

JUL 19 1979

REGULAR COUNCIL MEETING
1979 JULY 03

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION COMMITTEE

1979 JUNE 28

His Worship, The Mayor
and Members of Council

Madam/Gentlemen:

RECOMMENDATIONS:

1. THAT Council endorse the proposal to develop Boundary Road as a primary arterial route and to connect it from Marine Way to Imperial Street 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 more particularly described in this report.
3. THAT Council agree to the commencement of the 1979 portion of the construction program as described in this report.
4. THAT Council authorize the City of Vancouver to be the applicant for Provincial Revenue Sharing for the balance of the construction costs of the project, including the berm and frontage road components on the Burnaby side on the basis of its functional integration with the overall project.

REPORT

A. BACKGROUND:

At its meeting of 1979 May 14, Council considered a report from the Transportation Committee concerning the proposed reconstruction of Boundary Road from Imperial Street to Marine Way. Council will recall that it had been proposed by the City of Vancouver that the Transportation Committee advance its specific consideration of the Boundary Road project ahead of the adopted work program schedule in view of the Province's agreement to revenue share its development and on the urgent need to complete the 1979 portion of the project in order that the applicable Revenue Sharing funds would be made available. The committee at that time resolved that it would not be in the best interests of the Municipality to abandon its adopted schedule to deal with this road proposal in isolation. This position was based on the commitment given to the community at large to hold a series of Public Meetings concerned with the proposed overall transportation plan for the Municipality as is being developed by the Committee, and as well the belief that this item can only be proceeded with in the context of an overall transportation plan adopted by the Municipal Council.

The Transportation Committee on 1979 June 12 commenced its series of 3 public meetings on the overall draft transportation concept and at that time specifically presented details concerning Boundary Road in terms of its proposed arterial and truck route classification in addition to its development standard and neighbourhood protection measures. Following that meeting, the Committee on 1979 June 20 held a subsequent meeting with representatives of the Burnaby Citizens Roads Committee to discuss and consider

possible modifications to the proposed road standards and neighbourhood protection measures.

B. THE PROPOSAL:

As a result of the Public Meetings and the meeting with the Burnaby Citizens Roads Committee, the Committee has confirmed the primary arterial status for Boundary Road within the overall transportation plan but has modified the road design and neighbourhood protection measures to the extent that the nature of the route can be described in two sections as follows:

1. Between Imperial Street and Immediately North of Rumble

- (a) Between Imperial Street and immediately north of Rumble Street, the alignment is contained within a 132 foot right-of-way.
- (b) As shown on the attached Figure 1, the Vancouver side of the centre line median is characterised by 34 feet of pavement and a 16 foot wide boulevard. The Burnaby side has 24 feet of pavement, or two moving lanes, a 20 foot wide berm area, a one-way 18 foot frontage street and a 6 foot boulevard. The frontage road extends northward from Rumble Street to the lane immediately south of Imperial Street.
- (c) With a slope of 1.5:1, the landscaped earth berm will have a height of 5 feet. In addition, it is proposed that a fence be placed on the top of the berm to a combined height of approximately 13 feet as a further noise attenuation measure.

2. Between Marine Way and Immediately North of Rumble

- (a) South of Rumble Street, (see attached Figure 2), the route will be constructed in cut with the width and depth of the cut varying given the desire to reduce the maximum grade to 9.2%, the existing topography and the need to grade separate Marine Drive from Boundary Road (see attached Figures 3 and 4).
- (b) Between Marine Way and Rumble, the pavement width on the Burnaby side of the centre median will be 34 feet to allow for two northbound travelling lanes and a slow lane for trucks and buses heading northbound up the grade which flattens out just north of Rumble Street.
- (c) The slow lane merges into the 24 foot pavement width immediately north of Rumble Street as shown on the attached Figure 5. This merge section would also be utilized as a bus bay facility so as not to impede the two travelling lanes north of Rumble Street.
- (d) The residences on Banting Place would gain access to their properties by way of a local access road leading to Marine Drive as shown on Figure 4. Portland, Clinton and Southwood streets would not have access to Boundary Road. Access to the residences on these streets would be via Joffre Avenue. A one-way frontage road would be needed between Rumble Street and the lane north of Clinton Street to provide for access to four residences fronting Boundary Road between Rumble Street and Clinton Street. A noise attenuation fence would be provided in the divider between the frontage road and Boundary Road.

