

RE: CENTRAL BOULEVARD ALIGNMENT  
ACROSS SOUTHERN FRONTAGE OF BONSOR PARK

MUNICIPAL MANAGER'S RECOMMENDATION:

1. *THAT the recommendation of the Director Planning & Building  
Inspection be adopted.*

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SUPPLEMENTARY

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION  
SUBJECT: CENTRAL BOULEVARD ALIGNMENT  
ACROSS SOUTHERN FRONTAGE OF BONSOR PARK

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RECOMMENDATION:

1. THAT Council approve the expansion of Bonsor Park to the north  
to include the reserved Brief Street right-of-way as compen-  
sation for some parkland taken for Central Boulevard.

REPORT

1.0 SUMMARY

In examining and considering an element such as the Central Boulevard alignment across the southern frontage of Bonsor Park, it is necessary that an overall perspective be kept in mind. Burnaby has progressed and developed in conformance with a broad range of adopted policies which together form a comprehensive plan for this Municipality. In its simplest terms, people need places to live, places to work, and places to play. On a physical basis, there is a need to connect these places so that people can comfortably move between them.

The comprehensive plan must balance competing needs to ensure that the best possible physical, social, and economic environment is created. In a complex urban society, optimum solutions rather than maximized solutions are those that must be pursued. The various land use and transportation elements must achieve a sense of fit through a process of intensive coordination and resolution of the dynamic relationships among each of the parts.

These balancing principles apply to Metrotown. The various land uses in Metrotown provide for a wide variety of development intensities and levels of relationships from the local, to the neighbourhood, the town centre, the South Burnaby sector, the whole Municipality, and the region. The continued development of Metrotown as a strong, balanced urban centre of regional importance requires an appreciation of and adherence to the principles upon which the Metrotown concept is based.

In this particular instance, the need to have an effective transportation system takes priority and is a rare case where parkland is affected. The construction of Central Boulevard from Willingdon Avenue to Imperial Street along with the Willingdon Avenue Extension are considered the two highest priority roadworks needed for the Metrotown area. These roadworks will assure that the major Metrotown road network is consistent with and supportive of the adopted Burnaby Conceptual Transportation Plan.

In the case of Central Boulevard, it is imperative that this road be a strong, direct, easily-recognizable linkage serving the Metrotown ALRT station, the proposed focusing of the bus transit system on the ALRT, and major commercial redevelopment proposed for the Metrotown core. The Central Boulevard alignment should be clearly considered to relieve traffic pressures along the Metrotown stretch of Kingsway, a Provincial highway, particularly in light of our application for Provincial cost sharing. The adopted Central Boulevard alignment across the southern frontage of Bonsor Park is the optimum one.

However, the fact that transportation needs have priority in this case does not mean that park needs are ignored. The adopted Central Boulevard alignment does not preclude the continued development and expansion of Bonsor Park as a major urban park facility. Every effort has been and will be made to minimize any effects of Central Boulevard on Bonsor Park. The team sports program of the South Burnaby Men's Club should be able to be maintained. It is intended that Bonsor Park will continue to develop as an important, attractive, multi-use urban park to serve the needs of the residents of Metrotown, South Burnaby, and the Municipality as a whole.

An appropriate layout has been achieved for Bonsor Park (see Sketch 6) which:

- a) Retains the three (3) existing sports fields.
- b) Retains the equivalent amount of parking to the existing.
- c) Preserves the primary grove of conifers.
- d) Replaces land taken for Central Boulevard by a proposal to include the area reserved for the Brief Street right-of-way in a northern expansion of Bonsor Park. One road frontage to the Park would therefore be eliminated.
- e) Permits a further northerly expansion of Bonsor Park if justified by further park need studies.
- f) Provides for appropriate landscaping and screening.

It is concluded that the adopted alignment for Central Boulevard is the optimum one and that appropriate steps are being taken to minimize any effects of Central Boulevard on Bonsor Park and to meet the concerns of the South Burnaby Men's Club.

## 2.0 - METROTOWN CORE-RELATED ROAD NETWORK

Council on 1984 May 14 concurred with a staff report on the Metrotown core-related Road Network (see Sketch 2 attached) which included a detailed description of Central Boulevard and a specific sketch of this linkage between Bonsor Avenue and Imperial Street (see Sketch 3 attached). This report was also referred to the Transportation Committee to work with staff in order to finalize a transportation plan for Metrotown. On 1984 June 18, Council received a report from the Transportation Committee and adopted the following recommendations:

1. THAT Council support in principle the Metrotown core-related road network (Sketch 2) as discussed in this report and outlined in the staff report to Council at its meeting of 1984 May 14 (Item 11, Municipal Manager's Report No. 34, 1984 May 14).
2. THAT Council amend the Burnaby Conceptual Transportation Plan to reflect the following:
  - a) That the Metrotown spine road, Central Boulevard, be aligned as a major collector (commercial) between Willingdon Avenue and Imperial Street.
  - b) That the Willingdon Avenue extension from Central Boulevard to Imperial Street be designated a major collector (commercial).

The Willingdon Avenue extension approved for provincial cost-sharing is presently under construction. On September 17, 1984 Council authorized staff to pursue the provision of Central Boulevard on a priority basis and to apply to the Province for its inclusion as a shareable project under the Revenue Sharing Act. The total estimated cost for Central Boulevard between Willingdon Avenue and Imperial Street is \$2,296,549.

## 3.0 CENTRAL BOULEVARD

Central Boulevard is a key linkage in the Metrotown road network (see Sketch #4 attached). The adopted alignment, especially as this street connects with Imperial Street near the Imperial/Nelson intersection, is considered the optimum one. The following comments relate to the appropriateness of the adopted alignment.

- a) The operational effectiveness of Central Boulevard as a major commercial collector is directly related to the provision of design standards and an alignment with straightforward clear connections and transitions with the Metrotown major road network and, in particular, with the Imperial/Nelson intersection, reflective of this road classification.
- b) Just as Kingsway defines the northern boundary of primary Metrotown core development, Central Boulevard defines the southern boundary.
- c) The Municipality's request to the Province to consider Central Boulevard as a cost-sharing project is based on the premise that this linkage will assist in relieving some of the traffic pressures off Kingsway, a Provincial highway.
- d) This alignment provides a direct access to the Metrotown ALRT station from the east.
- e) This road will appropriately accommodate buses destined to the Metrotown bus loop from the south-east sector of Burnaby.

- f) This alignment requires only a one-way crossing of the B.C. Hydro Rail tracks avoiding blind sight lines with respect to the rail tracks and the ALRT columns.
- g) The success of a proposed 1,020,000 sq.ft. commercial retail project (estimated construction cost of \$155,000,000) on the Kelly-Douglas property as well as the feasibility of future major expansion to over 3,000,000 sq.ft. of total building area (estimated construction cost of \$475,000,000) is dependent on the creation of an efficient clear supporting road network which includes the planned eastward extension of Central Boulevard directly to Imperial Street.
- h) This eastward linkage will also enhance the ability to achieve the desirable optimum commercial development of the extensive Sears lands, the Electrolier property, and other development sites west to Willingdon Avenue as envisioned in the adopted Metrotown Development Concept Plan.
- i) The eastern terminus of Central Boulevard will function as a "gateway" to Metrotown and as such is estimated to cater to 15% to 20% of Metrotown core-related traffic.

#### 4.0 ALTERNATIVES CONSIDERED FOR EASTERN TERMINUS OF CENTRAL BOULEVARD

The background to the definition of the Central Boulevard alignment has been previously reported to Council by staff and has been reviewed by the Transportation Committee. Prior to recommending the now adopted alignment for the eastern portion of Central Boulevard as discussed in the preceding Section 3.0 of this report, staff considered a number of alternative alignments. These alternatives as described and outlined in the attached Appendix A were evaluated relative to a number of inter-related criteria. The alternative connections are identified as:

- (1) Adopted alignment to Imperial Street at Nelson Avenue.
- (1a) Variant of (1) with a two-way road south to Imperial Street.
- (2) Through Maywood School site.
- (3) Via Dow Avenue to Imperial Street.
- (4) Via Sussex Avenue to Imperial Street.
- (5) Via Brief Street to Nelson Avenue.

As discussed in Appendix A, it is evident that the adopted alignment (1) is substantially and clearly superior to the other considered alignments for the eastern terminus of Central Boulevard. The creation of a cohesive structure for Metrotown as well as a strong, primary urban commercial core for Burnaby, depends on the approval and construction of an easily recognized, efficient and attractive Metrotown major road network. The previous approvals of Council with respect to Central Boulevard will assist in achieving these objectives.

5.0 BONSOR PARK (SEE SKETCH #5)

Bonsor Park is a major multi-use urban park serving primarily the Metro-town and south Burnaby area. The South Burnaby Men's Club has submitted a letter dated 1984 August 14 objecting to the linkage of Central Boulevard eastward to Imperial Street across the southern frontage of Bonsor Park. Appendix B (attached) outlines an extensive staff response to the concerns expressed by the South Burnaby Men's Club.

The use of some parkland for road purposes would not have been recommended unless it were essential to the overall viability of the Metro-town core-area and by extension to the overall Metrotown area. The road circulation system is of the highest priority in this case. However, it is emphasized that every effort has been and will be made to minimize the effect of Central Boulevard on Bonsor Park.

