

RE: CENTRAL BOULEVARD ALIGNMENT
ACROSS SOUTHERN FRONTAGE OF BONSOR PARK
COMPARATIVE CONSIDERATION OF ALIGNMENTS (1) AND (1A)

ITEM 'SUPPLEMENTARY' 9
MANAGER'S REPORT NO. 70
COUNCIL MEETING 34/11/05

The Municipal Manager fully supports the first two recommendations in the following report from the Director Planning & Building Inspection, but feels that it would not be prudent to take any action on these two recommendations until after the Municipal Council has held its planned special meeting with the Parks & Recreation Commission and representatives of the South Burnaby's Men's Club. His only recommendation at this time, therefore, is referral of this report to that meeting.

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT this report be referred to the proposed meeting of the Council, the Parks & Recreation Commission, and representatives from the South Burnaby Men's Club.

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TO: MUNICIPAL MANAGER
SUPPLEMENTARY
1984 November 02

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION
Our File: 15.312.4

SUBJECT: CENTRAL BOULEVARD ALIGNMENT
ACROSS SOUTHERN FRONTAGE OF BONSOR PARK
COMPARATIVE CONSIDERATION OF ALIGNMENTS (1) AND (1a)

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RECOMMENDATIONS:

1. THAT Alignment (1a) be approved as the preferred alignment for the eastern terminus of Central Boulevard with Imperial Street.
2. THAT Council approve the expansion of Bonsor Park to the north to include the reserved Brief Street right-of-way.
3. THAT this report be referred to the proposed special meeting of the Council, the Parks & Recreation Commission, and representatives from the South Burnaby Men's Club.

REPORT

1.0 CENTRAL BOULEVARD ALIGNMENT

On 1984 October 15, a comprehensive staff report regarding the Central Boulevard alignment across the southern frontage of Bonsor Park was submitted to Council for its consideration. Council is referred to this report (Item 8, Manager's Report No. 64, Council Meeting 84 10 15) for background material on this subject. Council received this previous report on the understanding that Alignments (1) and (1a) were generally considered appropriate alignment but that a further comparative report was desired for consideration by a special meeting of Council, the Parks and Recreation Commission and representatives of the South Burnaby Men's Club, to determine which of either Alignment (1) or Alignment (1a) was to be the one selected for pursuance to construction. Staff conclude that both Alignment (1) and Alignment (1a) continue to be appropriate but that, on balance, Alignment (1a) is considered the preferred alignment. As detailed in the previous report to Council, it would also be appropriate to ratify the expansion of Bonsor Park to the north to include the reserved Brief Street right-of-way.

2.0 COMPARISON OF ALIGNMENTS (1) AND (1a)

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The following section compares the two considered alignments for Central Boulevard across the southern frontage of Bonsor Park. This discussion emphasizes the perceived differences and comparative aspects of the two examined alignments.

The attached Sketch 3 outlines the major road network context in the Metrotown area. Alignments (1) and (1a) are also illustrated in greater detail on the attached Sketches 1 and 2 respectively.

2.1 DIRECTNESS OF ACCESS TO THE IMPERIAL/NELSON INTERSECTION

Comparison: Alignment (1) is more direct.

Alignment (1) is more direct for westbound traffic off Imperial Street at its intersection with Nelson Avenue which is considered the primary funnel intersection for access from the south-east. For eastbound traffic on Central Boulevard, both Alignment (1) and Alignment (1a) are equal.

Both alignments provide good direct access to the Metrotown ALRT station and bus loop. However, for westbound traffic on Imperial Street, Alignment (1) tends to provide a more direct access to these public transit facilities than Alignment (1a).

2.2 OVERALL EFFICIENCY AND FLEXIBILITY OF THE INTERSECTION OF CENTRAL BOULEVARD WITH IMPERIAL STREET

Comparison: Alignments (1) and (1a) are considered, on balance, equal.

Alignment (1a) provides for the possibility of all-turn movement options at Imperial Street although the available rights-of-way would likely preclude a protected left-turn slot eastbound on Imperial Street. Alignment (1) does not permit left-turns eastbound off Imperial Street into Central Boulevard requiring the use of Willingdon Avenue or Nelson Avenue for this movement into the core area.