- (e) Berming and fencing is proposed to be provided from the end of the frontage road as far south as is practical, given the increasing depth and width of the cut as Boundary Road extends southward.

C. THE POSITION ADOPTED BY THE COMMITTEE:

In discussing whether or not to advance a recommendation to Council at this time concerning the commencement of the Boundary Road project, the Committee considered that commitments are needed from other jurisdictions for co-operation and funding assistance for a wide range of transportation matters, that would include but not be restricted to road improvements. Relative to the latter, it was the consensus of the Committee that the proposed improvement of Boundary Road is consistent with its assigned primary arterial status and would, in conjunction with the development of Marine Way, help in the implementation of the desired system of arterial routes peripheral to the major residential areas of the Municipality. The Committee further feels that a willingness by the Municipality to advance the project at this time prior to the Council approval of the overall plan in view of the Revenue Sharing funding availability would be consistent with its stated desire to improve inter-jurisdictional management of transportation affairs.

Following the agreement by the Committee to the revised road standard, a meeting was arranged with the Vancouver Transportation Committee on 1979 June 21 to discuss a number of topics including the Boundary Road project. The modified proposal was submitted to the Vancouver Transportation Committee as the basis of our recommendation to the Burnaby Municipal Council. Following several senior staff discussions, agreement has been reached that the road standard as described in this report would be recommended by the Committee to the Municipal Council on the following understanding:

1. The cost of land acquisition for Burnaby will be as set out in Item 11, Manager's Report No. 4, Council Meeting 1979 January 15, (i.e. Total acquisition costs of \$1,152,000 with Provincial Revenue Sharing in the amount of \$576,000 with a total residual cost to Burnaby in the amount of \$576,000).
2. Burnaby and Vancouver will share 50% of the Boundary Road construction costs, excluding the cost of the frontage road and berm on the east side of the road which will be a 100% Burnaby cost.
3. Burnaby will endeavour to obtain Revenue Sharing from the Provincial Government for the berm and frontage road referred to in Item 2 above, and to this end future applications for Revenue Sharing should be for the complete works within the total road allowance (i.e. including the berm and frontage road on the Burnaby side). The details of the most appropriate method of making such an application remain to be worked out, but the premise is that Vancouver will not be expected to contribute to the cost of the berm and frontage road, but neither will they receive any of the Revenue Sharing money if we are successful in obtaining such funds for the berm and frontage road.

D. PHASING, COST SHARING AND FINANCING:

The work is proposed to be carried out during 1979 and 1980 with completion scheduled for 1981. To date, the Ministry of Municipal Affairs have agreed to provide

\$576,000 to the Municipality of Burnaby to pay for one-half of Burnaby's cost of acquiring the requisite right-of-way. Additionally, the City of Vancouver, who applied in part on the Municipality's behalf for construction funding, has been granted \$206,000 by the Provincial Government to pay for 50 per cent of the total construction costs of \$412,000 programmed for 1979. The \$412,000 allocated for construction in 1979 involves clearing, grubbing and grading of the right-of-way to the west of the existing Boundary Road pavement. Also included in the 1979 works is the design of the Marine Drive overpass some cutting on the west side of the existing pavement, and the commencement of the grading and paving of a detour route in Vancouver to allow for the main reconstruction of Boundary Road during 1980 and 1981. It is intended that the work scheduled for 1980 and 1981 will be contracted out with the possibility that the 1979 work may be done by City of Vancouver crews if time does not allow for the tendering and completion of contract works for that segment of the program. The City of Vancouver will be applying in due course for Provincial Revenue Sharing associated with the 1980 and 1981 portion of the project.