The required Central Boulevard right-of-way between Bonsor Avenue and Jubilee Avenue includes 0.3 acres of existing dedicated road right-of-way, 0.33 acres of municipal property designated for park use and 0.17 acres of the original Bonsor Park site. By way of contrast, road closures included or to be included in Bonsor Park include Fern Avenue (0.9 acres), Lily Avenue (1.0 acres) and Jubilee Avenue (0.75 acres). Also in light of the fact that a Central Boulevard connection to Imperial along the lines of the adopted alignment is of the highest priority, staff propose that the Brief Street right-of-way reserved to date be forgone for inclusion in Bonsor Park in compensation for some parkland taken to accommodate Central Boulevard. This northern expansion can immediately add 0.62 acres to Bonsor Park and offers the possibility of further northward expansion of Bonsor Park if further property acquisition and park development can be justified by an analysis of park needs, without being hampered by intervening road rights-of-way. An extension of Bennett Street to tie into Bonsor Avenue would be required.

Further study of the arrangement of facilities on Bonsor Park has been pursued to assure that no current facilities will be eliminated. It has been determined that all three existing playing fields can be retained although with some shifting. An appropriate parking arrangement is outlined whereby substantial parking is retained around the community centre and additional parking can be accommodated by the proposed northward expansion of Bonsor Park to include the reserved Brief Street right-of-way. Therefore, facilities for the South Burnaby Men's Club team sports program on Bonsor Park would not be curtailed.


Appropriate screening, landscaping, and berming along the Central Boulevard frontage will be provided. The grove of approximately 55 conifers in the vicinity of the community centre will be essentially retained with only 4 or 5 of these trees estimated to be affected by Central Boulevard. The greater part of Central Boulevard abutting the park will also only be a 16-foot wide, single-lane road westbound which should further lessen the impact of this road with respect to the park.

At the time of the Stage I expansion of Bonsor Park between Fern and Lily Avenues, the Municipality acquired 20 lots with a gross area of approximately 3.0 acres. Four of these lots with a total area of 0.6 acres were acquired from the South Burnaby Men's Club in 1971 at a cost of some \$38,500 representing all costs incurred by the Club in acquiring these lots. In the 3.85 acre Stage II expansion of Bonsor Park between Lily and Jubilee Avenues, the Municipality has expended over \$1,245,000 in acquisition costs since 1973. Other property including the Brief Street reserved right-of-way properties have been and will be acquired at considerable cost to the Municipality. In the foreseeable future, the 1.0 acre Stage III expansion of Bonsor Park between Jubilee Avenue and Nelson Avenue will be completed.

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The development of this important major urban park will progress in close coordination with the many other important land-use and transportation elements of the Metrotown area. The steps that have been pursued and proposed should assure the South Burnaby Men's Club that its concerns have been carefully considered and every effort has been made to assure the continuing use of Bonsor Park for the benefit of the Club's team sports and the residents of Metrotown and south Burnaby.

  
A. L. PARR  
DIRECTOR PLANNING &  
BUILDING INSPECTION

KI:lf

Attachments: 5 Sketches  
Appendices A & B  
Table I

cc: Director Engineering  
Director Recreation & Cultural Services





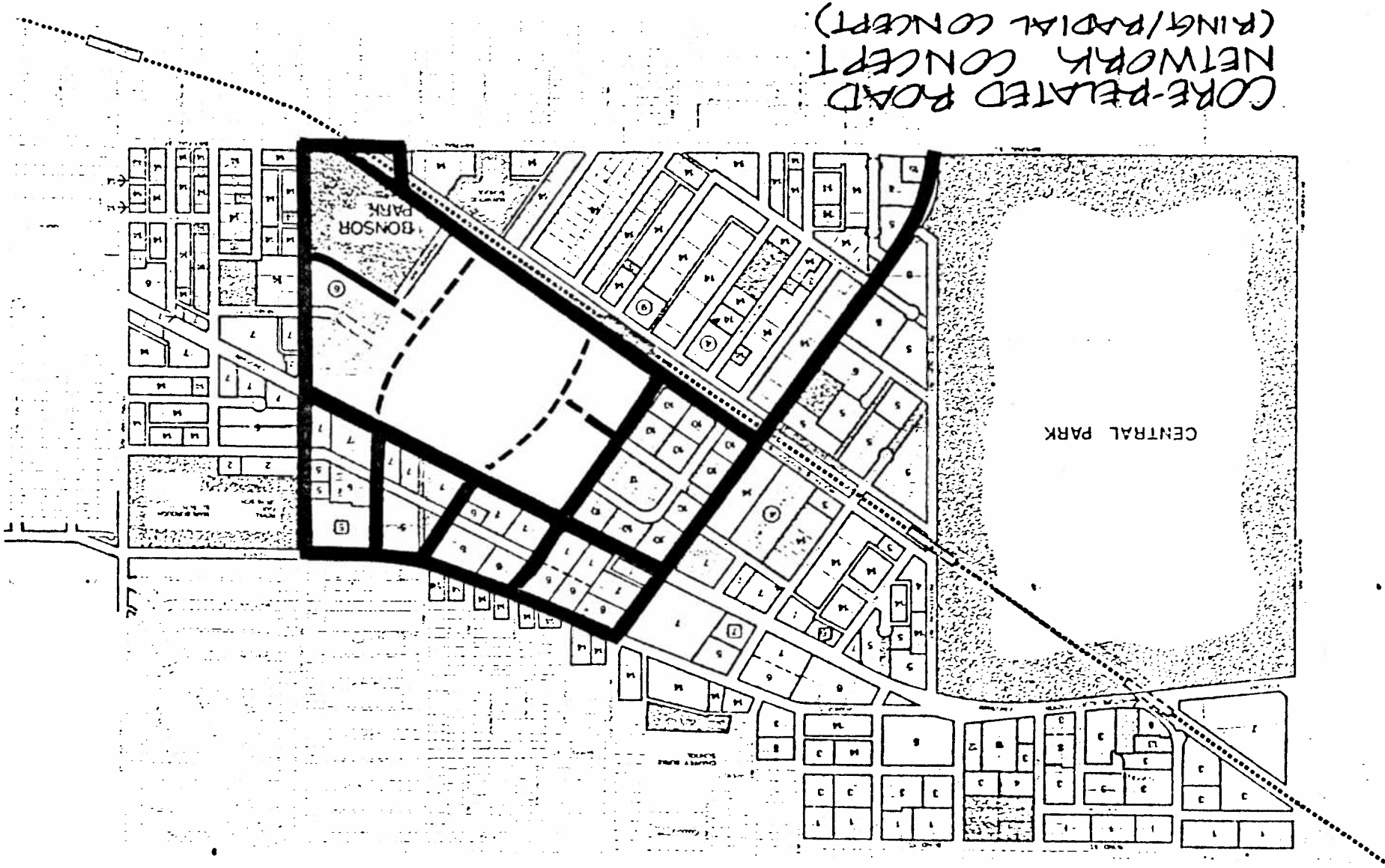
Metrotown  
The Corporation of the  
District of Burnaby  
Composite Sketch of  
Development Guidelines

