

ITEM 17  
MANAGER'S REPORT NO. 4  
COUNCIL MEETING 1979 01 15

RE: BOUNDARY ROAD - IMPERIAL TO MARINE WAY

Following is a report from the Director of Planning and the Municipal Engineer regarding Boundary Road from Imperial to Marine Way.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning and Municipal Engineer be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1979 JANUARY 10  
FROM: DIRECTOR OF PLANNING  
SUBJECT: BOUNDARY ROAD — IMPERIAL TO MARINE WAY

RECOMMENDATIONS

1. THAT Council endorse the proposal to develop Boundary Road and to connect it to Marine Way as described in this report.
2. THAT Council agree to share equally with Vancouver on the costs of construction and right-of-way acquisition for the project as described in this report.
3. THAT Council ratify the action of Burnaby staff in applying for a grant for property acquisition under Part V of the Revenue Sharing Act.
4. THAT Council support the Vancouver application for revenue sharing for construction costs of the project.
5. THAT Council direct the Municipal Treasurer to bring forward a more definitive report on the financing of this project.

REPORT

A. BACKGROUND

On 1977 August 02, the Burnaby Municipal Council adopted the Minutes of a 1977 June 02 Special Joint Meeting of Burnaby and Vancouver Councils, and unanimously adopted a motion which confirmed Boundary Road as a primary arterial street.

At that time, the discussions centred around four issues:

ITEM	11
MANAGER'S REPORT NO.	4
COUNCIL MEETING	1979 01 15.

- a) improvements to the Boundary/Kingsway intersection 151
- b) the closure of the Tyne Rumble connector
- c) Central Park
- d) the development of Boundary Road south of Imperial Street and its connection to the new Marine Way.

Items a, b, and c have been resolved by agreements to carry out only minor improvements to the Kingsway/Boundary intersection within the existing right-of-way; to close the Tyne Rumble connector; and for the foreseeable future, to obtain no additional right-of-way from Central Park.

This report therefore concerns itself with item d, namely, the development of Boundary Road south of Imperial Street and its connection with the new Marine Way. This subject was dealt with by the Vancouver City Council at a meeting held on 1978 April 11 and the various decisions made by Vancouver were reported to the Burnaby Municipal Council on 1978 April 24.

#### B. THE PROPOSAL

City staff were authorised by the Vancouver City Council at their April meeting to meet with Burnaby staff to initiate negotiations on an approved design, a construction schedule, and equitable cost sharing agreements. The proposal adopted by the City of Vancouver, which is illustrated on the attached two sketches can be described briefly as follows:

1. Boundary Road is developed from Imperial to Marine Way, to an arterial standard consisting generally of two 35' paved roadways divided by a 14' 0" median.
2. The road is located within a 132' 0" right-of-way, 33' 0" of which lies within Burnaby and 99' 0" of which lies in Vancouver.
3. North of Rumble the road is located off centre in the right-of-way in order to provide 32' of boulevard on the Burnaby side of the road, within which will be located a landscaped berm for noise attenuation. The boulevard on the Vancouver side will be 16' wide but additional buffering will be made available from the undeveloped Champlain Heights land.
4. South of Rumble, in order to reduce the grade to approximately 10 per cent, the road will be developed in cut, underpass Marine Drive, and connect to Marine Way at grade. The small residential enclave at Banting Place will receive its access from a new connection to Marine Drive.

The advantages to Burnaby of this proposal are that:

1. No change is made in the truck route function of Boundary Road, as it is given no preferential treatment over other north-south Vancouver arterials. It is a straightforward "T" intersection at Marine Way and the cut required has been kept to a minimum in order to obtain a 9 per cent to 10 per cent grade.

ITEM	11
MANAGER'S REPORT NO.	4
COUNCIL MEETING	1979 01 15

2. The reclassification of Marine Drive from an arterial route to a residential collector, and the transference of arterial traffic from Marine Drive to Marine Way is facilitated by grade separating Marine Drive from Boundary Road, thus requiring arterial traffic destined for Boundary Road to be travelling on Marine Way.
3. An improved Boundary Road is made readily available to Burnaby traffic, thus reducing the likelihood of commuter traffic cutting through residential neighbourhoods.
4. Increasing industrial development in the Big Bend area of Burnaby is recognised.
5. Provision is made within the proposed right-of-way for noise attenuation and landscaped screening of Burnaby residences from Boundary Road traffic; thus avoiding costly acquisition and disruption of adjacent residential development. It should be recognised that the effectiveness of the noise attenuation berm depends upon the closure of local streets at Boundary Road. These street closures would provide the additional advantage of preventing traffic shortcutting through the residential neighbourhood.