However Alignment (1), by taking Metrotown inbound (westbound) traffic off Imperial Street well in advance of the outbound (eastbound) leg, will permit the design of a higher capacity intersection at the junction of the outbound leg and Imperial Street. For Alignment (1a), a fully signalized intersection with Imperial Street is required which may have some advantages but would also have expected complications due to the proximity of the Imperial/Nelson signalized intersection.

2.3 LEVEL CROSSING OF THE EXISTING FREIGHT RAIL TRACKS

Comparison: Alignment (1) evidences less conflict.

Alignment (1) provides a safe, one-way outbound crossing of the existing freight rail tracks and does not have any inbound level crossing of the tracks. Alignment (1a) has the same outbound crossing of the tracks as Alignment (1) but also has an inbound crossing introducing the need for a signal control due to blind sight lines caused by ALRT support pillars. However, it is also acknowledged that this freight rail line is currently very lightly used [approximately once a day (in and out) at night].

2.4 SOUTH-EASTERN GATEWAY TO THE METROTOWN CORE

Comparison: Alignment (1) is better.

Alignment (1) provides a superior inbound gateway providing an immediate vista down Central Boulevard towards the Metrotown core. Alignment (1a) is only marginally lesser in that, with its cleaner and major intersection with Imperial Street, it does provide for some ability to convey a reasonable gateway effect into the Metrotown core.

2.5 POTENTIAL BEARING ON MUNICIPAL REQUEST FOR PROVINCIAL REVENUE SHARING

Comparison: Alignments (1) and (1a) would have equal consideration.

In recent discussions with the Provincial Ministry of Transportation and Highways' staff, it was indicated that the choice of either Alignment (1) or Alignment (1a) would have no bearing on the Ministry's review of an application for revenue sharing.

However, from a technical traffic viewpoint quite apart from any application for revenue sharing, the Ministry staff viewed Alignment (1a) with traffic controls concentrated at one intersection as a cleaner solution.

2.6 PEDESTRIAN ACCESS TO BONSOR PARK

Comparison: Alignment (1a) is better.

Alignment (1a) provides for a clear pedestrian crossing of Central Boulevard at a controlled intersection at Imperial Street. Access to Bonsor Park from Imperial Street east of this intersection would be unimpeded by any intervening road. Alignment (1) requires that pedestrians from Imperial Street cross the inbound one-way leg of Central Boulevard at an operationally more difficult, mid-block point.

2.7 SAFETY CONCERNS RELATED TO THE USE OF PLAYING FIELDS

Comparison: Alignment (1a) is better.

Alignment (1a) keeps Central Boulevard further away from the two central playing fields in Bonsor Park. Alignment (1) although a reasonable distance away from the playing fields would require that greater attention be given to berming and fencing provisions.

2.8 EFFECT ON THE EXISTING GROVE OF CONIFERS

Comparison: Alignment (1) is better.

In the case of both alignments, the existing grove of conifers (approximately 55 trees) will be essentially retained with very few trees affected. However, Alignment (1a) will require the removal of up to four additional conifers which are located in the way of the inbound lane along the property line of the B.C. Hydro right-of-way.

2.9 COST OF ROAD AND PARK ADJUSTMENTS

Comparison: Alignments (1) and (1a) are considered of equal cost.

At this stage, there is considered to be no measurable difference in the construction cost of either Alignment (1) or (1a). There are also considered to be no major differences in park adjustments required for both alignments. Even though Alignment (1a) permits the far easterly playing field to be left in its original location, Parks and Recreation Department staff indicate that if one field is required to be shifted northward, then it is preferable that both fields be shifted to accommodate operational field efficiencies and appropriate lighting arrangements. Alignment (1a) may result in a marginally lesser cost for park related adjustments than Alignment (1) since the extent of protective berming or fencing required resulting from the proximity of a road will not be as urgent.

2.10 COST OF PROPERTY ACQUISITION

Comparison: Alignment (1a) requires less current expenditure.