SKETCH 2

Updated to 1984 May 01

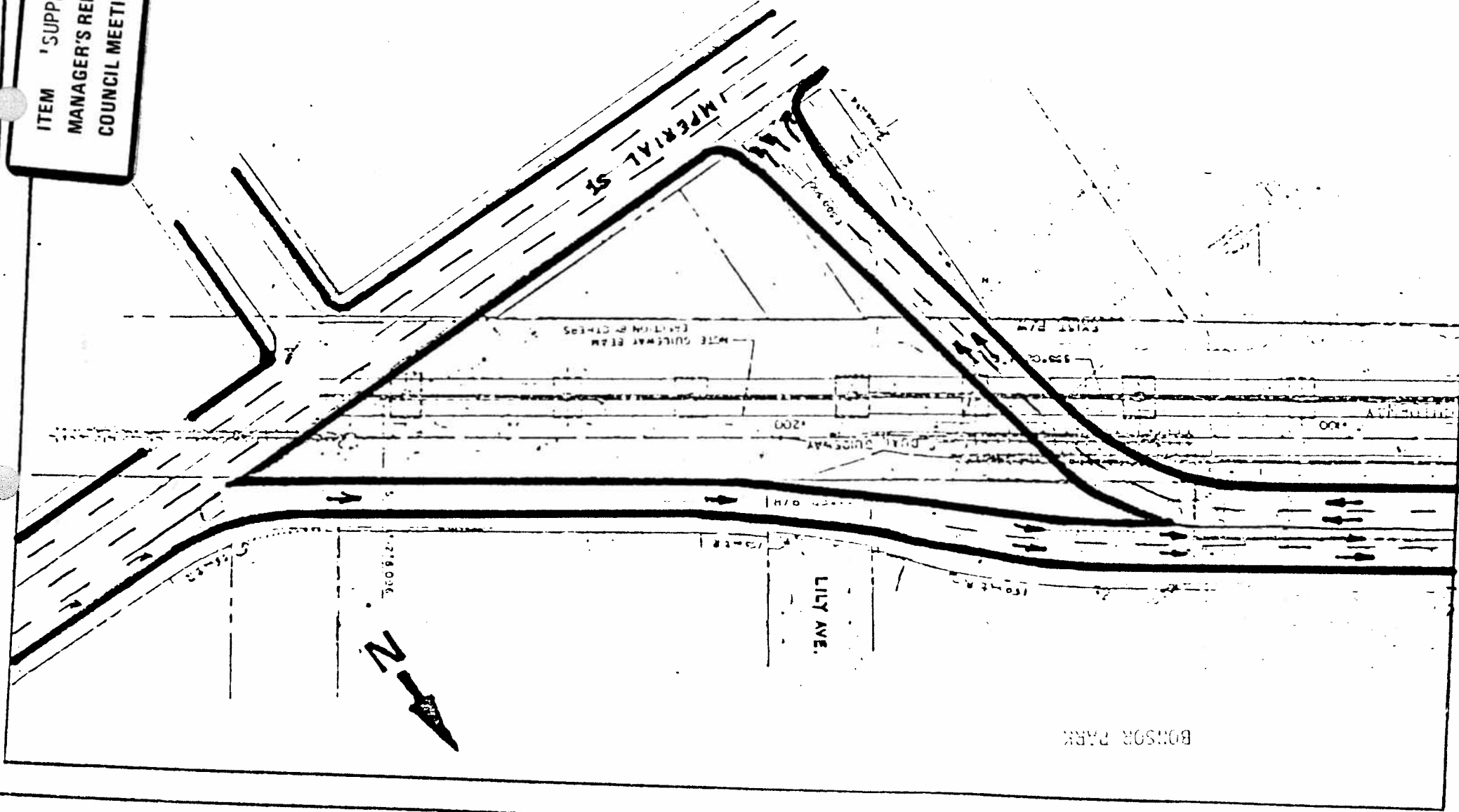
Planning and Building Inspection Dept

- Legend:
- 1-CD (RM1)
  - 2-CD (RM2)
  - 3-CD (RM3)
  - 4-CD (RM4)
  - 5-CD (RM5)
  - 6-CD (RM5/C3)
  - 7-CD (C3 use guideline)
  - 8-CD (RM3/C1)
  - 9-CD (RM4/C2)
  - 10-CD (Office)
  - 11-CD (P2)
  - 12-CD (RM3/Int.)
  - 13-RM2
  - 14-RM3
  - 15-RM4
  - 16-T6
- Completed or Rezoned  
in accordance with  
Development Guidelines
- Particular condition of  
guidelines is required  
with Current Planning for  
any services development  
inquiries utilizing these  
designated guidelines  
The City of Burnaby is not  
responsible for any  
misinterpretation of these  
guidelines.
- P1  
P3





ITEM 'SUPPLEMENTARY' 8  
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Date

Scale

N.I.S.

Drawn By

CENTRAL BOULEVARD

(NORTH BARES FORD ST)

(CONCEPT ROAD SKETCH TO IMPERIAL ST.)

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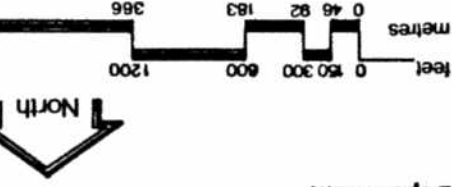
SKETCH 3

# Metrotown

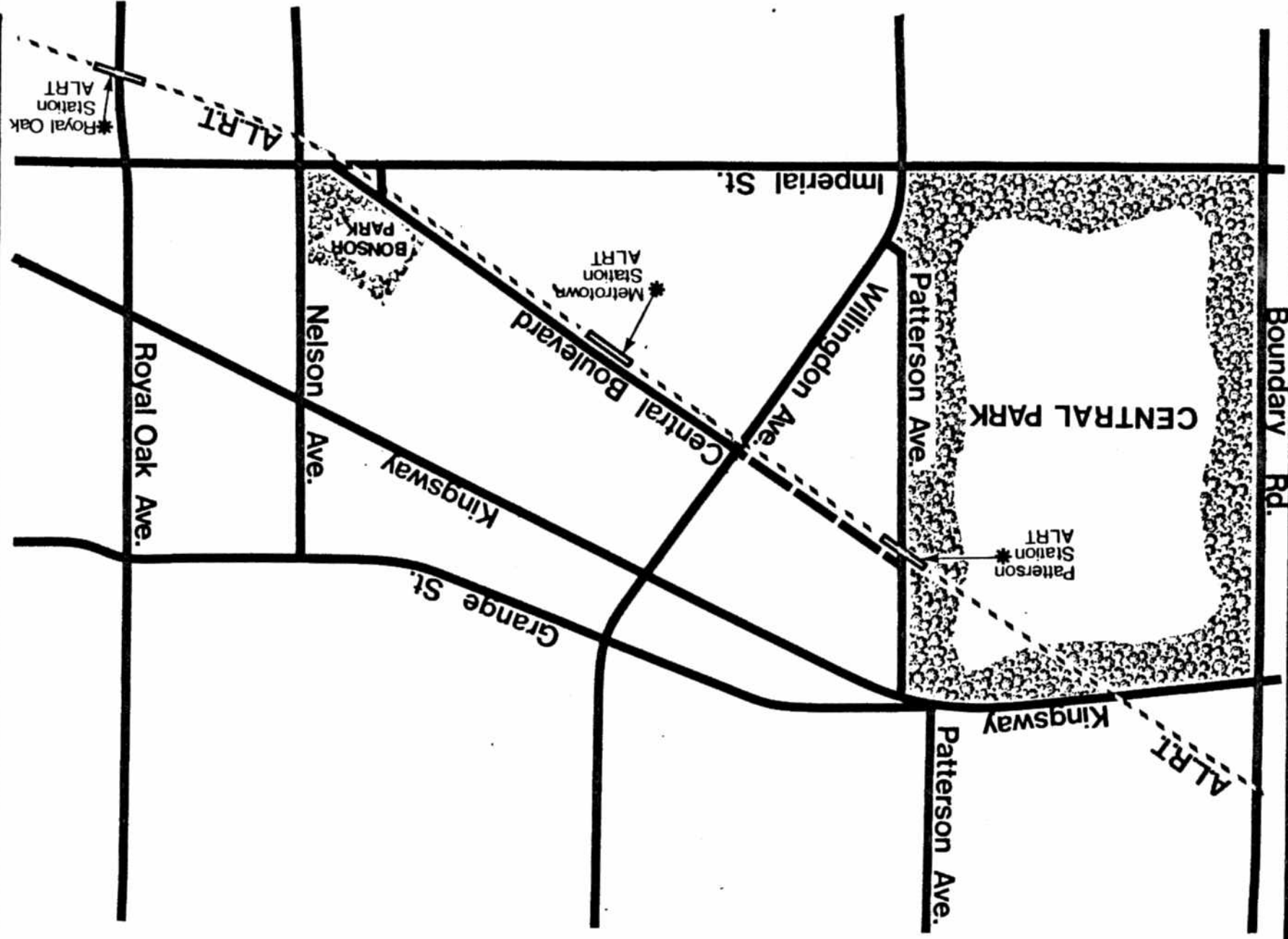
The Corporation of the  
District of Burnaby