C. COST SHARING

1. Estimated Costs

The principle behind the cost sharing proposal is one that has applied to all previous construction projects carried out along Boundary Road, namely that we share equally in both construction costs and land acquisition costs, irrespective of the location of the right-of-way.

The following cost estimates that are the subject of sharing have been provided by the City of Vancouver staff. They are not firm cost figures and should be considered as indicating the magnitude of cost that can be expected.

ITEM	ESTIMATED TOTAL COST	BURNABY SHARE (50%)
Construction Cost	\$ 2,560,000	\$ 1,280,000 (excludes landscaped berm on Burnaby side)
Land Acquisition Cost (beyond an equal provision of right-of-way)	\$ 2,304,000 (6.24 acres at *\$162,000/acre)	\$ 1,152,000
	<u>\$ 4,864,000</u>	<u>\$ 2,432,000</u>

\* The cost/acre has been confirmed by the Burnaby Lands Department as a reasonable raw land figure based upon recent sales in the Champlain Heights area.

ITEM	11
MANAGER'S REPORT NO.	4
COUNCIL MEETING	1979 01 15

2. Provincial Revenue Sharing Act

Under the Revenue Sharing Act, both Vancouver and Burnaby are eligible for 50 per cent grants from the Provincial Government for construction costs and Burnaby is eligible for 50 per cent sharing in land acquisition costs (Vancouver is not eligible for sharing in land acquisition as under the Act, Municipally owned land is excluded from an application).

Assuming that we are successful in obtaining Provincial funding under the Revenue Sharing Act, Burnaby's costs for the proposed project would be as follows:

ITEM	INITIAL SHARING WITH VANCOUVER	PROVINCIAL REVENUE SHARING	FINAL BURNABY COST
Construction Cost	\$ 1,280,000	\$ 640,000	\$ 640,000
Land Acquisition Cost	1,152,000	576,000	576,000
Landscaped Berm	Cost Estimate Not Available		
			\$1,216,000 (excludes landscaped berm)

3. Phasing and Financing

The work is proposed to be carried out over a two year period during 1979 and 1980, although it could be carried into 1981 depending upon the rate at which the work proceeds. As the deadline for Revenue Sharing Applications was 1979 January 08, it has been necessary for staff to make such applications pending Council approval of the proposal. Vancouver staff have therefore acted as our agents on the construction costs and applied for Provincial Revenue Sharing for the estimated initial 1979 construction costs for that portion of Boundary Road from Imperial to Marine Way (\$412,000 for preparatory work including land clearing and some preliminary grading and construction of a temporary alternate route for north-south traffic). They will apply in 1980 for the remaining sharing of construction costs.

Burnaby staff have applied for Burnaby's land acquisition costs, and will make an application in 1980 for the noise attenuation feature (landscaped berm) which will be developed as an integral part of the 1980 construction phase.

This portion of the improvements to Boundary Road is not provided for in the 1978-1983 Capital Improvement Program. The Municipal Treasurer advises that until the effect of the property tax and budget control regulations being brought down by the Provincial Government become known, he cannot clearly advise Council on the probable source of funds suitable to the project. However, in the event Council wishes to make a commitment to the City of Vancouver, so that the project may proceed, the Treasurer suggests that \$1,216,000 in Tax Sale funds plus an amount to be determined for the noise attenuation feature, be earmarked for the program. Expenditure of this money requires prior approval of the Minister of Municipal Affairs. In the ordinary course of events, Tax Sale moneys would not be used for such a purpose for it is the policy of Council to use these moneys as a revolving fund for the financing of Municipal land assembly and development projects. If indeed it should become necessary to use Tax Sale moneys for the improvement of Boundary Road, it will be the Treasurer's recommendation that it be repaid to the fund from the annual budget over time.

RE: BOUNDARY ROAD - IMPERIAL TO  
MARINE WAY  
1979 JANUARY 10.....PAGE FIVE

ITEM	11
MANAGER'S REPORT NO.	4
COUNCIL MEETING	1979 01 15

D. SUMMARY

The construction of Marine Way is imminent; the concept of developing Burnaby Metrotown as a Regional Town Centre has been accepted, and further development of the Big Bend area in Burnaby and Champlain Heights in Vancouver, necessitates the development of a plan for improving Boundary Road, and connecting it to Marine Way in order to provide improved access to this general area of Vancouver and Burnaby, and permit de-classification of Marine Drive to a residential collector.