In the longer view, the property acquisitions identified for both the construction of either alignment and the expansion of Bonsor Park are the same (see attached Sketch 4). However in the short-term, Alignment (1a) would have a lesser cost in that the acquisition of the property at 6764 Jubilee Avenue (with an estimated total value of \$250,000) would not be required at this time, although this property would eventually be acquired in any case for the expansion of Bonsor Park and widening of Imperial Street. For Alignment (1), this property at 6764 Jubilee Avenue is required although the value of the portion required for road purposes is approximately \$43,334, a small proportion of the total cost of this property. It is unlikely that the right-of-way widening could be acquired without acquiring the entire property due to the existing building being virtually on the property line.

For both alignments, the properties at 4729 and 4745 Imperial Street (with an estimated total value of \$292,050) would be required either for road or park/trail (B.C. Parkway) purposes.

3.0 CONCLUSIONS

Both Alignments (1) and (1a) have been examined in greater detail and it is concluded that either alignment would be acceptable. Alignment (1) is better on the basis of directness of access to the Imperial/Nelson intersection, less conflict with the existing freight rail tracks, a better vista gateway to the Metrotown core, and less effect on the existing grove of conifers. Alignment (1a) is better on the basis of better pedestrian access to Bonsor Park, greater distance from the playing fields in Bonsor Park, and lower cost of property acquisition. Both alignments are considered equal on the other points of comparison.

The cost of the overall Central Boulevard project related to Alignment (1) is in the range of \$2.3 million and is virtually the same for Alignment (1a) on all counts except for the fact that the (1a) Alignment option estimate could be reduced by \$250,000, since the acquisition of the property at 6764 Jubilee Avenue is not required at this time. However, it is noted that the property at 6764 Jubilee Avenue would continue to be included in the Parks Acquisition Program for the eastward expansion of Bonsor Park, and at the time of acquisition any required road widening would be obtained.

The Alignments (1) and (1a) were also the subject of a discussion at a special joint meeting of the Parks and Recreation Commission and Council on 1984 October 15. There appeared to be a preliminary consensus of Commission and Council members in support of Alignment (1a). It was considered a clear advantage that Alignment (1a) kept Central Boulevard farther away from the playing fields. It is also concluded that support for either alignment was based on the proposal that the 0.62 acre reserved Brief Street right-of-way be included in a northerly expansion of Bonsor Park in compensation for some parkland taken to accommodate Central Boulevard. The acquisition of the 0.14 acre Sears property at 6510 Fern Avenue could also be appropriately included in the Parks Acquisition Program to rationalize this northern boundary of Bonsor Park with the inclusion of the Brief Street right-of-way. It may be possible to obtain this lot at no cost in conjunction with an overall exchange of certain Sears lands for closed, redundant road rights-of-way in this area.

On balance, it is proposed that Alignment (1a) for the eastern terminus of Central Boulevard with Imperial Street be approved for pursuance to construction based primarily on its lesser conflict with Bonsor Park uses and its lesser current cost.

KI:1f

Attachment - 4 Sketches

cc: Director Recreation & Cultural Services
Director Engineering
Municipal Solicitor


