

RE: RECONSTRUCTION OF KENSINGTON AVENUE, SPROTT STREET TO LAUREL STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. *THAT the recommendation of the Director Engineering be adopted.*

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TO: MUNICIPAL MANAGER 84 02 08  
FROM: DIRECTOR ENGINEERING  
SUBJECT: RECONSTRUCTION OF KENSINGTON AVENUE, SPROTT  
STREET TO LAUREL STREET

RECOMMENDATION:

1. THAT the Municipal Solicitor be directed to bring forward a Capital Works Machinery and Equipment Reserve Fund Bylaw in the amount of \$300,000, being Burnaby's estimated cost of reconstruction of Kensington Avenue between Laurel Street and Sprott Street.

BACKGROUND:

The reconstruction of this extended section of Kensington Avenue has been accepted by the Province as an integral part of the B.N.R. Overpass project and, as such, is eligible for a portion of the available surplus revenue sharing funds which had been allocated to the original overpass project terminating at Laurel Street. The project extension from Laurel Street to Sprott Street (see Sketch 1, attached) was included in the 1983 - 1987 Capital Budget and in the 1984 Provisional Capital Budget at a very rough preliminary estimated cost of \$250,000; this amount will be increased to \$300,000 in the 1984 Capital Budget to reflect a more realistic estimate, including appropriate median and boulevard treatment.

REPORT:

It is proposed that the project be funded by borrowing from the Capital Works Machinery and Equipment Fund; a Bylaw is required to effect this funding. It is estimated that the total cost of the works, including engineering and median and boulevard treatment, is \$300,000 before recovery of close to 50% of this cost from the Province. Unexpended funds remaining after all authorized expenditures have been made will be returned to the credit of the Reserve Fund.

Although there will be a surplus of funds in the Bylaw for the original B.N.R. Overpass project, a separate Bylaw is being recommended for the project extension because the project limit in the original Bylaw terminated at Laurel Street. Also, it is deemed advisable to keep separate costing because of UTAP funding in the original project; the new extension, of course, is not eligible for UTAP funding.

(cont'd)

ITEM 1  
MANAGER'S REPORT NO. 11  
COUNCIL MEETING 1984 02 13

-2-

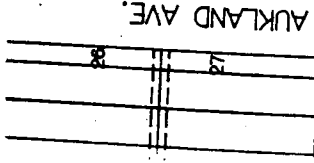
The Bylaw requires an affirmative vote of at least two-thirds of all members of the Council and the approval of the Minister of Municipal Affairs. This approval will be sought after three readings of the Bylaw by Council.