## Major Road Network in The Burnaby Metrotown Area

Planning and Building Inspection  
Department

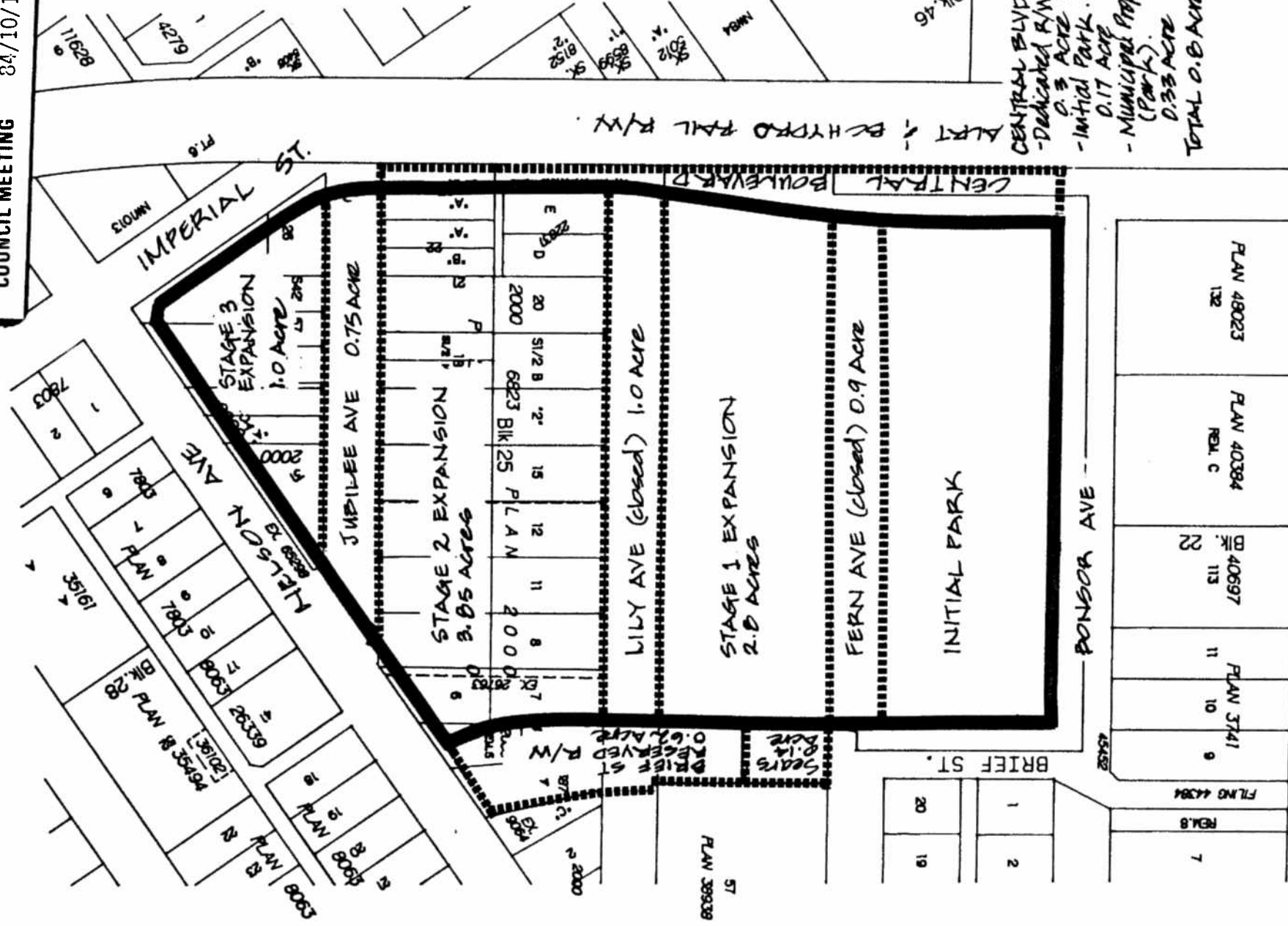


SKETCH 4



ITEM 'SUPPLEMENTARY' 8  
MANAGER'S REPORT NO. CA  
COUNCIL MEETING 34/10/15

ITEM 'SUPPLEMENTARY' 3  
 MANAGER'S REPORT NO. 64  
 COUNCIL MEETING 34/10/15



Date OCT/84

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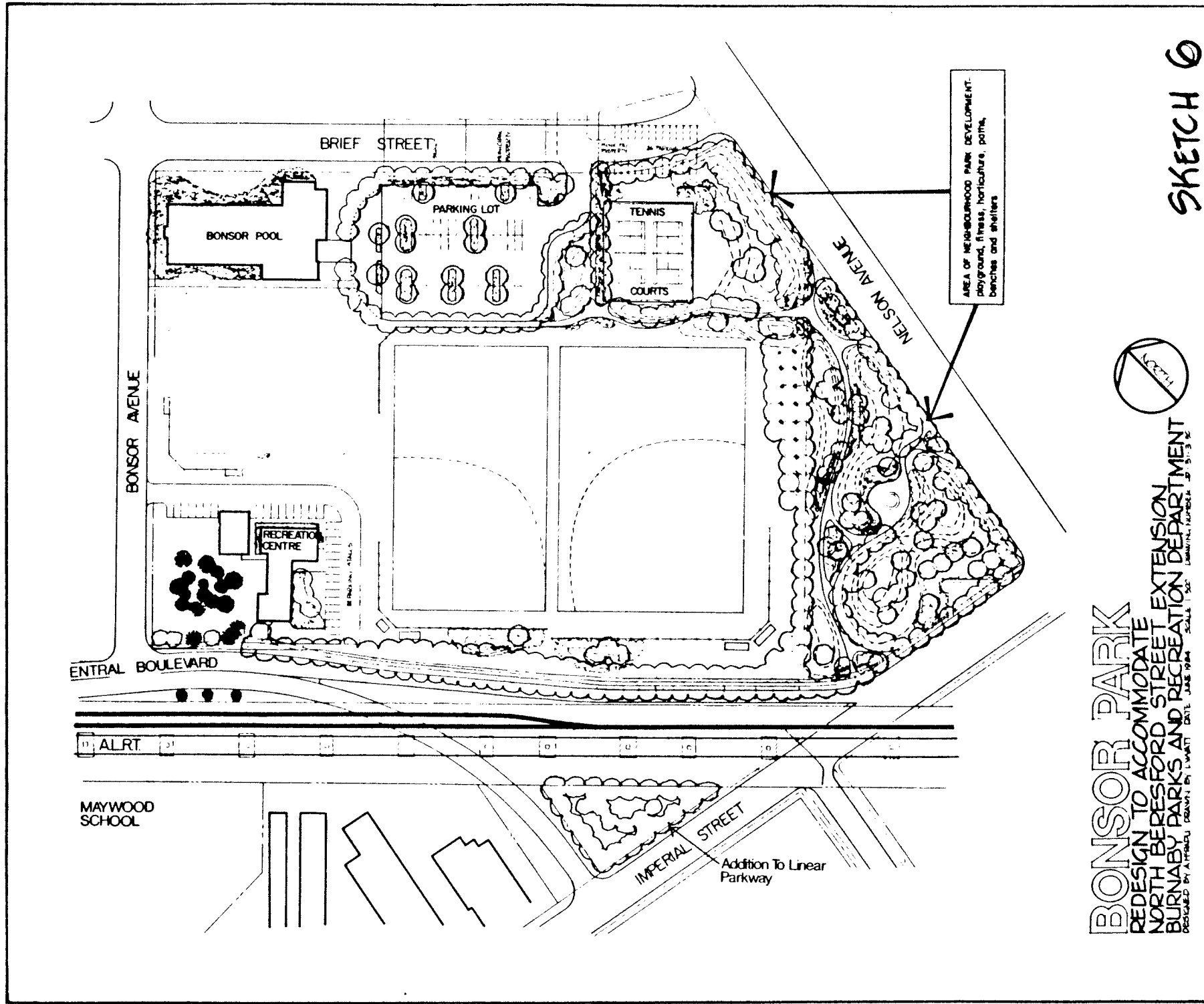
Drawn By



Burnaby Planning Department

BONSOR PARK

EXPANSION STAGES & COMPONENTS



SKETCH 6

APPENDIX A

ALTERNATIVES CONSIDERED FOR THE EASTERN TERMINUS OF CENTRAL BOULEVARD

(TABLE I ATTACHED)

The alternative alignments commented on are:

1. Adopted alignment to Imperial Street at Nelson Avenue.
- 1a. Variant of 1 with a two-way road south to Imperial Street.
2. Through Maywood School Site.
3. Via Dow Avenue to Imperial Street.
4. Via Sussex Avenue to Imperial Street.
5. Via Brief Street to Nelson Avenue.

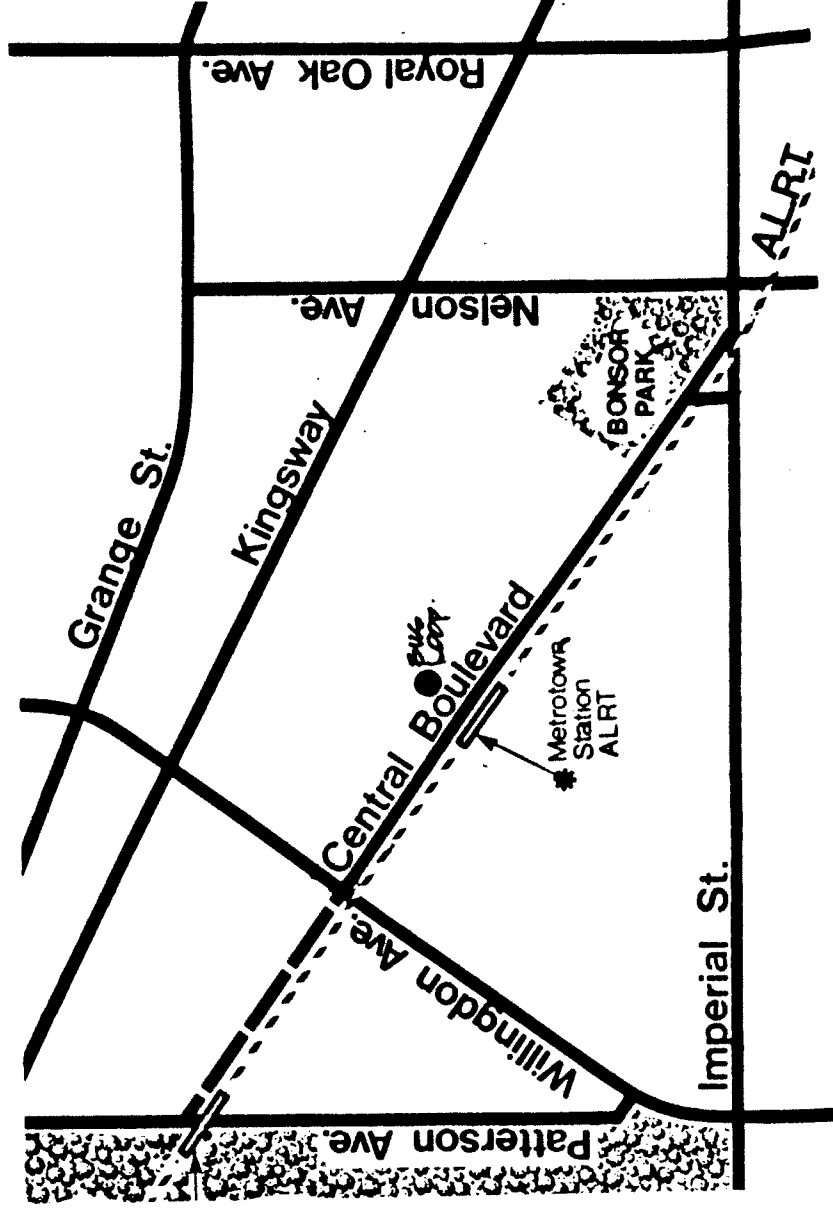
In summary, the alternative routes for the eastern terminus of Central Boulevard are associated with operational problems that to a large extent are minimized by the (1) adopted alignment. The (3) Dow and (4) Sussex alignments in particular are not operational extensions of Central Boulevard. Rather they function as connecting streets which join Central Boulevard and Imperial Street through T-intersections. The (2) Maywood and (5) Brief Street alignments would have better route continuity than (3) Dow or (4) Sussex but would remain substandard in design. The (2) Maywood, (3) Dow and (4) Sussex alternatives will also compromise the through capacity of Imperial Street and hence lessen its function as a primary arterial. The (2) Maywood alternative although examined would be infeasible in the light of the need to retain the Maywood School and its necessary playground for the foreseeable future.