A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

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Alignment (1) - Sketch 1

Updated 1984 Oct 26

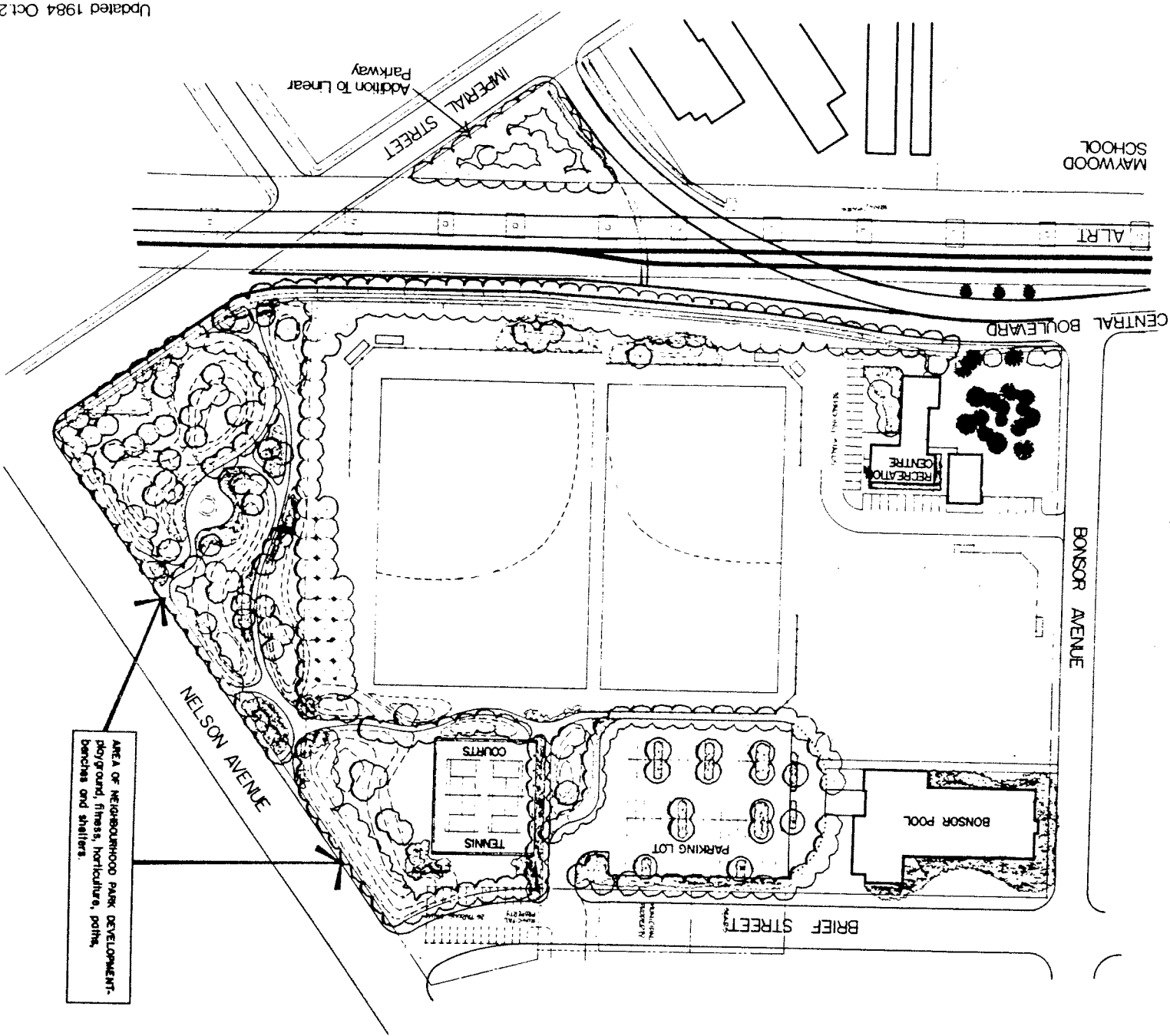
DESIGNED BY ALBERT BURNABY PARKS AND RECREATION DEPARTMENT
 DRAWN BY LISA BURNABY DATE: JUNE 1984 SCALE: 1:500 DRAWING NUMBER: 84-31-3-06

BONSOR PARK

REDESIGN TO ACCOMMODATE
 NORTH BEESFORD STREET EXTENSION
 BURNABY PARKS AND RECREATION DEPARTMENT



AREA OF NEIGHBOURHOOD PARK DEVELOPMENT,
 playground, fitness, horticulture, paths,
 benches and shelters.