The following updated costs have been provided using both City of Vancouver and Burnaby staff estimates. They are not firm cost figures and should be considered as indicating the magnitude of cost that can be expected, assuming that the project is successful in obtaining Provincial funding under the Revenue Sharing Act for all components.

Item	Estimated Total Cost	Burnaby Share	Provincial Revenue Sharing To Burnaby	Final Burnaby Cost
Construction Cost	\$ 3,500,000	\$ 1,750,000	\$ 875,000	\$ 875,000
Land Acquisition Costs	2,304,000	1,152,000	576,000	576,000
Landscaped Berm, Frontage Road on Burnaby side	750,000	750,000	375,000	375,000
TOTALS	\$ 6,554,000	\$ 3,652,000	\$ 1,826,000	\$ 1,826,000

With respect to the question of financing this project, the Municipal Manager has requested the Municipal Treasurer to prepare a report on this matter for inclusion in the Manager's Report for the Council Meeting of 1979 July 03.

E. SUMMARY:

The Burnaby Transportation Committee in reviewing the proposed commencement of the Boundary Road project is of the opinion that the requisite Municipal approvals and actions should be proceeded with. This position reflects the conformity of the proposed standard and treatment of the proposed reconstruction of Boundary Road from Marine Way to Imperial Street with the policies and conceptual transportation plan as prepared by the Committee. The submission of the overall transportation plan is scheduled to be presented to Council at its meeting of 1979 July 30 at which time the arterial nature and standards of treatment proposed for Boundary Road will be re-enunciated. On the basis of the comments as provided in this report, the Transportation Committee is submitting the four recommendations as outlined for adoption by the Municipal Council.

Respectfully submitted,

Alderman B. M. Gunn
Chairman
TRANSPORTATION COMMITTEE

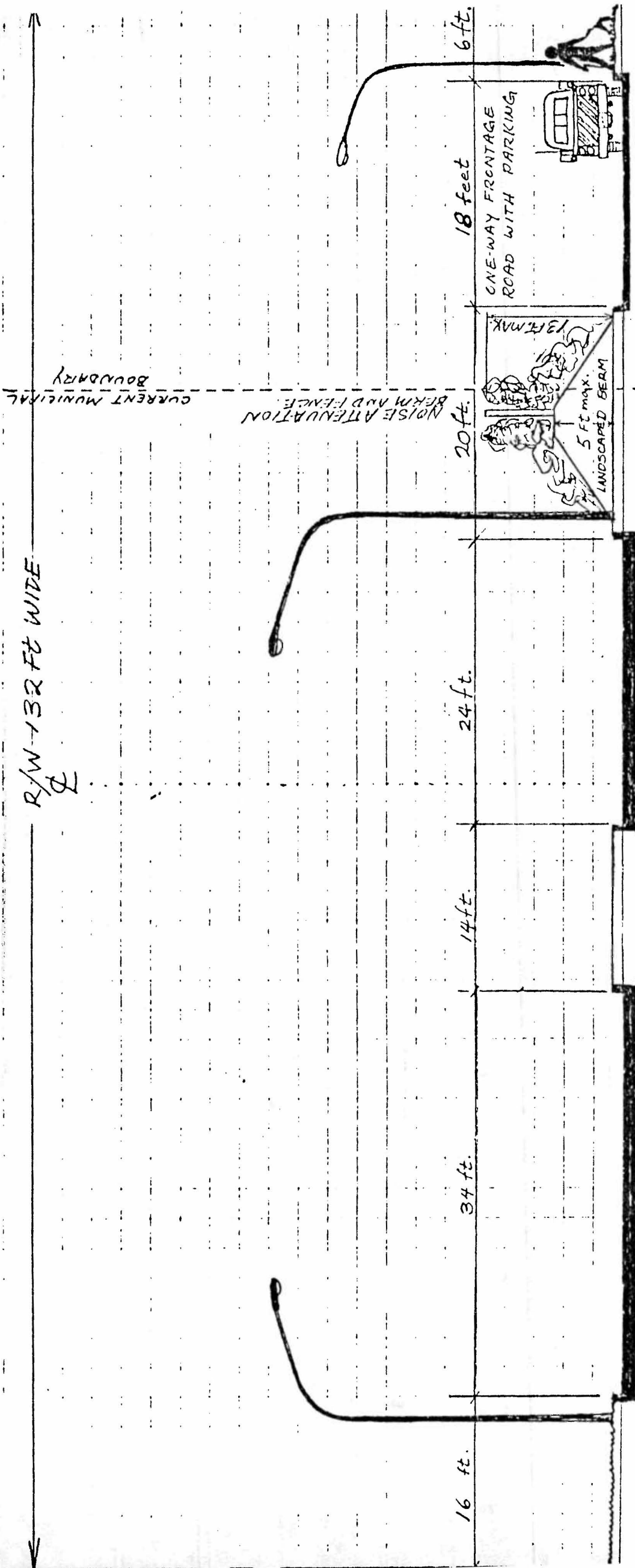
Alderman G. Ast
Member
TRANSPORTATION COMMITTEE