A primary consideration is the circuitious nature of the alternative alignments relative to the straightforward alignment that has been adopted. The extra distance attributed to the alternative alignments as compared to the adopted alignment will impose extra travel time by individuals travelling by car and bus as well as increase the operational cost of private vehicles (see Table I, Items (a) and (b)). Some of these disadvantages can be costed (See Table I, Item (c)). Table I lists estimates of the extra costs arising from a comparison of the alternative alignments to the one adopted by Council.

As outlined in Table I, Item (d), the Implementation costs of the (1) adopted alignment, (2) Maywood and (5) Brief alternatives are similar in magnitude. The (3) Dow and (4) Sussex alternatives are the least cost in construction terms but would be directly contrary to the concept of the separation of Metrotown commercial core-area traffic and the Maywood apartment neighbourhood traffic as outlined in the adopted Metrotown Development Plan. The need to widen the Dow or Sussex apartment area streets to accommodate 4 lanes of traffic and eliminate on-street parking would also result in severe disruption to this neighbourhood.

A description, key map and the primary advantages and disadvantages of each of the examined alternatives follow:

ALTERNATIVE 1 - ADOPTED ALIGNMENT TO IMPERIAL STREET AT NELSON AVENUE



DESCRIPTION:

In this adopted alignment, Central Boulevard extends directly east of Bonsor Avenue to Imperial street splitting into two, midway across the southern frontage of Bonsor Park. The eastbound lanes curve south across the B.C. Hydro Rail tracks to Imperial Street while the westbound lane flows directly and smoothly off Imperial street west from its intersection with Nelson Avenue (see Sketch 3).

ADVANTAGES:

1. Compatible with Metrotown Major road network and core-related road network.
2. Clear, straightforward alignment.
3. Assists in defining the primary core-area between Kingsway and Central Boulevard.
4. A good, south-eastern gateway to the Metrotown core.
5. Assists in relieving traffic pressures off Kingsway, a provincial highway (therefore considered eligible for cost sharing).
6. Provides direct access to the Metrotown ALRT station and the Metrotown bus loop.

ITEM 'SUPPLEMENTARY' 8  
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COUNCIL MEETING 84/10/15

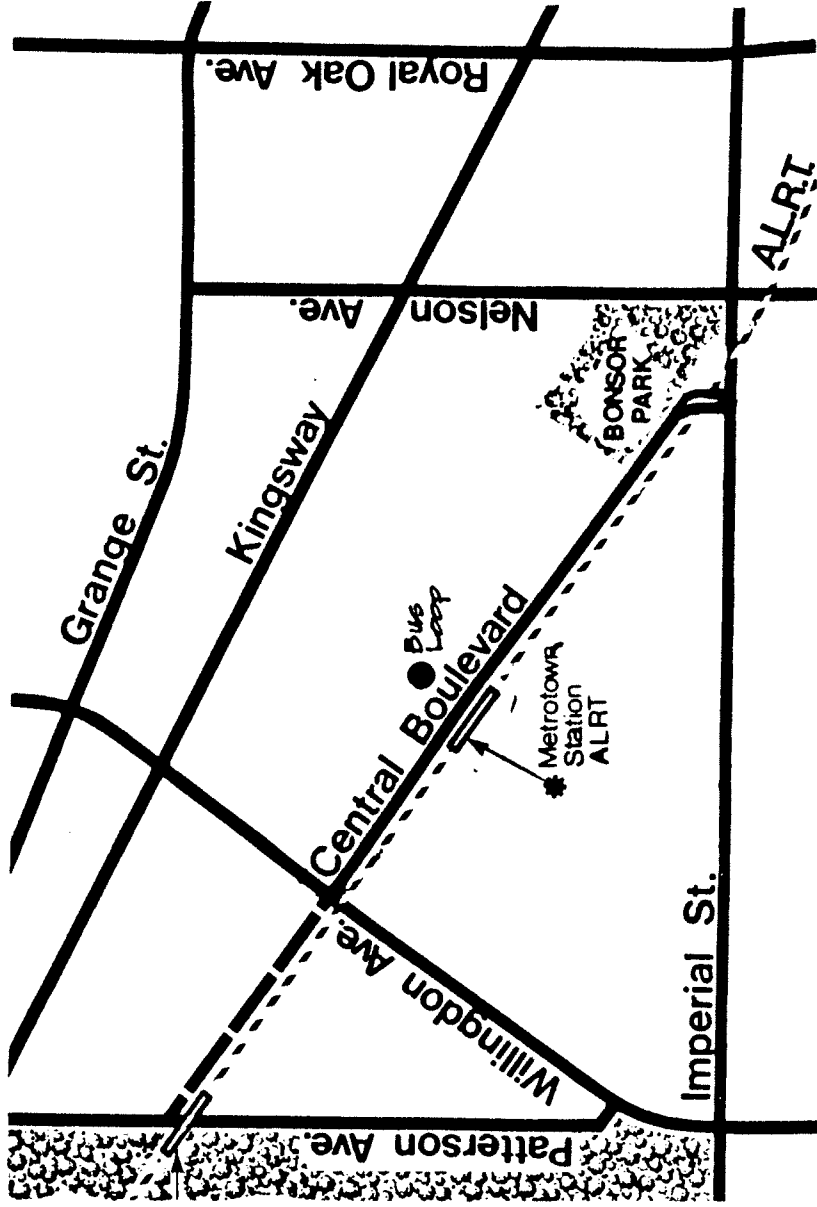
ALTERNATIVE 1 - ADOPTED ALIGNMENT TO IMPERIAL STREET AT NELSON AVENUE

7. A safer, one-way crossing of the B.C. Hydro Rail tracks. A level crossing for westbound traffic is not required.
8. The proposed major commercial redevelopment of the Kelly-Douglas property presupposes the provision of an access to Imperial Street via Central Boulevard.
9. Enhance ability to achieve optimum commercial development for the balance of properties in the primary core area and appropriate access to these developments.
10. The most direct access to the Imperial/Nelson intersection which is considered a primary funnel point for access from the south-east.
11. By taking Metrotown inbound traffic off Imperial Street well in advance of the outbound leg, it will be possible to design a higher capacity intersection at the junction of the outbound leg and Imperial.

- DISADVANTAGES:
1. Requires some realignment of the three (3) existing fields in Bonsor Park, although all fields can be retained and protected.
  2. Four or five evergreen trees of the existing grove of approximately fifty-five trees will require removal.



ALTERNATIVE 1a - VARIANT OF 1 WITH A TWO-WAY ROAD  
SOUTH TO IMPERIAL STREET



DESCRIPTION: Central Boulevard extends directly east of Bonsor Avenue mid-way across the southern frontage of Bonsor Park and then curves south across the B.C. Hydro rail tracks to Imperial Street. The horizontal alignment relative to ALRT column spacing would still necessitate splitting the road into two carriageways.

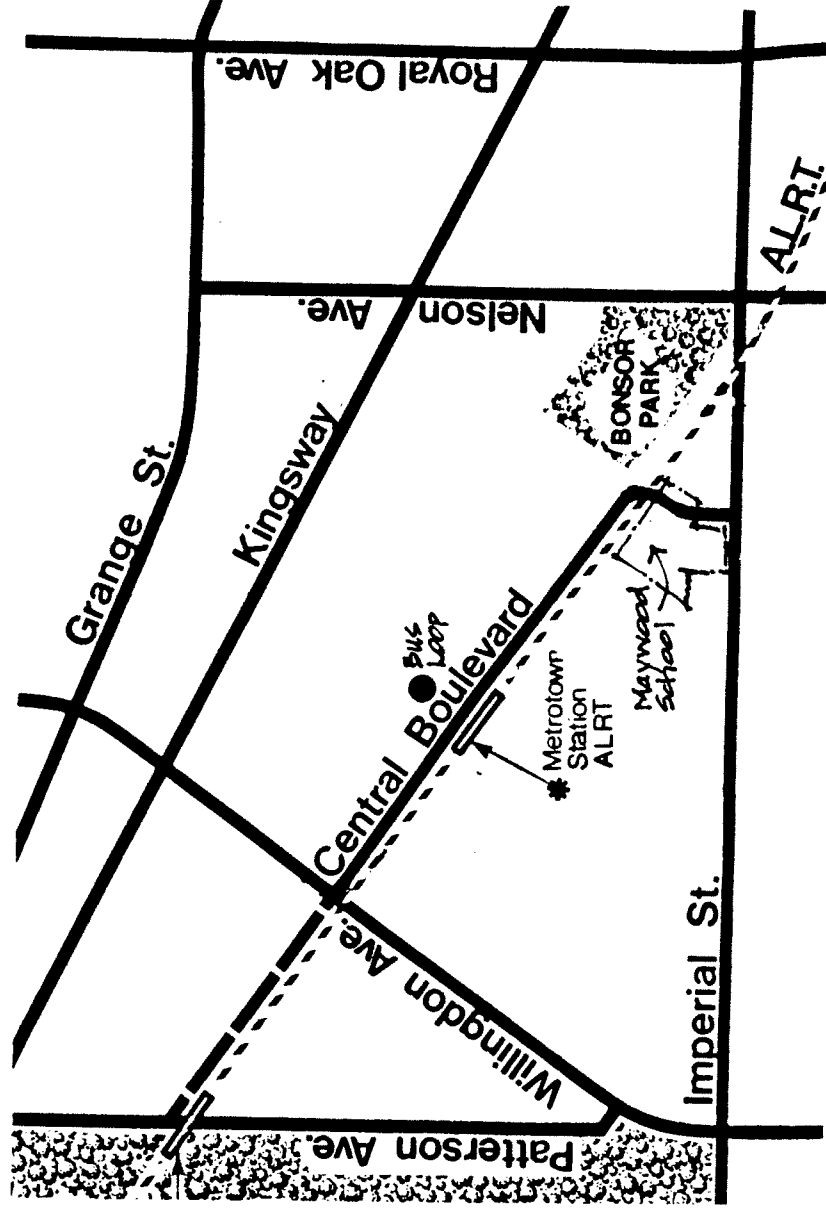
ADVANTAGES: 1. Comments 1, 2, 3, 4, 5, 6, 8 and 9 for Alignment (1) apply, although in almost all cases this Alignment (1a) is demonstrably less efficient than Alignment (1).

