

ITEM 11  
MANAGER'S REPORT NO. 78  
COUNCIL MEETING 85/12/16

RE: POSSIBLE FUTURE CONSTRUCTION OF STILL CREEK AVENUE ARTERIAL ROAD BETWEEN  
GILMORE AVENUE AND WILLINGDON AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1985 DECEMBER 11  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 08:640  
RE: POSSIBLE FUTURE CONSTRUCTION OF STILL CREEK AVENUE ARTERIAL ROAD  
BETWEEN GILMORE AVENUE AND WILLINGDON AVENUE

RECOMMENDATION:

1. THAT this report be received for information purposes.

R E P O R T

1.0 BACKGROUND

The proposed plan of development for an office/industrial park on the lands south of this unbuilt road right-of-way includes construction of a curvilinear road from Willingdon Avenue to Gilmore Avenue curving southward from part of the existing unbuilt Still Creek Avenue road allowance (see attached sketch #1). As well as servicing the industrial park, this road is being designed to provide a through function between Gilmore Avenue and Willingdon Avenue. This involves building the road to a 14 m standard on a 23.2 m right-of-way.

Council raised the question at the time of an earlier report on the road development in this area as to the appropriateness of possible cost sharing for a direct road running east-west along the existing Still Creek Avenue road right-of-way in the future, connecting portions of the curvilinear road that will be built to the south (refer to Item 28, Manager's Report No. 51, dated 1985 07 29).

The purpose of this report is to review the circumstances that could make it appropriate in the future to share in the cost of constructing the east-west arterial road if it is determined that a direct road along Still Creek Avenue is required to connect Gilmore and Willingdon Avenues.

2.0 DISCUSSION

2.1 Concern has been expressed by the owners of the lands north of Still Creek Avenue, which are presently underdeveloped, that they could be required to bear the costs of completing the direct Still Creek Avenue route and a bridge across Still Creek watercourse at the time of subdivision or rezoning of their lands in the future.

Approximately one-half of the length of the road will be constructed in conjunction with the development of lands to the south of Still Creek Avenue, thus the current question is how the remaining half of the road (including a bridge) would be funded if it is determined that the direct route is to be completed.

2.2 Several factors could influence the need for the road to be constructed from a transportation planning viewpoint. These factors include ones which are external to the site; for example, future traffic volumes or related transportation system needs.

Internal factors relating to the site include the traffic generation levels produced by the development of the lands to the north which is largely a function of the land use.

2.3 The key cost item involved in this segment of possible future roadway would be a bridge across Still Creek, which has been estimated by the Director Engineering to cost in the order of \$540,000. This cost is largely a result of the poor soil conditions in the area.

### 3.0 ALTERNATIVES TO THE THROUGH ROAD

In light of the fact that the curvilinear road is to be provided south of Still Creek Avenue, a through east-west route, albeit slightly longer, will be provided. Unless the curvilinear road is found to be inadequate to handle the volumes, the direct through route (Still Creek Avenue) would not be a priority.

The properties north of Still Creek Avenue could be serviced with local cul-de-sacs with access from both the west and the east end of Still Creek Avenue. These roads would eliminate the expense of a costly road bridge and provide an adequate level of road service for light industrial land uses. The final location and length of cul-de-sacs would be suited to the needs of the development sites.

### 4.0 POSSIBLE COST SHARING CONSIDERATIONS FOR A THROUGH ROAD ALONG STILL CREEK STREET (Refer ATTACHED Sketch #2)

In all circumstances, the Still Creek Avenue right-of-way must be preserved to meet the long term needs of a large urban area. The curvilinear road will serve the needs of the road system for a number of years. In the future when and if it is determined that it is necessary to construct Still Creek Avenue, for arterial traffic purposes, the Municipality would be justified in sharing the cost of completing this east-west road with the owners of the abutting lands to the north at the time of rezoning. In light of the fact that the intensity of the future development of the lands to the north is assumed to reflect light industrial (M5 zone) uses, this approach would appear equitable. Light industrial uses generate a low to moderate traffic capacity need.

### 5.0 CONCLUSIONS


Construction of the curvilinear road which swings south of Still Creek Avenue will be started in 1986, in order to service the proposed industrial park. At some point in the future, the traffic volumes could necessitate an additional direct road along Still Creek Avenue.

If the transportation needs of the Municipality indicate that the direct Still Creek Avenue collector road would need to be constructed in the future, then a cost sharing approach with the developers of the light industrial lands to the north could be supported at the time of rezoning.