102

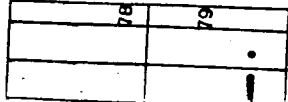
  
DIRECTOR ENGINEERING

EEO:VMT:sp

cc: ( ) Municipal Solicitor  
( ) Director Finance

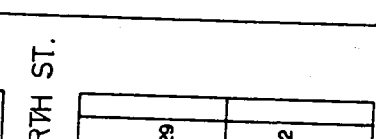
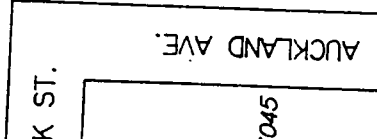
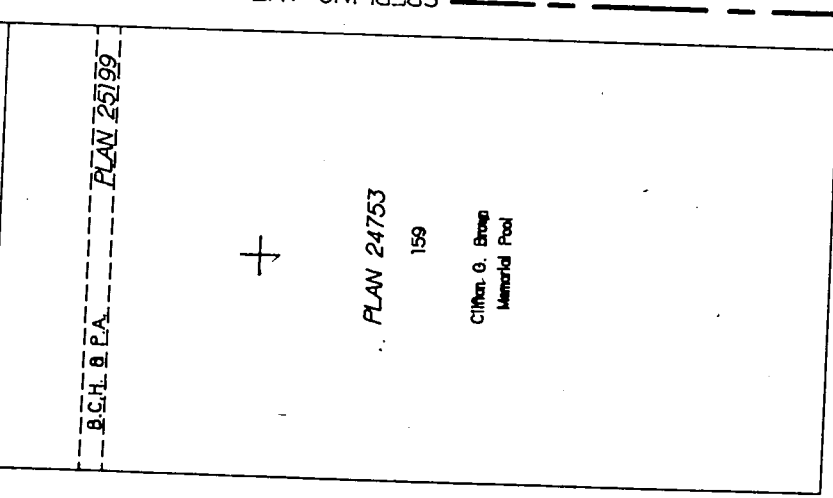
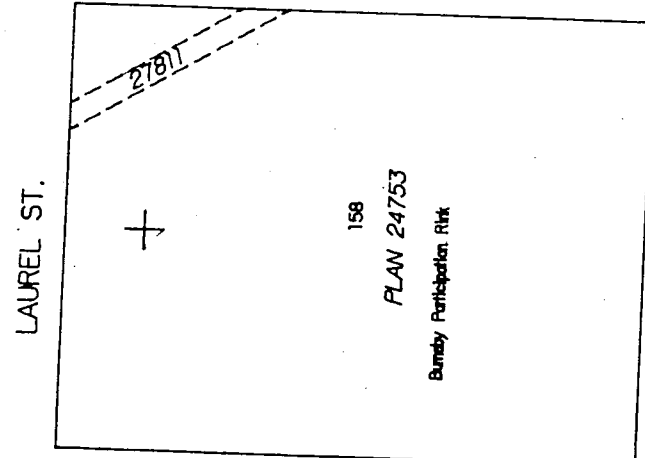
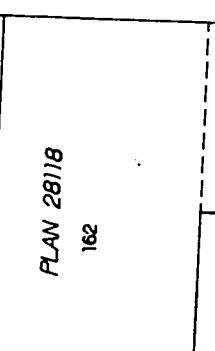
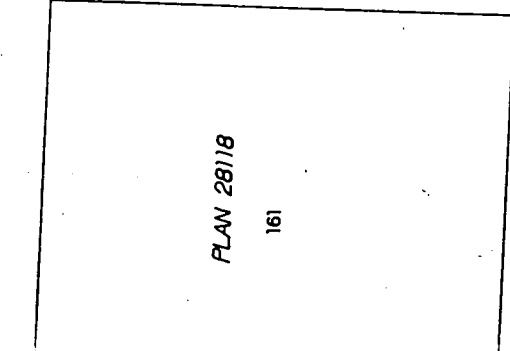
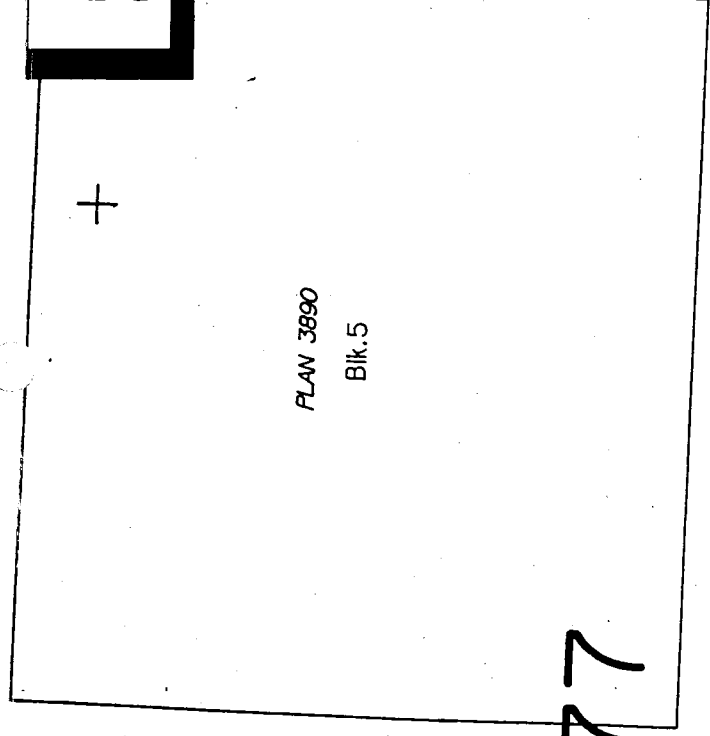