DISADVANTAGES: 1. Comments 1 and 2 for Alignment (1) apply although, in this case, 2 of the 3 existing fields in Bonsor Park would be affected.

2. An added level crossing (for westbound movement) is introduced which would have to be signal controlled.

3. A fully signalized all-turns intersection with Imperial Street is required with some expected complications due to the proximity of the Imperial/Nelson signalized intersection.

ALTERNATIVE 2 - THROUGH MAYWOOD SCHOOL SITE



DESCRIPTION:

Central Boulevard would turn south at Bonsor Avenue across the eastern portion of the Maywood School play-ground and through to Imperial Street, requiring the demolition of an existing 20-unit apartment building which fronts onto Imperial Street.

ADVANTAGES:

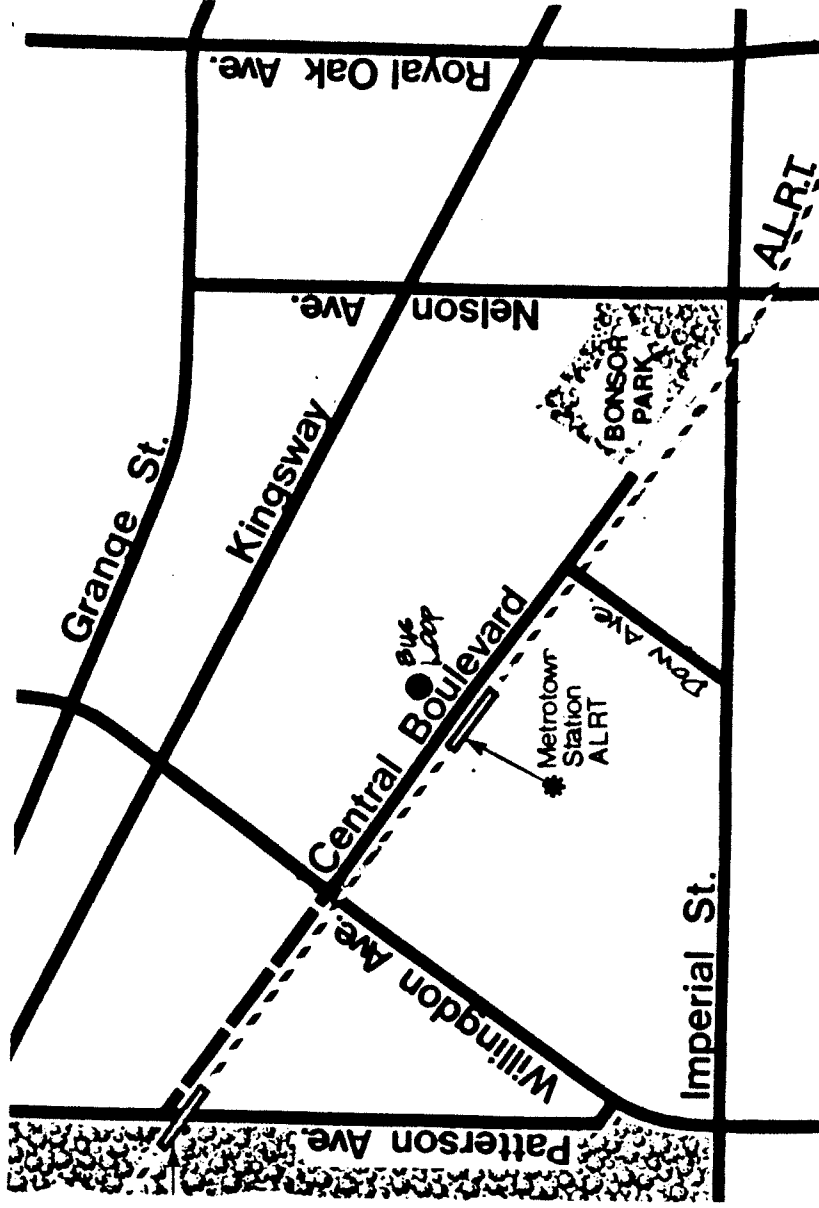
1. Generally consistent with the Metrotown major road network and the core-related road network.
2. Reasonably supportive of commercial development in the primary core area.

DISADVANTAGES:

1. Compromises the use of the Maywood School site which must continue to function as a school for the foreseeable future.
2. Difficult and expensive to acquire and demolish a 20-unit existing apartment.
3. Existing right-of-way constraints on Imperial will also limit junction capacity (compromises primary arterial function of Imperial Street).
4. A poor intersection condition at Central Boulevard and Bonsor Avenue results.

# ALTERNATIVE 3 - VIA DOW AVENUE TO IMPERIAL STREET

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## DESCRIPTION:

Dow Avenue would be utilized as the primary commercial linkage to the eastern end of Central Boulevard from Imperial Street.

## ADVANTAGES:

1. This access across the B.C. Hydro right-of-way currently exists although as a low use access into the rear of the Sears property.

2. Dow Avenue is an existing street.

## DISADVANTAGES:

1. Not compatible with the Metrotown major road network and core-related road network.

2. Requires signalized crossing of the B.C. Hydro rail tracks.

3. Requires a fully-signalized intersection of Dow Avenue with Central Boulevard.

4. Is not considered to provide a smooth direct parallel route to Kingsway (relieving traffic on Kingsway) to justify provincial cost-sharing.

5. Will require widening of this existing apartment street to permit four lanes of traffic and limit on-street parking for apartment residents.

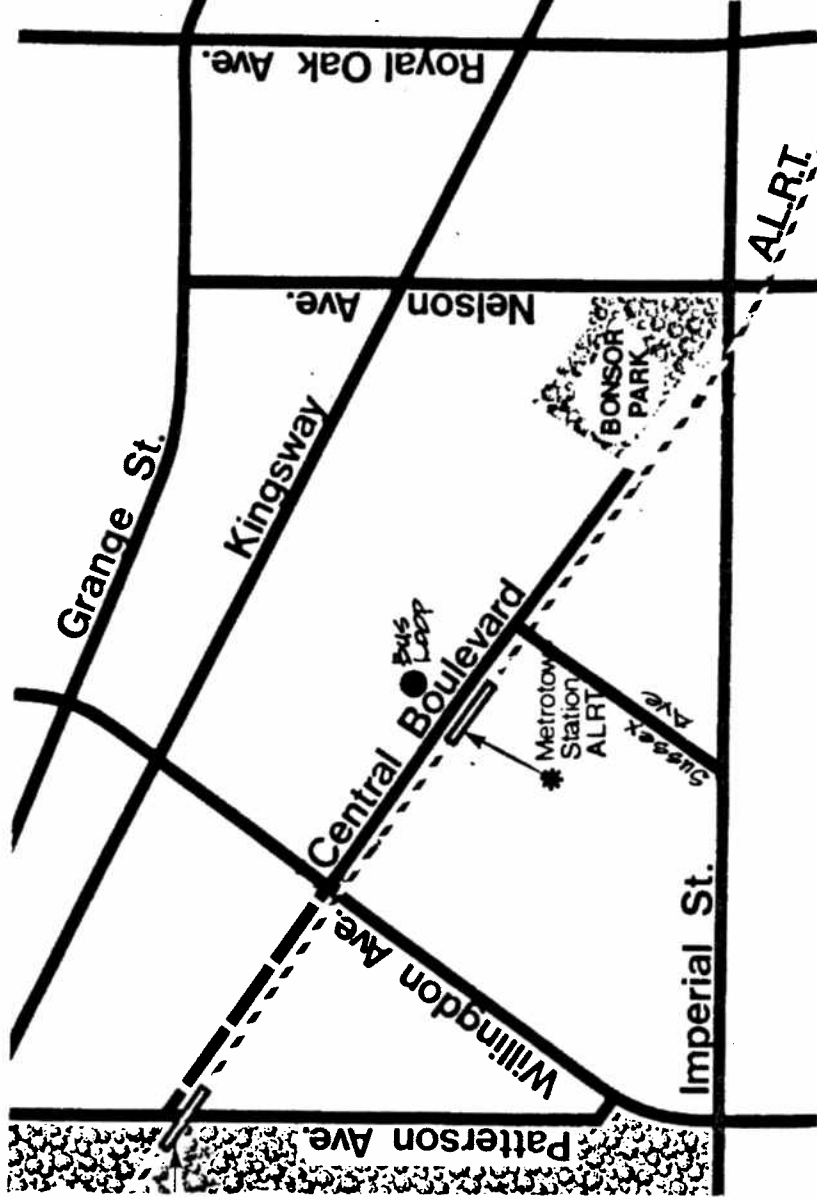
6. Provides a circuitous access to the Metrotown primary core from the south-east along Imperial Street.