Alderman W. A. Lewarne
Member
TRANSPORTATION COMMITTEE

Mr. G. W. Ramsell
Member
TRANSPORTATION COMMITTEE

Mr. R. W. Tarling
Member
TRANSPORTATION COMMITTEE

JSB/sam
Attachments



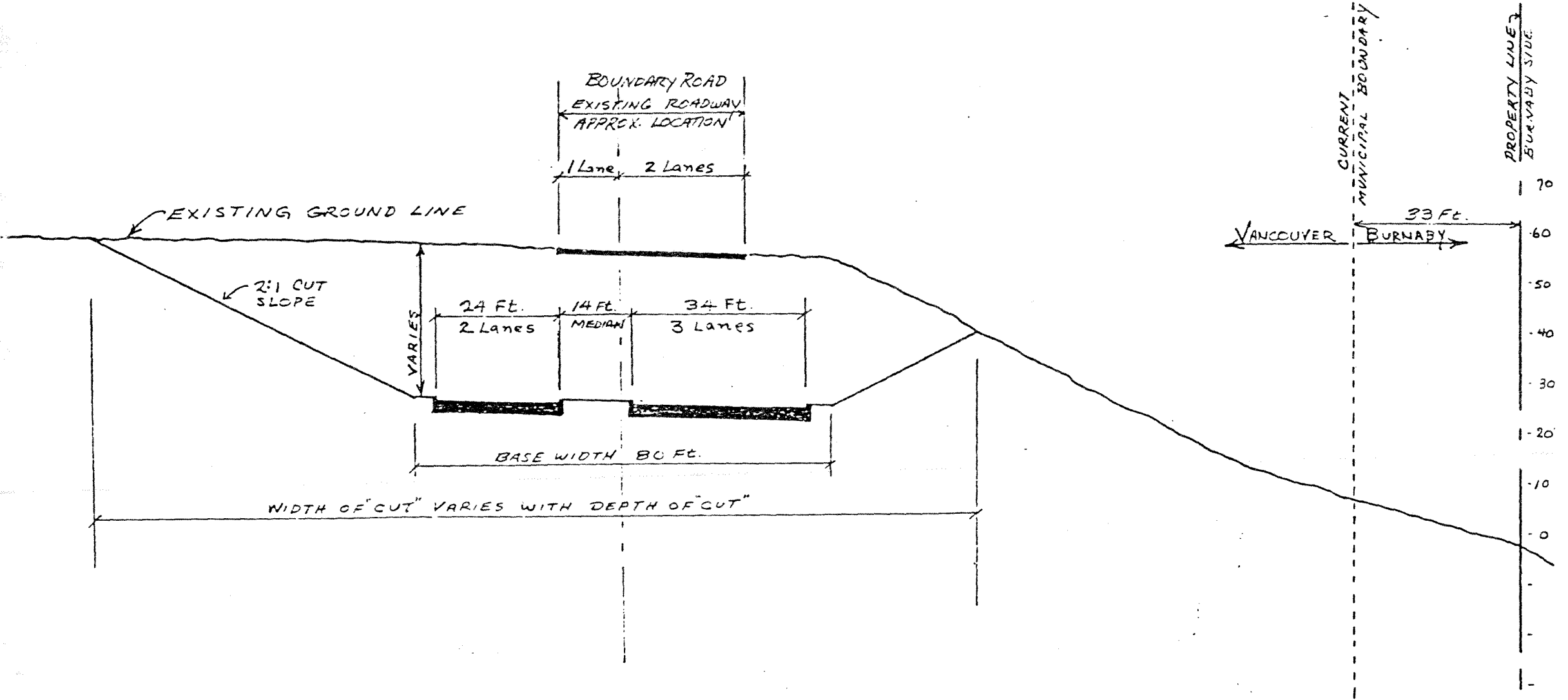
