

ITEM 10
MANAGER'S REPORT NO. 34
COUNCIL MEETING 85/05/13

RE: CONSTRUCTION OF CENTRAL BOULEVARD & MCMURRAY AVENUE

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 05 08

FROM: DIRECTOR ENGINEERING

SUBJECT: CONSTRUCTION OF CENTRAL BOULEVARD and MCMURRAY AVENUE.

RECOMMENDATION:

THAT the Municipal Solicitor be directed to bring forward a Capital Works Machinery and Equipment Reserve Fund Bylaw in the amount of \$995,000, being the total estimated cost of construction for Central Boulevard and McMurray Avenue.

SUMMARY:

Each of the aforementioned road improvement projects have been given priority for construction in 1985. Central Boulevard and McMurray Avenue are part of the Metrotown core related road network which Council reviewed in early 1984 (Supplementary Item #11, Manager's Report #34, 1984 05 14). The high priority of these two projects relates to the realigned bus transit system which recognizes the new A.L.R.T. and the acceleration of a major commercial core development.

REPORT:

The report dealing with the Metrotown core related road network (Supplementary Item #11, Manager's Report #34, 1984 05 14) emphasizes the importance of having such a network plan in place and identifies priority road improvements which will be essential for the new A.L.R.T., the realigned bus transit system and for the proposed major commercial core development. Some of the major target dates noted in that report have been accelerated by a new major commercial development.

Based on that report the 1985 Capital Budget makes provision for the construction of that portion of Central Boulevard between Willingdon and Silver Avenues and for the balance of acquisition of the necessary road right-of-way for the Central Boulevard (at Imperial Street). It was also proposed that the 1986 Capital Budget would provide for the construction of the balance of Central Boulevard and that the 1987 Capital Budget would provide for the upgrading of McMurray Avenue between Kingsway and Grange.

(Cont'd.)

The Sears/Cal Investments Development is on a very aggressive construction schedule and it is extremely important to the success of this development that their main points of access and egress are in place prior to their proposed opening. Of the three major points of entry and egress McMurray Avenue and Central Boulevard are two of them. In order to support this schedule we are proposing to proceed with the McMurray Avenue improvements as soon as possible and simultaneously purchasing the necessary right-of-way for Central Boulevard and preparing the construction designs so that we will be in a position to start construction of Central Boulevard from Imperial to the Metrotown A.L.R.T. station in early 1986. At its meeting of 1985 April 29, Council approved of the construction of McMurray Avenue being carried out in 1985 as opposed to the originally scheduled date of 1987 and the new Capital Budget reflects this shift.

Council is aware that an application has been made to the Provincial Government for approval of Central Boulevard for 50% funding (\$307,500) as a Revenue Sharing Project. Although McMurray Avenue does not qualify as a Revenue Sharing Project, the Corporation will be receiving "monies in trust" from the Sears/Cal Investments consortium in the amount of \$65,000 for the relocation of a traffic signal from McKercher to McMurray Avenue. In addition, the Corporation is also hopeful of obtaining \$57,600. from a development proposal at the McMurray/Grange intersection. With the total estimated cost of construction for McMurray Avenue being \$380,000., the Corporation's share will be \$257,400.

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

Construction of Central Boulevard from Willingdon Avenue to Silver Avenue and the purchase of right-of-way at Imperial Street	\$615,000
Construction of McMurray Avenue between Kingsway and Grange	<u>\$380,000</u>
TOTAL	<u>\$995,000</u>

Our Capital Works Financing Fund will be used to finance our share of the cost of the work. It is necessary, however, to have 100% funding in place before a contract can be let. 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.

It is recommended that a Capital Works Machinery and Equipment Reserve Fund Bylaw be brought forth for the two projects noted above in the total amount of \$995,000 to be repaid to the Reserve over a period of 10 years at prevailing interest rates.

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


DIRECTOR ENGINEERING

cc: () Municipal Solicitor
() Director Finance