

ITEM 23
MANAGER'S REPORT NO. 53
COUNCIL MEETING 85/08/12

RE: CONSTRUCTION OF DEER LAKE PLACE/NORLAND AVENUE AND PARK DRIVE
AND THE DESIGN OF CANADA WAY
(Item 8, Supplementary Report No. 42, 1984 June 18)
(Item 15, Report No. 40, 1984 June 11)

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 85 08 06

FROM: DIRECTOR ENGINEERING

SUBJECT: CONSTRUCTION OF DEER LAKE PLACE/NORLAND AVENUE
AND PARK DRIVE AND THE DESIGN OF CANADA WAY

RECOMMENDATION:

THAT the Municipal Solicitor be directed to bring forward a Capital Works Machinery and Equipment Reserve Fund Bylaw in the amount of \$1,773,000, being the total estimated cost of construction for Deer Lake Place/Norland Avenue and Park Drive and the cost of designing and acquiring right of way for intersection improvements on Canada Way.

SUMMARY:

Deer Lake Place/Norland Avenue and Park Drive are two key projects identified in the Central Area Transportation Planning Study. The completion of the Deer Lake Place/Norland Avenue link will provide the necessary major road capacity on an alignment which does not separate Deer Lake Park from the Municipal Hall/Justice Building complex and promotes the 'campus' image. The construction of Park Drive will permit the closure and abandonment of Dale Avenue which in turn will allow for the expansion of Burnaby Village Museum. The intersection improvements on Canada Way between Kensington and Norland Avenues will relieve the congestion caused by the close proximity of intersections within this section, which have heavy turning movements.

REPORT:

On 1984 June 11 and 18, Council discussed the Central Area Transportation Planning Study. That report centers around the underlying concept of integrating the Municipal and park facilities in the Central area by developing a 'campus' image. The major component of the concept is a proposed road network. That report also recommends the adoption of this proposed road network and the initiation of a four component implementation strategy. These four components are the external road network, the park drive, a landscape and signage concept and a neighbourhood traffic management concept; portions of three of these four components are addressed in this report. See Figure 1, attached.

I. CONSTRUCTION OF DEER LAKE PLACE/NORLAND AVENUE
BETWEEN GILPIN AND SPROTT STREETS

This road connector is the major component of the external road network and has been established as the first priority for construction because of its function to divert 'through' traffic away from the park. This project includes a relatively large right of way acquisition component involving large truncations from the three property owners around the Norland/Canada Way intersection. In addition, there is also a significant land exchange with the School Board to be negotiated. It is our opinion that these negotiations will be protracted.

We had not previously sought authority from Council to negotiate for the acquisition/exchange of the required property because the project until very recently was the subject of an outstanding application for Revenue Sharing funding from the Provincial Government. We have now received advice from the Province that our application did not receive funding approval because it "does not form part of an approved road network"; staff always had the impression that the Ministry of Transportation and Highways favored this route and for this reason we are currently in the process of appealing and seeking clarification concerning the decision. In any event, even though we may be able to convince the Province that the road should be considered to be part of "approved network", there is the matter of relative priorities of the many projects eligible to receive consideration for the very limited amount of Provincial funding currently available. The necessary work is expected to take place over two years because of the property acquisition factor and therefore it is possible that the project may receive Provincial approval next year, if we can convince them about network status, if we can rank it high enough in our own priorities, and if sufficient Provincial funding is available. Because of the foregoing reasons and their multi-conditional nature, it appears to your Director Engineering that a decision needs to be made that Burnaby "go it alone" on this particular road, at least for the first year in order that a start can be made on the project. It is considered important that a start be made now because of the time-consuming property acquisitions and the commitments that have been made to the existing property-owners north of Canada Way regarding completion of their roadway.

II. CONSTRUCTION OF THE PARK DRIVE FROM SPERLING AVENUE
TO DEER LAKE BROOK INCLUDING BRIDGE

The Park Drive is the secondary road network which will help tie the various park facilities together: it is seen to provide vistas of the area, encourage park use and be compatible with the pedestrian walkway and 'campus' landscape plan. The Park Drive is intended to connect Gilpin Street across Deer Lake Brook to Sperling Avenue utilizing existing portions of both Deer Lake Avenue and Dale Avenue. The implementation of The Park Drive can be divided into two basic categories, namely new construction and reconstruction. The new construction would consist of a connection across the Hart property between Sperling and Dale Avenues. It would also include a new bridge across Deer Lake Brook to connect to Deer Lake Avenue. The second phase would include the reconstruction of Gilpin and Deer Lake Avenues; these latter works cannot be undertaken until such time as the major external road network is in place and therefore will be the subject of a future budget.

The construction of the road connection across the Hart property will allow Burnaby Village Museum to expand their facilities eastward across Dale Avenue to Sperling Avenue and this portion of Park Drive will then provide the southerly point of access and egress. An integral part of Burnaby Village Museum's expansion is the closure and abandonment of a major section of Dale Avenue and for this reason it is critical that The Park Drive connection between Dale Avenue and Sperling Avenue be constructed very soon. The construction of a new bridge across Deer Lake Brook will complete the connection between the various facilities situated within Deer Lake Park.

III. DESIGN AND PROPERTY ACQUISITION FOR TRAFFIC MANAGEMENT WORK ON CANADA WAY FROM NORLAND AVENUE TO KENSINGTON AVENUE

The introduction of left turn channelization and other intersection improvements on Canada Way between Norland Avenue and Kensington Avenue are secondary components of the external road network which will be required in order to smooth out the traffic flow patterns and deal with increasing traffic volumes. Preliminary plans indicate that such improvements will require some additional right of way and this requires that the design and acquisition be carried out this year in preparation for construction in 1986.