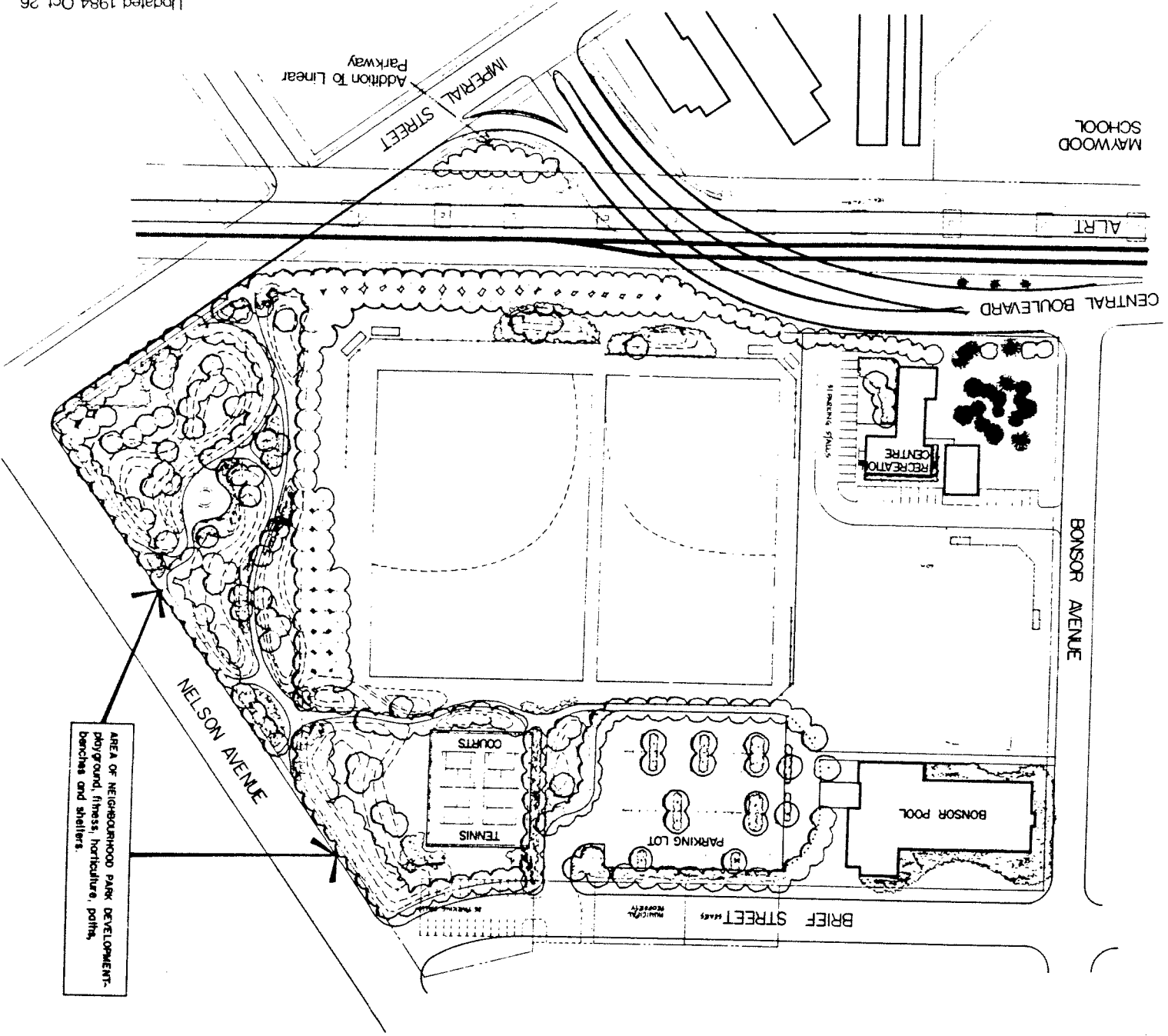
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BONSOR PARK
 REDESIGN TO ACCOMMODATE
 NORTH BEDEFORD STREET EXTENSION
 BURNABY PARKS AND RECREATION DEPARTMENT
DESIGNED BY: AHSR&U DRAWN BY: LW/MT DATE: JUNE 1984 SCALE: 1:500 DRAWING NUMBER: 84-3-3-10