BURNABY
VANCOUVER

TYPICAL CROSS-SECTION OF
BOUNDARY ROAD BETWEEN
BURNABY & IMPERIAL STREETS

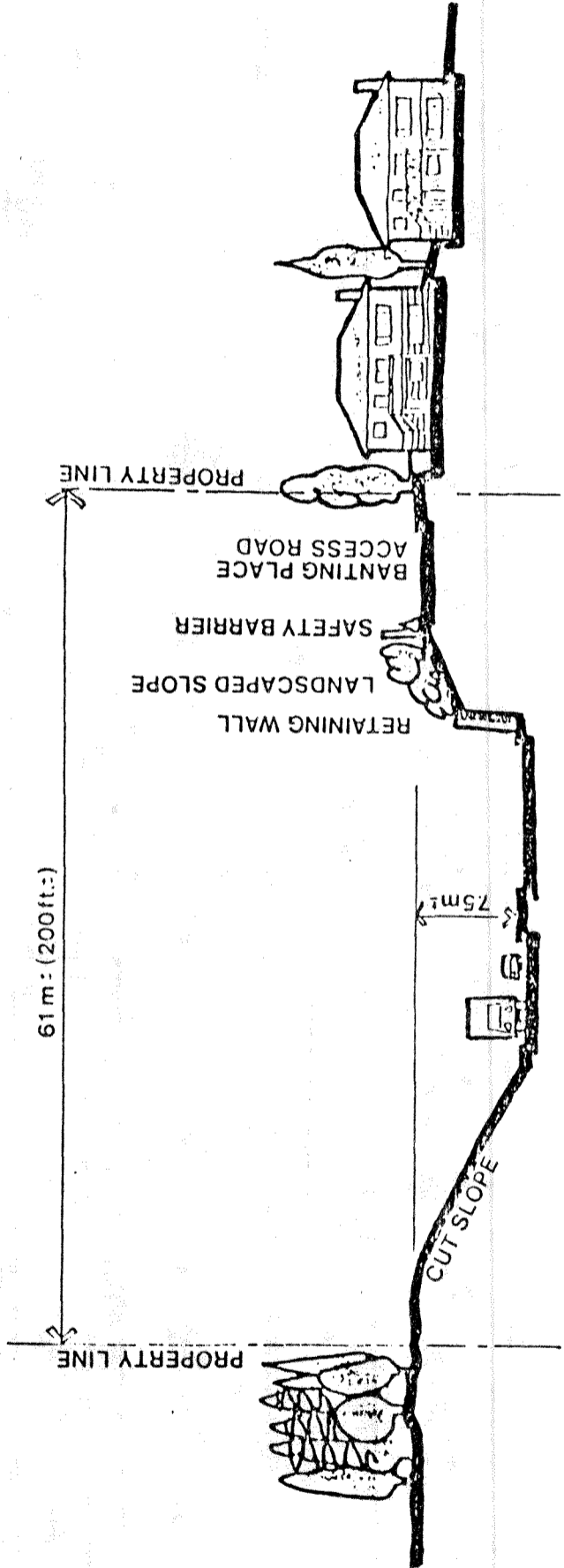
FIGURE 1
1979 JUNE 27

HORIZONTAL DISTANCE IN FEET
FROM PROPERTY LINE IN BURNABY