7. The sharp angled intersection of Dow Avenue with Imperial Street is not conducive to high volume right-turn movements from the east and improvements are limited by existing development.

8. Results in a mixing of local residential and high volume commercially-oriented traffic along Dow Ave.

9. Results in a poor gateway to the Metrotown from the southeast.

ALTERNATIVE 4 - VIA SUSSEX AVENUE TO IMPERIAL STREET



DESCRIPTION: Sussex Avenue would be utilized as the primary commercial linkage to Central Boulevard from Imperial Street.

ADVANTAGES: 1. Sussex Avenue is an existing street.

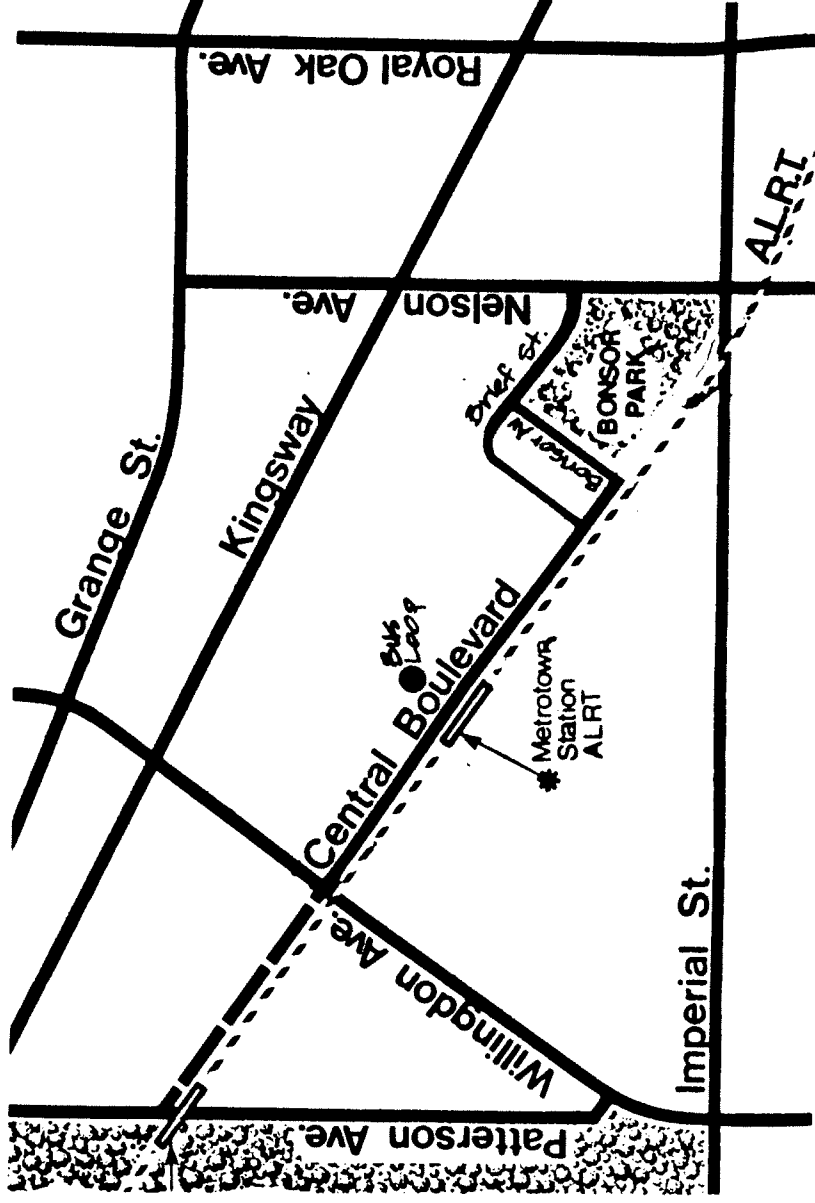
2. An existing traffic signal could be utilized which is semi-optional placed halfway between Nelson and Patterson Avenues along Imperial Street.

DISADVANTAGES: 1. Comments 1, 2, 3, 4, 5, 6, 7, 8 and 9 for the (3) Dow Alignment also apply.

However, in this case, (4) Sussex in almost all ways is a poorer alignment than (3) Dow.

2. This alignment provides very little continuity of Central Boulevard to the east.

ALTERNATIVE 5 - VIA BRIEF STREET TO NELSON AVENUE



DESCRIPTION:

Central Boulevard would be linked via Bonsor Avenue and Brief Street to Nelson Avenue. Because of constraints imposed by existing development adjacent Bonsor Avenue (park on one side, high-rise on the other), the link from Central Boulevard to Brief Street would be best handled by a one-way couplet.

ADVANTAGES:

1. Is partly compatible with the Metrotown major road network and the core-related road network.
2. Provides reasonable access to the Sears property.

DISADVANTAGES:

1. Provides a circuitous route to the primary core from the south-east requiring a number of sharp right-angle turns not appropriate for a major Central Boulevard linkage.
2. Is not considered a parallel route to Kingsway (relieving traffic on Kingsway) to justify provincial cost-sharing.
3. May create some complications with signalization both at Brief/Nelson and at Bennett/Nelson.
4. Substantial additional right-of-way would be required off the Sears property to achieve the one-way couplet.
5. Poor, inefficient access to the Metrotown ALRT station and bus loop from the south-east.
6. Does not meet the need of the proposed major commercial redevelopment on the Kelly-Douglas property for a direct Central Boulevard access to the south-east to Imperial Street.

TABLE I

QUANTIFIABLE FACTORS INFLUENCING THE CHOICE OF THE CENTRAL BOULEVARD EASTERLY ALIGNMENT

FACTOR	CENTRAL BOULEVARD (EAST) ALIGNMENT ALTERNATIVES				
	1. Adopted Route	2. Maywood School Link	3. Dow Link	4. Sussex Link	5. Brief
Route Factor (Ratio)	1.0	1.2	1.6	1.8	1.4
'Extra' travel time (person hours p.a.)	-	18,000	53,000	73,000	37,000
'Extra' operating cost (capitalized)	-	\$1.2m	\$3.7m	\$5.1m	\$2.6m
Implementation cost (capitalized)	\$1.0m	\$1.1m	\$0.2m	\$0.3m	\$1m (e)
Total (incremental) cost	\$1.0m	\$2.3m	\$3.9m	\$5.4m	\$3.6m

- Notes:
- (a) Ratio of route distance to desire line distance (Sussex/Central Boulevard to Imperial/Nelson)
  - (b) Includes car drivers/passengers & bus passengers (on one route only)
  - (c) Includes annual marginal vehicle operating costs (car, bus, goods) and person time costs capitalized at a 10% p.a. discount rate (no allowance for growth or inflation)
  - (d) Includes estimates of property acquisition (net), construction, and restoration (park/school grounds)
  - (e) Order of magnitude estimate of added costs in implementing Brief link to appropriate standard now

APPENDIX B

CENTRAL BOULEVARD ALIGNMENT ACROSS

SOUTHERN FRONTAGE OF BONSOR PARK

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Discussion Relative to the South Burnaby Men's Club Submission

The South Burnaby Men's Club has submitted a letter dated 1984 August 14 objecting to the linkage of Central Boulevard eastward to Imperial Street across the southern frontage of Bonsor Park. Staff comments are provided with respect to nine (9) points raised in the South Burnaby Men's Club submission and petition.

1.0 PARKLAND WILL BE USED TO ALLOW ACCESS TO A COMMERCIAL VENTURE.

Comment

Staff are loath to recommend that any parkland be used for road purposes. However, it is concluded that in this particular instance the road circulation system has priority. The use of some parkland for road purposes would not be recommended unless it were essential to the overall viability of the Metrotown core area and by extension of the overall Metrotown area.

In this case some parkland, part of which is legally dedicated rights-of-way, will be used to accommodate part of the Metrotown road system which permits access to a wide variety of Metrotown land uses including commercial and a large number of potential development sites. Land uses include public uses such as neighbourhood parks, public squares, a proposed Metrotown Resource Public Library, and the future Bonsor Recreation Centre which is anticipated to be one of the largest in Burnaby to serve the south Burnaby and Metrotown community residents in particular and to some extent all Burnaby residents.

The area of parkland used for road purposes which is minimized wherever possible will be more than compensated for by other road rights-of-way which have been and will be closed for inclusion in Bonsor Park as well as other major property acquisitions which are proposed for the ultimate expansion potential of Bonsor Park (see Sketch 5).

Central Boulevard between Bonsor Avenue and Jubilee Avenue will require approximately 0.8 acres of which approximately 0.17 acres is reserved parkland, 0.33 acres is municipal property designated parkland, and 0.3 acres is dedicated road right-of-way. Bonsor Park has recently expanded over a portion of the Lily Avenue right-of-way and closed lanes resulting in an addition of approximately 1.0 acres. A major Stage II parks expansion acquisition assisted in great measure by the neighbourhood parkland acquisition charge funds has expanded Bonsor Park to include the approximately 3.85 acres between Lily and Jubilee Avenues at a cost since 1973 of over \$1,245,000. For information, the South Burnaby Men's Club had at one time acquired 4 lots totalling 0.6 acres which were for the 2.8 acre Stage I Bonsor Park expansion between Fern and Lily Avenues for approximately \$38,500 which included all costs incurred by the Club in acquiring these properties. The future closure of Jubilee Avenue will add 0.75 acres and the completion of the acquisition program between Jubilee and Nelson Avenues will add 1.0 acre to Bonsor Park.