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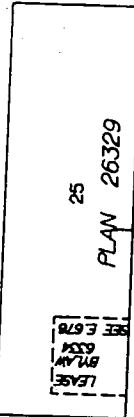


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ITEM 1  
MANAGER'S REPORT NO. 11  
COUNCIL MEETING 1984 02 13



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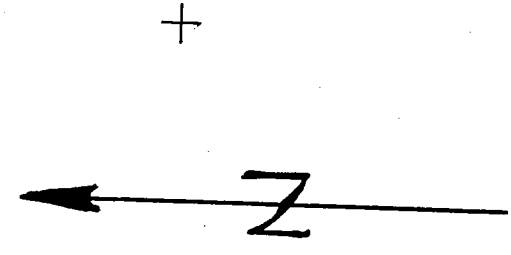


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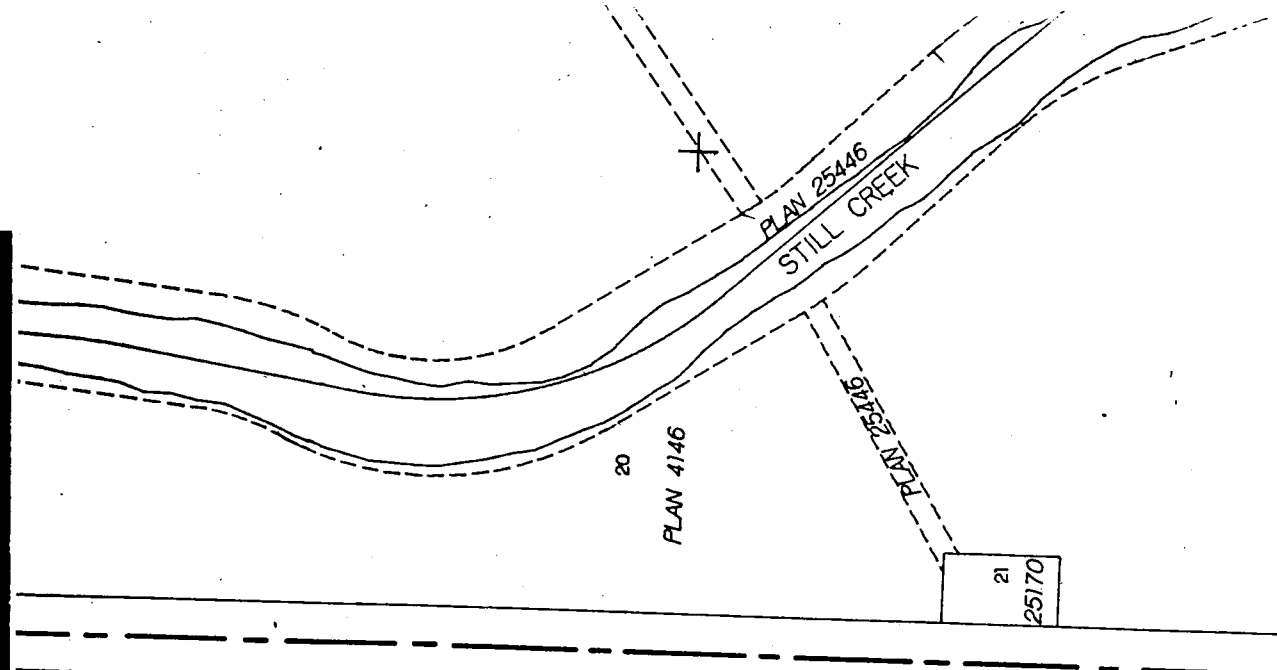
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BRIDGEMAN

SCALE



SKETCH # 1



SPERLING AVE.

KENSINGTON AVE.

SPROTT ST.

K ST.

RTH ST.

LAUREL ST.