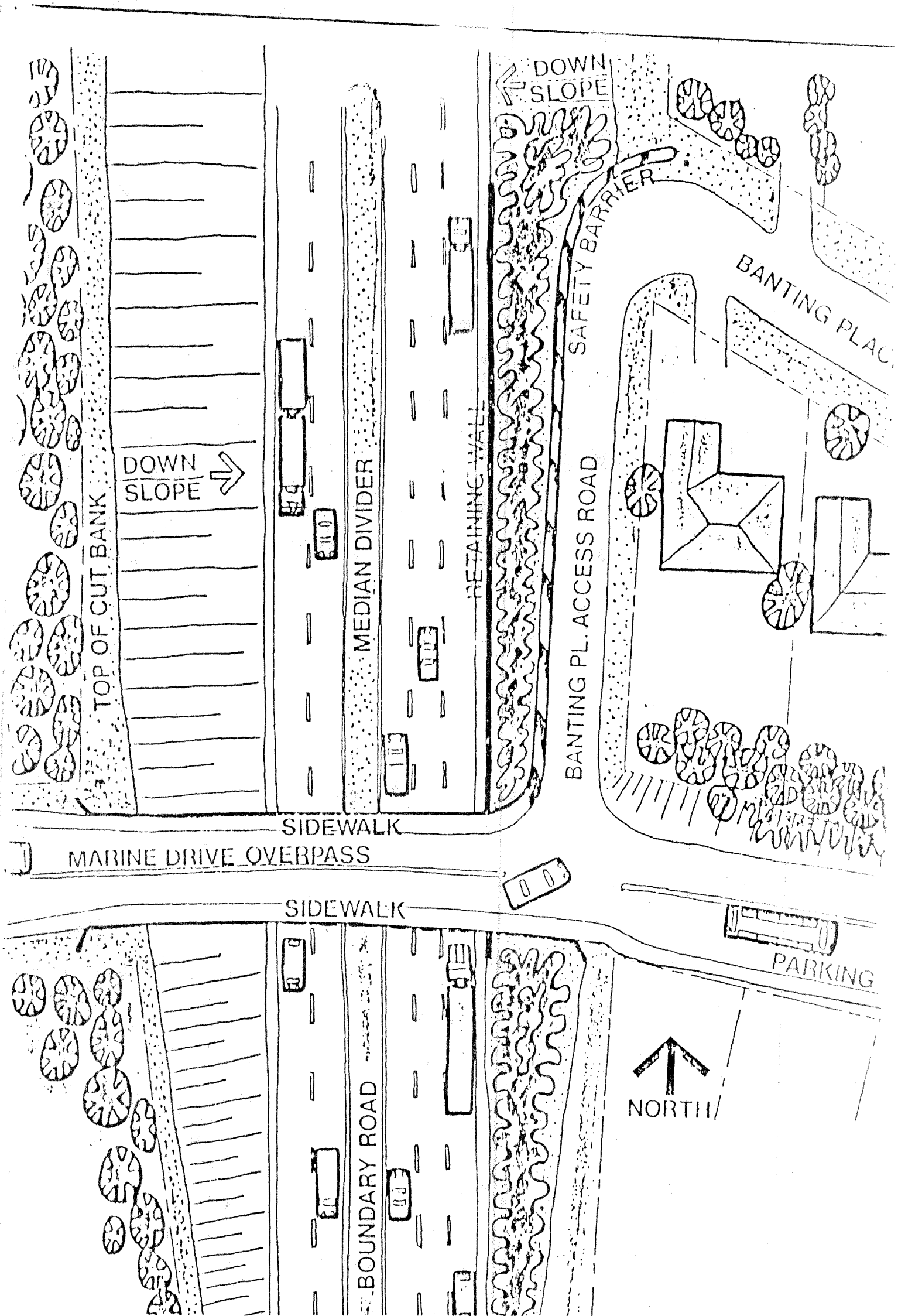
290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0



TYPICAL BOUNDARY ROAD CROSS-SECTION IN "CUT" AREA.



Boundary Road cross section north
of Marine Drive overpass.

