision costs, earthworks and steps at the east end of the bridge. The structure is unlikely to be built before 1980 (because of the present insufficient development and population in this expanding area); therefore utilizing a 10% per annum inflation factor the facility will cost an estimated \$155,035 in 1980.
- 2.3 Within the contributing area there is a potential for a future 1,000,000 square feet of floor space based on 75% maximum development potential of sites suitable for private investment within the adopted Area Plan. The ratio of future benefiting municipal floor space to the 1,000,000 square feet privately developed space is 1:4, based on 250,000 sq. ft. of municipal buildings. This ratio is an amendment to the 1/3 - 2/3 sharing suggested for the bridge on page 46 of the Burnaby Lake Sports Complex report. The detailed calculation represented here is based on floor space potential for the public and private development in the area and forms a more equitable basis for the cost sharing of this public amenity.
- 2.4 The proposed cost sharing would be as follows:
- | | | |
|----------------------------|------------------|--------------|
| Total Municipal share: | 1/5 of \$155,035 | = \$ 31,007 |
| Total by Development Levy: | 4/5 of \$155,035 | = \$ 124,028 |
- The development levy for all future development in the area would be:
- | | |
|----------------|--|
| <u>124,028</u> | |
| 1,000,000 | = 12.40¢ per gross square foot of building |
- 2.5 Levy contributions from all rezonings in the area would be submitted as a prerequisite of the rezoning and the monies held in trust by the Municipality.

3.0 MUNICIPAL RESPONSIBILITY:

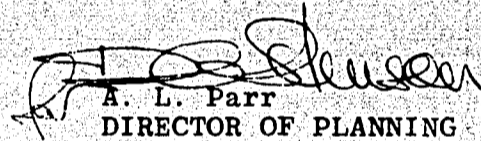
- 3.1 The specific advantages of a pedestrian bridge to the Municipality are as follows:
- 3.1.1 It would form an important part of the pedestrian circulation system for the Sports Complex.
- 3.1.2 It would connect two areas of the Sports Complex now segmented by the major Kensington Arterial and thus promote a sharing of private and public facilities within the area.
- 3.1.3 It would serve the bus system for the whole area.
- 3.1.4 It would provide a positive link to the Burnaby Lake foreshore and the park trail system.
- 3.2 The Municipality has further responsibility as the proposed pedestrian bridge would be located on Municipal parks property at its eastern terminal.
- 3.3 The final location and design of the pedestrian bridge would form a part of the architectural concept for the Burnaby Lake Sports Complex in compliance with Council's approval.
- 3.4 There are presently 2 rezoning applications within the Sports Complex currently being processed by this Department. It is necessary to now implement the Development Levy for these rezoning applications if Council wishes to proceed with pedestrian bridge construction in the future.



ITEM	9
MANAGER'S REPORT NO.	61
COUNCIL MEETING	Sept. 12/77

4.0 RECOMMENDATIONS:

- 4.1 THAT design and construction of the pedestrian bridge be a Municipal responsibility.
- 4.2 THAT the Municipality share 1/5 of the costs for design and construction of the pedestrian bridge.
- 4.3 THAT 4/5 of the cost of providing the pedestrian bridge at the location be raised by a Development Levy for all new privately funded construction within the benefitting area and that the requisite contribution be based on 1980 costs at 12.40¢ per gross square foot of building area, with construction costs to be reassessed and adjusted upwards from time to time in accordance with existing estimated costs of construction.
- 4.5 THAT the Municipality include within its 5-year Capital Improvement Program funds to undertake construction of the pedestrian bridge.


A. L. Parr
DIRECTOR OF PLANNING

SJB/sam
Attachment

cc: Municipal Engineer
Municipal Treasurer