2. NUMEROUS LARGE EVERGREEN TREES WILL HAVE TO BE CUT DOWN.

Comment

The key grove of tall trees is to be protected and retained. A realignment of the road has now been determined which will reduce the number of peripheral evergreen trees to be cut down. Because of this final design only 4 or 5 evergreen trees will have to be removed. Approximately 50 existing evergreen trees will be retained.

3. THE SAFETY OF CHILDREN AND ADULTS WILL BE GREATLY HAMPERED THROUGH THE CLOSENESS OF A HIGH VOLUME ROAD NEAR THE PARK.

Comment

Bonsor Park is now a multi-purpose urban park, not a suburban park, designed to serve a high density area. The provision of a major collector abutting a major urban park is not an uncommon occurrence, providing necessary land-use access including that to the park. It is acknowledged that the interface between any park and any road has to be carefully thought out and everything will be done to ensure that the design takes appropriate safety concerns into account.

Central Boulevard is a major collector road which would not approach the higher traffic volumes of arterial roads such as Imperial Street or Kingsway. The greater part of Central Boulevard abutting the park will only be a 16 foot wide, single-lane, one-way road westbound which should further lessen the impact of this road with respect to the park.

4. AIR AND NOISE POLLUTION IN THE PARK WILL BE HIGHER AS A RESULT OF HIGH TRAFFIC VOLUME.

Comment

The Metrotown area, with its major road network, high density commercial and residential development, high overall traffic volumes and major public facilities such as Central Park, Bonsor Park, ALRT stations and Metrotown bus loop, will evidence consequent air and noise pollution reflective of its general urban context. The marginal increased proximity to Bonsor Park of this collector road, as compared to other abutting major roads such as Imperial Street or Nelson Avenue, should result in little added effects of air and noise pollution on the park. Again, in park and road design, this impact can be minimized with screening, fencing, berming, tree planting, etc.

5. PARKING SPOTS ELIMINATED BY THE ROAD EXTENSION WILL ONLY BE REGAINED THROUGH ELIMINATION OF MORE PARKLAND IN FAVOUR OF THE PARKING LOTS. THIS (field eliminated by parking) IS PRESENTLY A GOOD BASEBALL FIELD FOR THE BRONCO DIVISION AS WELL AS A GOOD FIELD FOR YOUNGER SOCCER TEAMS.

Comment

Further staff attention has been given to this situation and it has now been determined that no fields will be eliminated (see Sketch 6). The field for Bronco baseball and younger soccer teams is retained although shifted slightly to the north. Thirty-two (32) parking spaces will be provided around the existing community centre and it is proposed that the balance of 26 required parking spaces could be accommodated within an expanded Bonsor Park which would extend to the north to take in the area currently reserved for the Brief Street extension to Nelson Avenue. The Municipally-owned lands and existing road rights-of-way which could be closed within this reserved Brief Street right-of-way amounts to approximately 0.62 acres, and with the Sears-owned lot to 0.76 acres.

Staff consider the provision of the adopted Central Boulevard alignment across the southern frontage of Bonsor Park to Nelson Avenue of such essential importance that it is proposed that the Brief Street extension right-of-way to Nelson be foregone and included in a northerly expansion of Bonsor Park to compensate for parkland lost to Central Boulevard. The elimination of the Brief Street extension would also allow further enlargement of Bonsor Park to the north unhampered by an intervening right-of-way if justified by analysis of future Bonsor Park needs. Of course, in this altered localized road pattern, further study and operational steps would have to be taken to protect and provide an appropriate linkage from Bennett Street to Bonsor Avenue.

As a result of these site planning measures, the three existing fields in Bonsor Park although shifted somewhat will remain and these measures will result in no change in playing space and playing time to what the South Burnaby Men's Club currently enjoys. The continuing development of further fields within the major Riverway Sports Complex will also assist in meeting the needs of an expanded team sports program in South Burnaby.

6. EASY ACCESS TO THE ADJOINING MAYWOOD SCHOOL YARD WILL BE VIRTUALLY ELIMINATED, AS WILL THE EASY USE OF THESE GROUNDS FOR RELATED SPORTS ACTIVITIES.

Comment

The access to the Maywood School yard from Bonsor Park would be more difficult but certainly not precluded. The South Burnaby Men's Club has had the advantage in the past of being able to operate from their central changerooms in the Bonsor Recreation Centre and allow youngsters to walk across the B.C. Hydro railway lines, and now under the ALRT guideway to the playfield at Maywood School. The new roadway would effect this easy crossing route to the Maywood playfield.

Therefore, the Club would have to do one of two things. It would have to organize the youngsters in crossing the road in an orderly and safe manner presumably using a route that would have to be worked out with our Traffic Engineering staff, or they could ask that the children who are scheduled to play a game on the Maywood playfields assemble at the Maywood playfield site in the same way that the rest of Burnaby's youngsters assemble at any given school play site depending upon where their various games are scheduled.

7. CROWDING OF FIELDS, TENNIS COURTS AND POOL WILL RESULT IN A LESS DESIRABLE, LESS AESTHETIC PARK.

Comment

Bonsor Park is intended to function as a major, multi-use urban park in contrast to much more sparsely developed suburban-type parks where the quantity of open space can provide a rural setting. It is only with the recent Bonsor Park expansion to Jubilee Avenue that aesthetics in the form of berms, trees, etc., have been able to be given greater emphasis. With the ultimate further expansion of Bonsor Park to Nelson Avenue, more space will be available to accommodate a further expansion of uses. Bonsor Park provides an opportunity to provide a well-integrated urban design setting enhancing the accessibility, useability and attractiveness of a variety of park uses while emphasizing a festive and protective environment for park users. Great care will be taken and considerable funds will be expected to be spent in enhancing this park area.

8. PLAYING FIELDS WILL HAVE TO BE RELOCATED UNNECESSARILY AT GREAT EXPENSE (APPROXIMATELY \$210,000).

Comment

Although the relocation of the playing fields and parking will be required when the road is constructed along the proposed alignment, the cost of this relocation (estimated at \$210,000 including measures to enhance and preserve the aesthetics) is considered a legitimate part of the cost of constructing the road. Council and the Transportation Committee have adopted a Metrotown core-related road network concept which would require the commitment of considerable funds to accomplish. For example, the estimated costs of just two of the major Metrotown roadworks, Willingdon Avenue extension and Central Boulevard, are in the range of a total of \$4,033,549. The field relocation costs would be a minor proportion of this magnitude of contemplated major road costs and are indeed necessary to further the overall development of Metrotown, and ultimately considered to be in the best interests of the total community.

9. This is not itemized in the attachment to the South Burnaby Men's Club letter but the final sentence refers to the opinion that under no circumstances should parkland be given up in Burnaby, especially to the proposed Central Boulevard (Beresford Street) extension which is indicated by the Club as unnecessary, as alternative access routes are already available through existing roads.

Comment

The question of giving up parkland in Burnaby must again be considered only in context of the total Municipal program for parkland, a program which has spent many millions of dollars in the past fifteen years on parkland acquisition including large sums of money to acquire private properties for the expansion of Bonsor Park. Presumably all things being equal the Municipality will continue its extensive Parkland Acquisition Program until it is satisfied with its completed park system.

Any reduction in park acreage, especially for some other vital municipal use, must be considered in the context of the acquisition and release of parklands to provide us with the best overall park system within the best planned community.

In recognition of the fact that the Municipality has a responsibility to satisfy a broad range of needs in the interest of creating a balanced community (including both roads and parkland), the statement that "under no circumstances should parkland be given up" is probably too strong. It is noted that the recent inclusion of a closed portion of Lily Avenue has added approximately 1.0 acres to Bonsor Park. The future closure of Jubilee Avenue will enable an additional 0.75 acres to be included in the Park. In general, there has been an effort to realign necessary roads around the periphery of the park while closing all internal road rights-of-way in order to achieve a rationalized large consolidated park area.

Alternatives other than the adopted Central Boulevard alignment are not appropriate. The concept network now adopted by Council and the Transportation Committee is considered the optimum road network by staff. BC Transit staff related to both the ALRT and bus transit is supportive of this road alignment. It is noted that the dual road arrangement in this area permits a safer, single one-way crossing of the rail tracks with good sight lines considered more acceptable to B.C. Hydro Rail. A request to the Province for revenue sharing related to the provision of Central Boulevard is based on the Council adopted alignment which is considered to assist in relieving some Metrotown traffic off Kingsway, a Provincial highway.

In summary, a prime objective has been to ensure the continued development and expansion of Bonsor Park as a major urban park facility to serve the needs of residents of the South Burnaby and Metrotown areas. The proposed development of Metrotown, as a regional town centre and as the primary focus of urban development in this Municipality, is well established in policy by Council and the Greater Vancouver Regional District. A wide variety of high density and major uses, including publicly-oriented uses, is proposed. The provision of a strong coherent road network to serve Metrotown, an area of some complexity, is of primary importance. Central Boulevard and Willingdon Avenue are two first priority road linkages in the Metrotown area required to support not only the Metrotown core in general, but also the Metrotown ALRT station and proposed focusing of the bus transit system on the ALRT. Specific attention has been and will continue to be given to mitigating any adverse effects of Central Boulevard along its frontage with Bonsor Park.