Updated 1984 Oct. 26

Alignment (1A) - Sketch 2

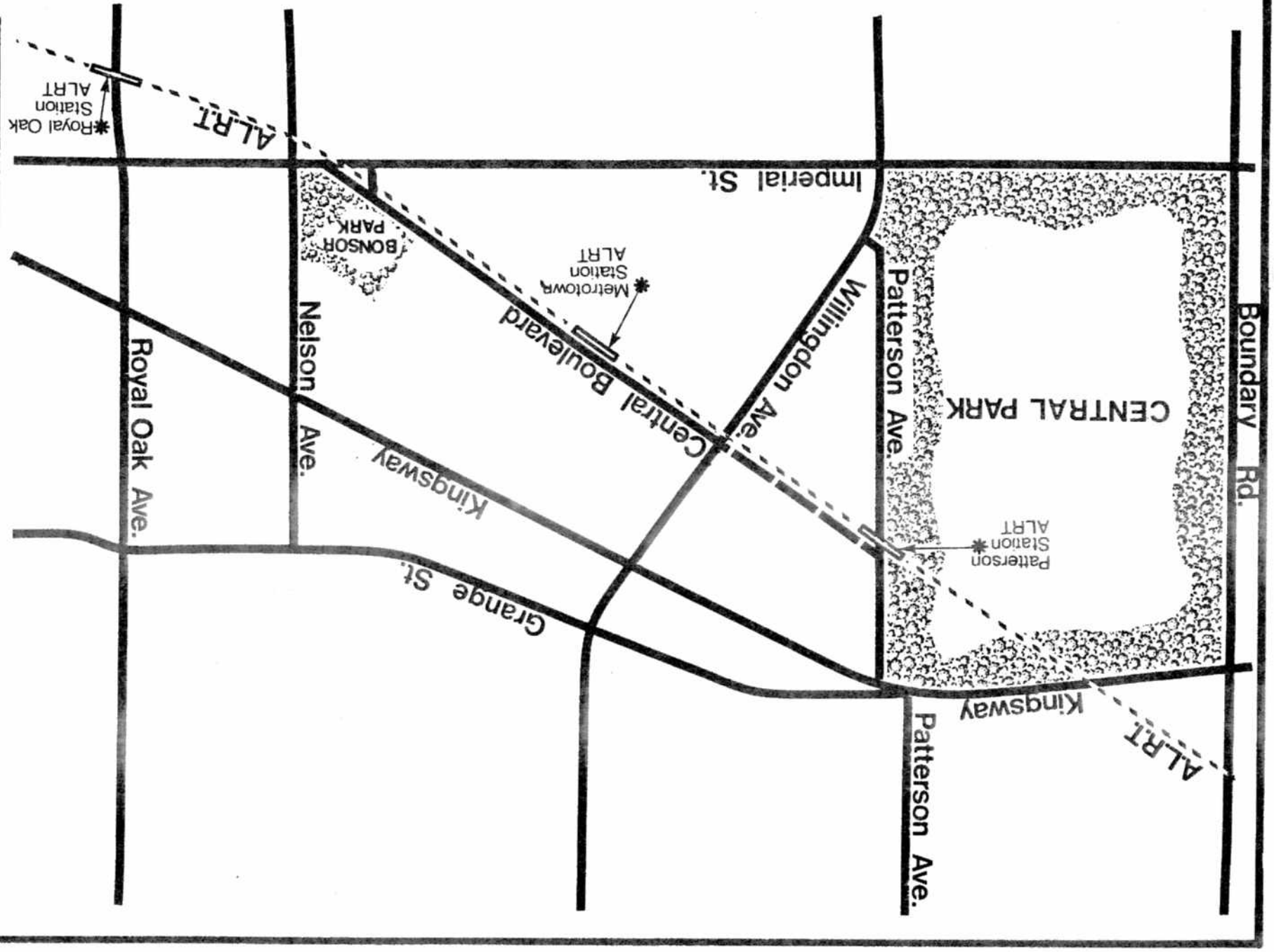
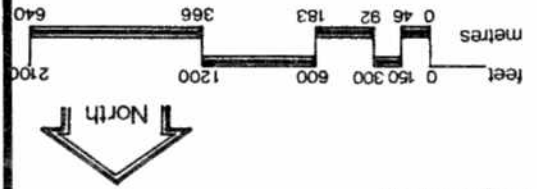


AREA OF NEIGHBOURHOOD PARK DEVELOPMENT -
 playground, fitness, horticulture, paths,
 benches and shelters.