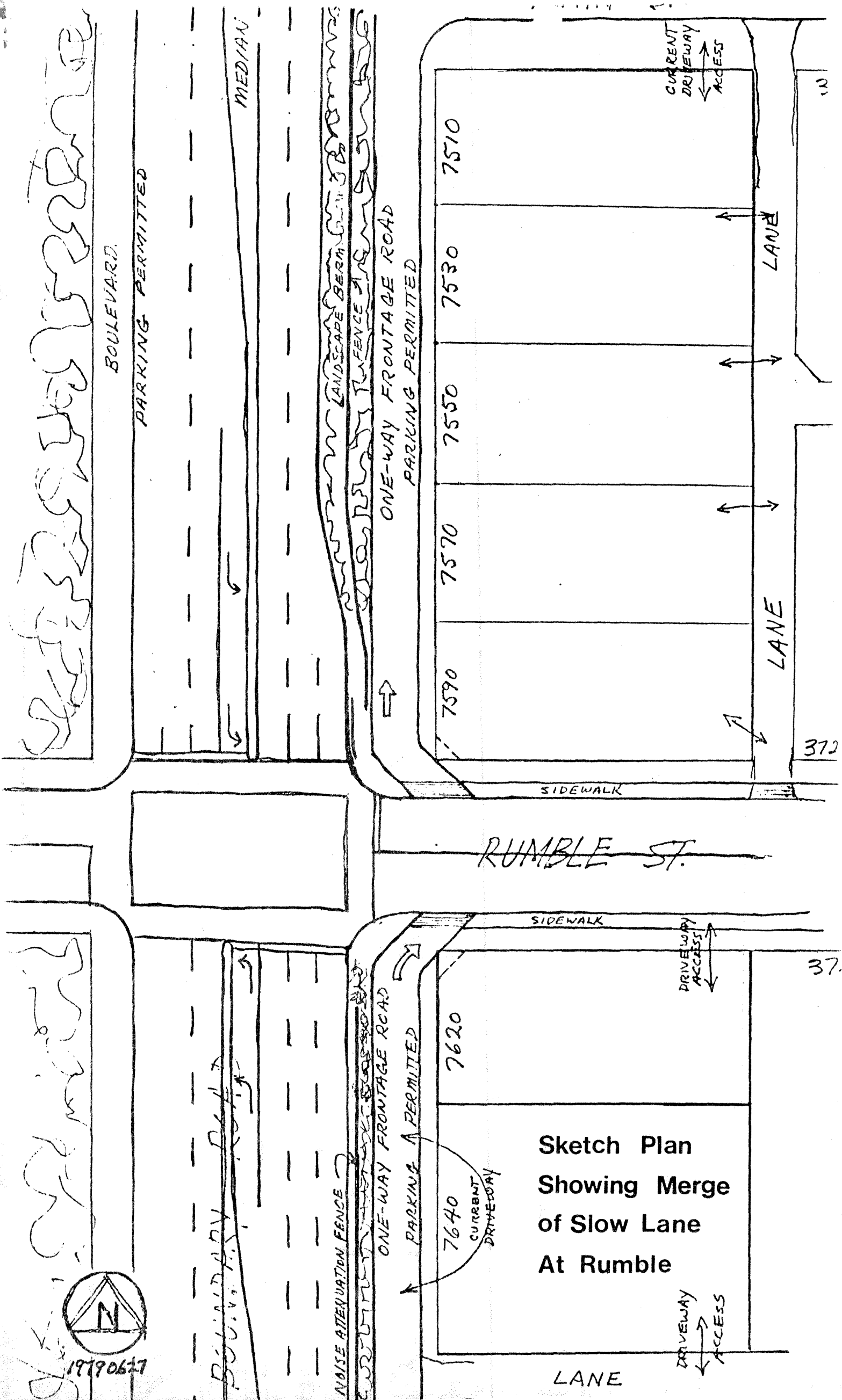


Sketch plan showing Marine Drive overcrossing Boundary Road.

FIGURE 4



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Sketch Plan
 Showing Merge
 of Slow Lane
 At Rumble