It is now necessary to put the funding in place for these projects as described above:

Construction of Deer Lake Place/ Norland Avenue and associated right-of-way acquisitions	\$1,272,000.
Construction of Park Drive between Sperling Avenue and Dale Avenue including the construction of a bridge over Deer Lake Brook	\$ 350,000.
Design and right-of-way acquisitions for left turn channel- ization and intersection improve- ments on Canada Way between Norland and Kensington Avenues	\$ 150,000.

TOTAL

\$1,773,000.

Our Capital Works Financing Fund will be used to finance our share of the cost of the work. Having 100% funding in place is necessary before a contract can be let, and will allow us to now proceed with work on the design. Therefore, it is necessary at this time to bring down a bylaw appropriating the full cost from our reserve. Burnaby's share of funds ultimately not required will be returned to the Reserve.

With respect to the acquisitions that will be required for road improvements in the vicinity of the Norland/Canada Way intersection, staff in accordance with established procedures will submit a further report to Council which will contain specific information on all aspects of this matter including costs and also a request for authority to negotiate.

It is recommended that a Capital Works Machinery and Equipment Reserve Fund Bylaw be brought forth for the three projects noted above in the total amount of \$1,773,000. to be repaid to the Reserve over a period of 10 years at prevailing interest rates.

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

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DIRECTOR ENGINEERING

VNW/ch

- cc: () Municipal Solicitor
() Director Finance
() Director Planning & Building Inspection
() Director Recreation & Cultural Services

FUTURE
RELOCATION
OF OFF RAMP
(BY OTHERS)

SPROTT ST.

ITEM

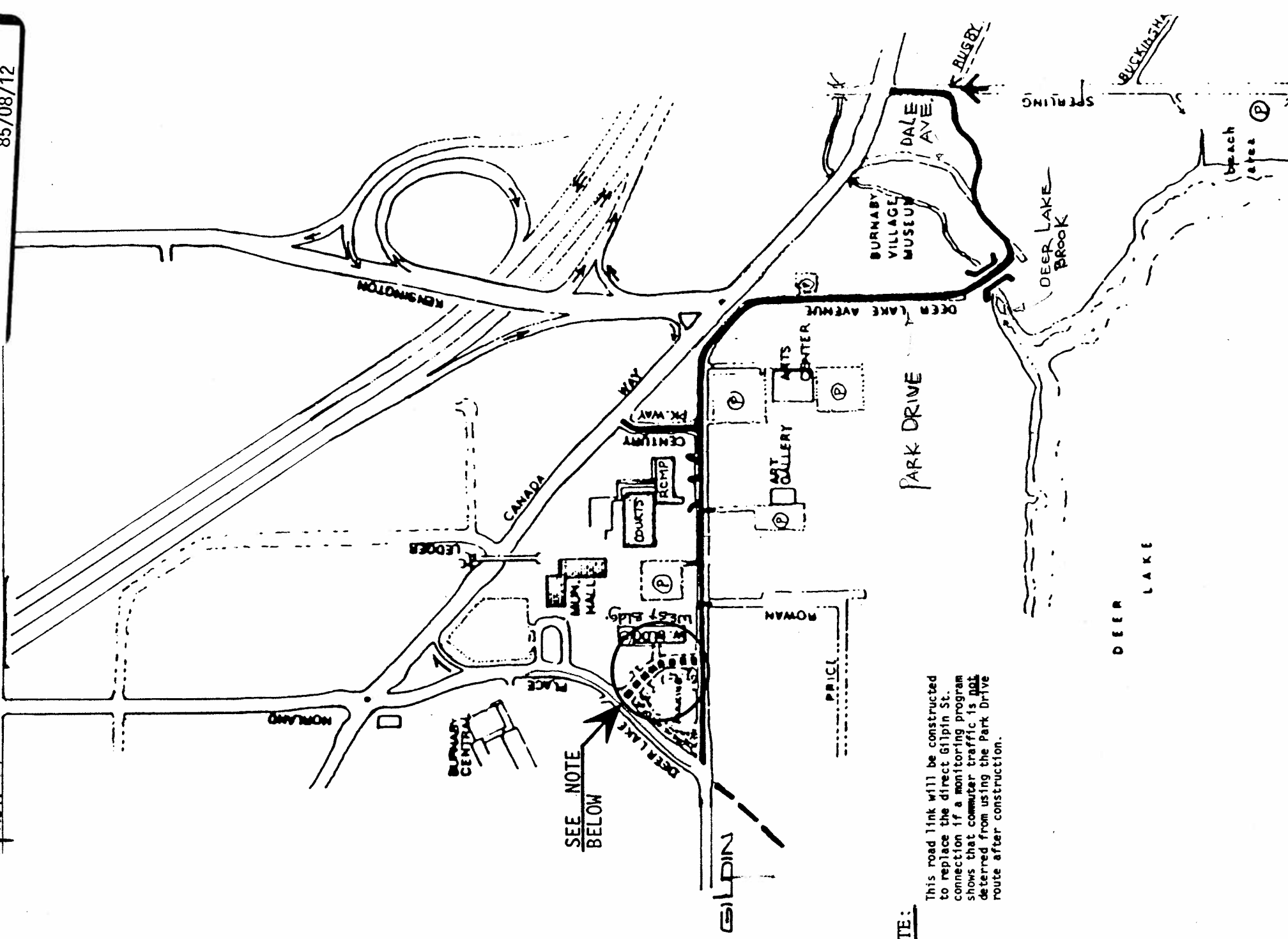
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SEE NOTE
BELOW

NOTE:

This road link will be constructed to replace the direct Gilpin St. connection if a monitoring program shows that commuter traffic is not deterred from using the Park Drive route after construction.

ADOPTED CENTRAL AREA ROAD CONCEPT

FIGURE 1.