The proposal described in this report achieves these objectives in a way which does not place undue emphasis on Boundary Road, nor turn it into a major Vancouver ring truck route as had initially been discussed by Vancouver.

The proposal is therefore supported by Burnaby staff.



A. L. Parr  
DIRECTOR OF PLANNING

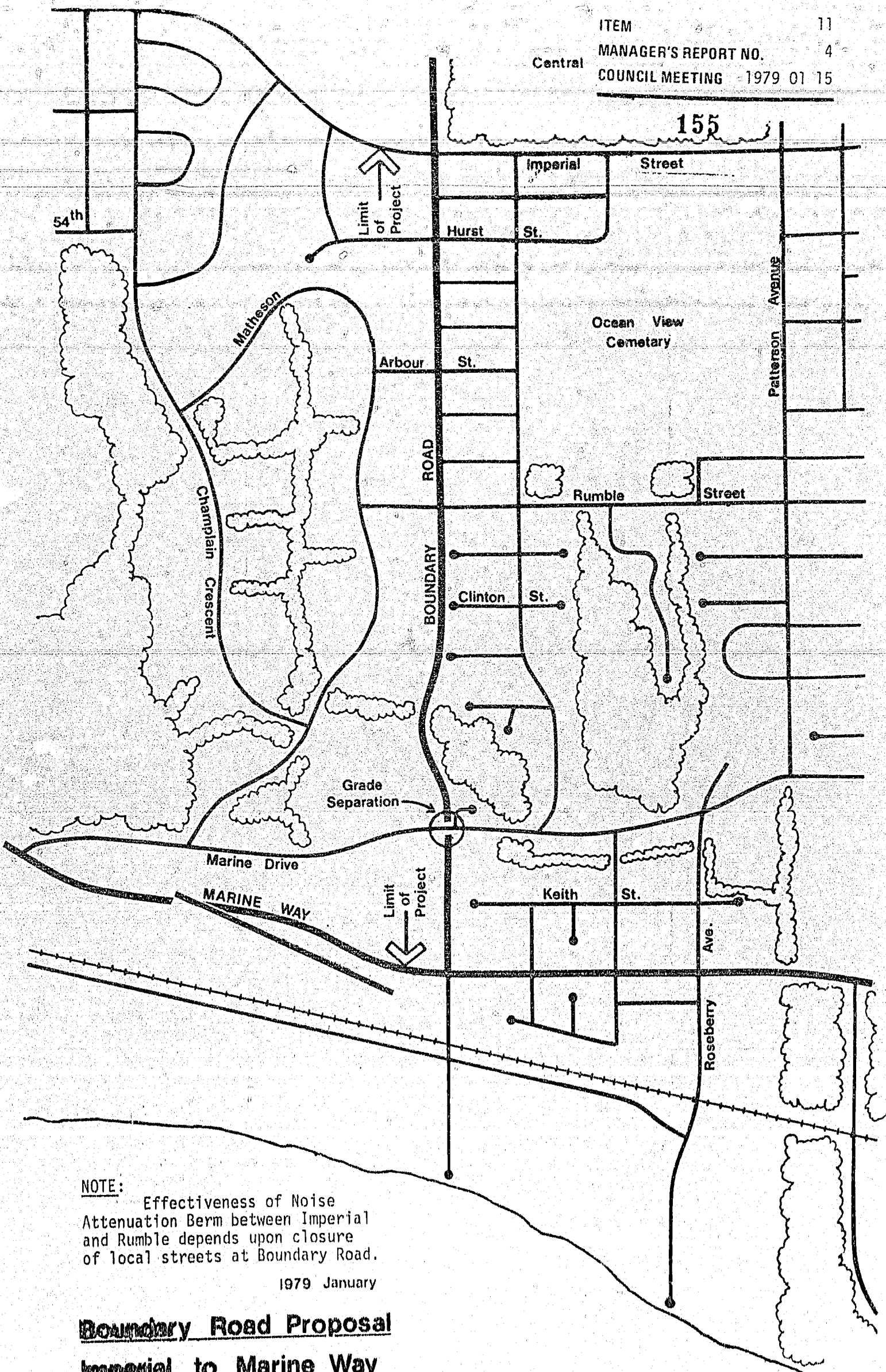


E. E. Olson  
MUNICIPAL ENGINEER

ALP/ds

attachment

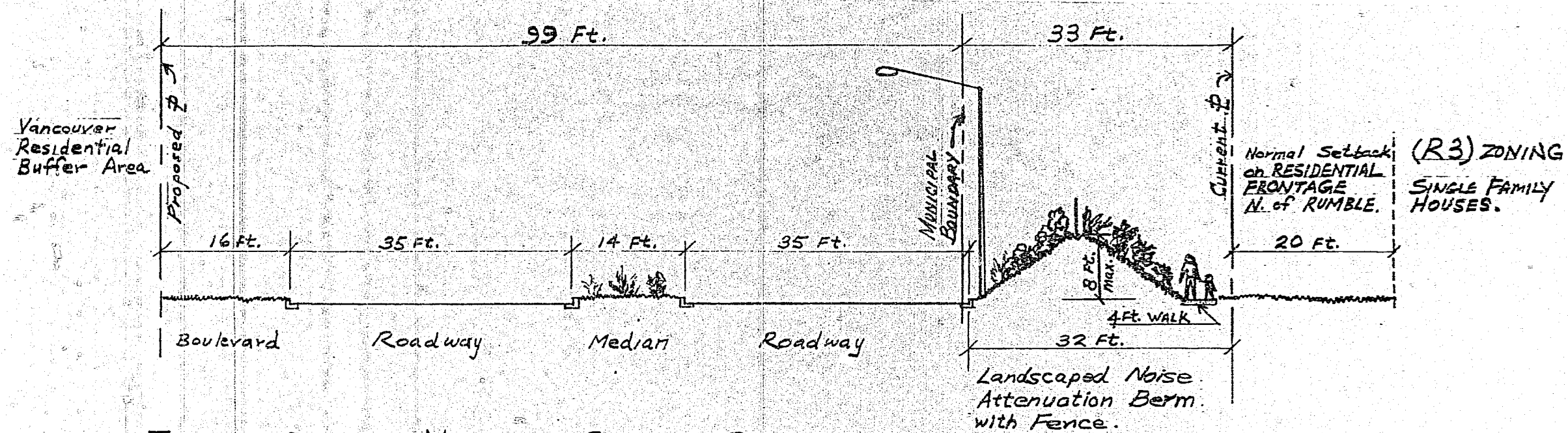
cc Municipal Treasurer  