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Metrotown
 The Corporation of the
 District of Burnaby
**Major Road
 Network
 In The Burnaby
 Metrotown Area**

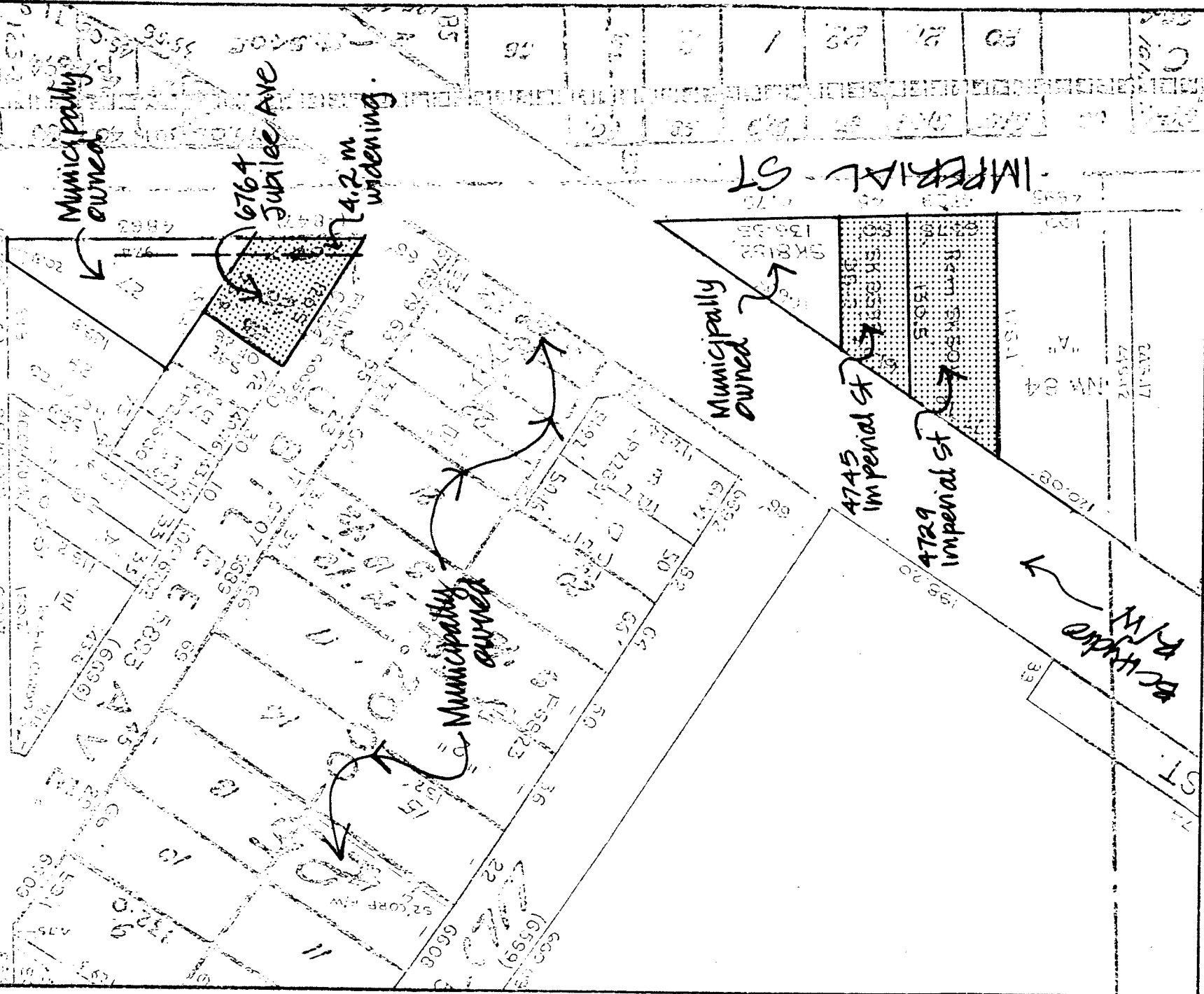
Planning and Building Inspection
 Department



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NELSON AVE

MOSTON



Date

Nov/84

Scale

1" = 100'

Drawn By



Burnaby Planning Department

Acquisitions related to Central Boulevard at Imperial St.

- 4729 and 4745 Imperial St - Required for alignments (1) and (1a)
- 6764 Jubilee Ave - Required for alignment (1a) only

SKETCH 4