Land Agent



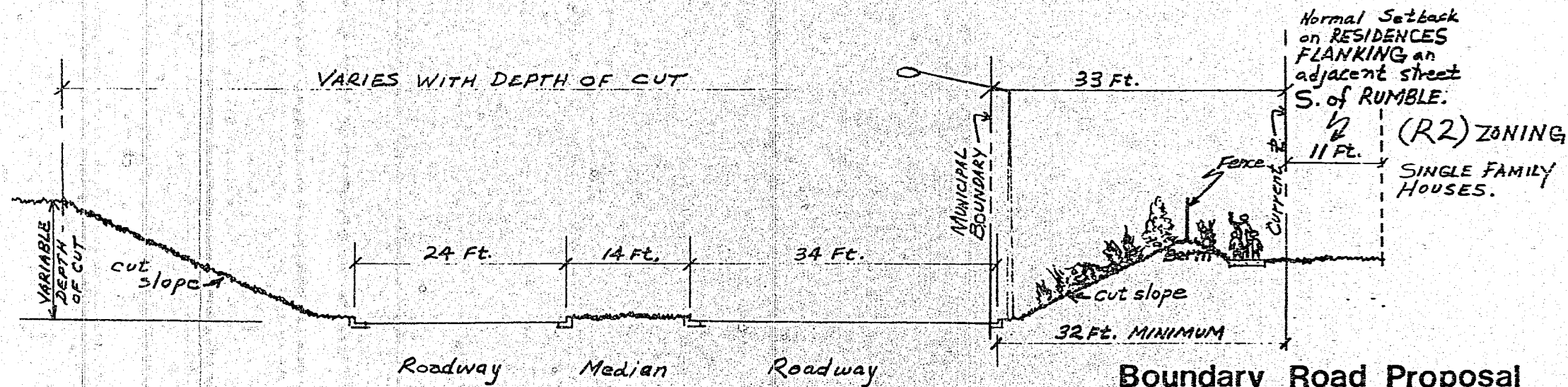
NOTE: Effectiveness of Noise Attenuation Berm between Imperial and Rumble depends upon closure of local streets at Boundary Road.  
1979 January

**Boundary Road Proposal**  
**Imperial to Marine Way**

**Figure 1 : LOCATION**



TYPICAL SECTION NORTH OF RUMBLE ST.



TYPICAL SECTION SOUTH OF RUMBLE ST.

Boundary Road Proposal  
Imperial to Marine Way

ITEM	11
MANAGER'S REPORT NO.	4
COUNCIL MEETING	1979 01 15

Figure 2 : CROSS-SECTIONS