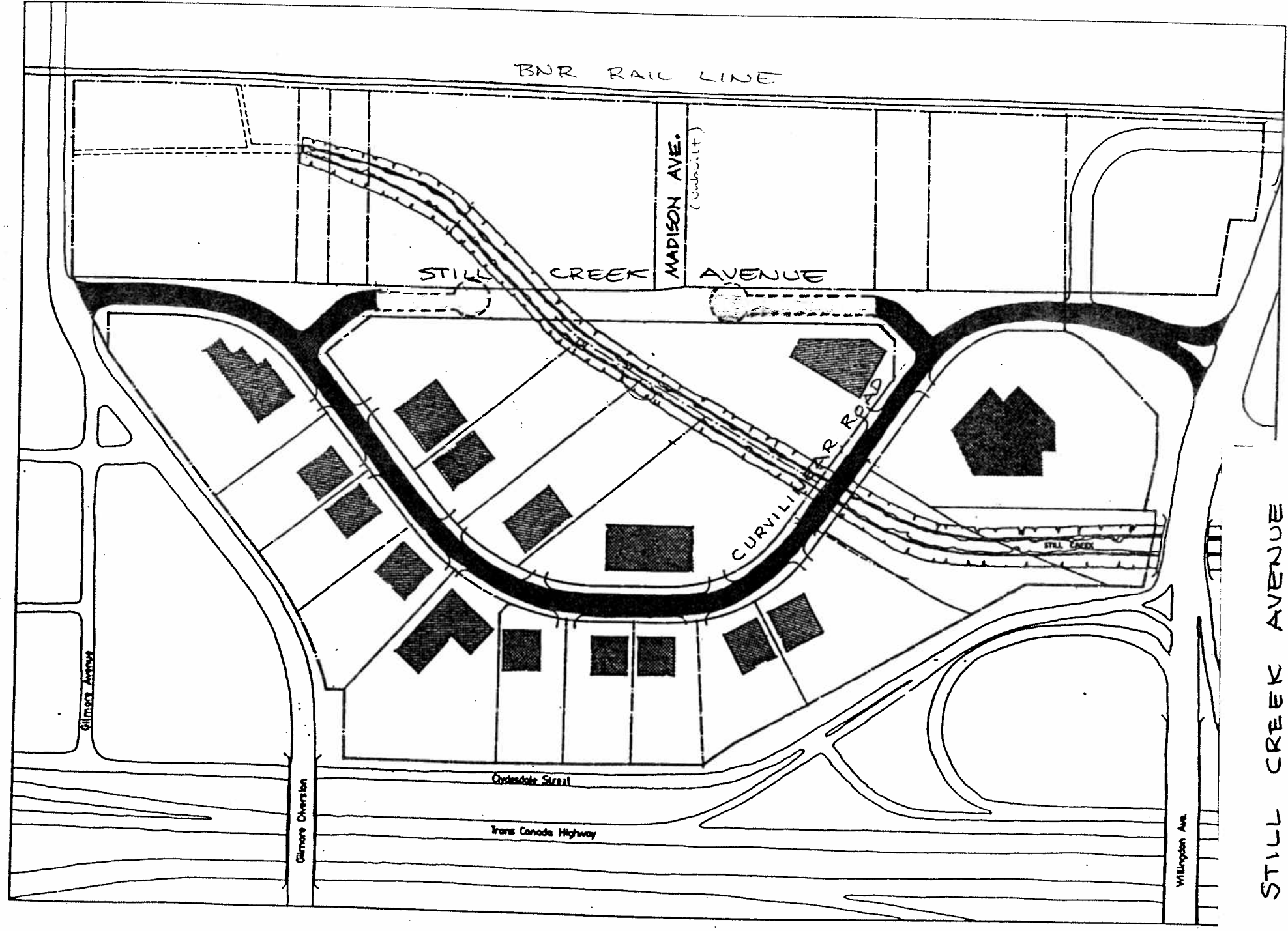
At this point, the most likely event is that the land to the north of Still Creek Avenue will redevelop within the next five years and the use of cul-de-sacs to serve the lands will provide an adequate level of vehicle access.

If Still Creek Avenue is required to be constructed after the lands along the north side are redeveloped with cul-de-sac service, then the Municipality would have to consider the road as a Municipal responsibility, as an element of the collector street network.

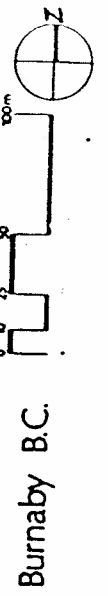
BR:lf  
Attachments  
cc: Director Engineering  
Director Finance

  
A. L. PARR  
DIRECTOR PLANNING &  
BUILDING INSPECTION

ITEM 11  
MANAGER'S REPORT NO. 78  
COUNCIL MEETING 85/12/16

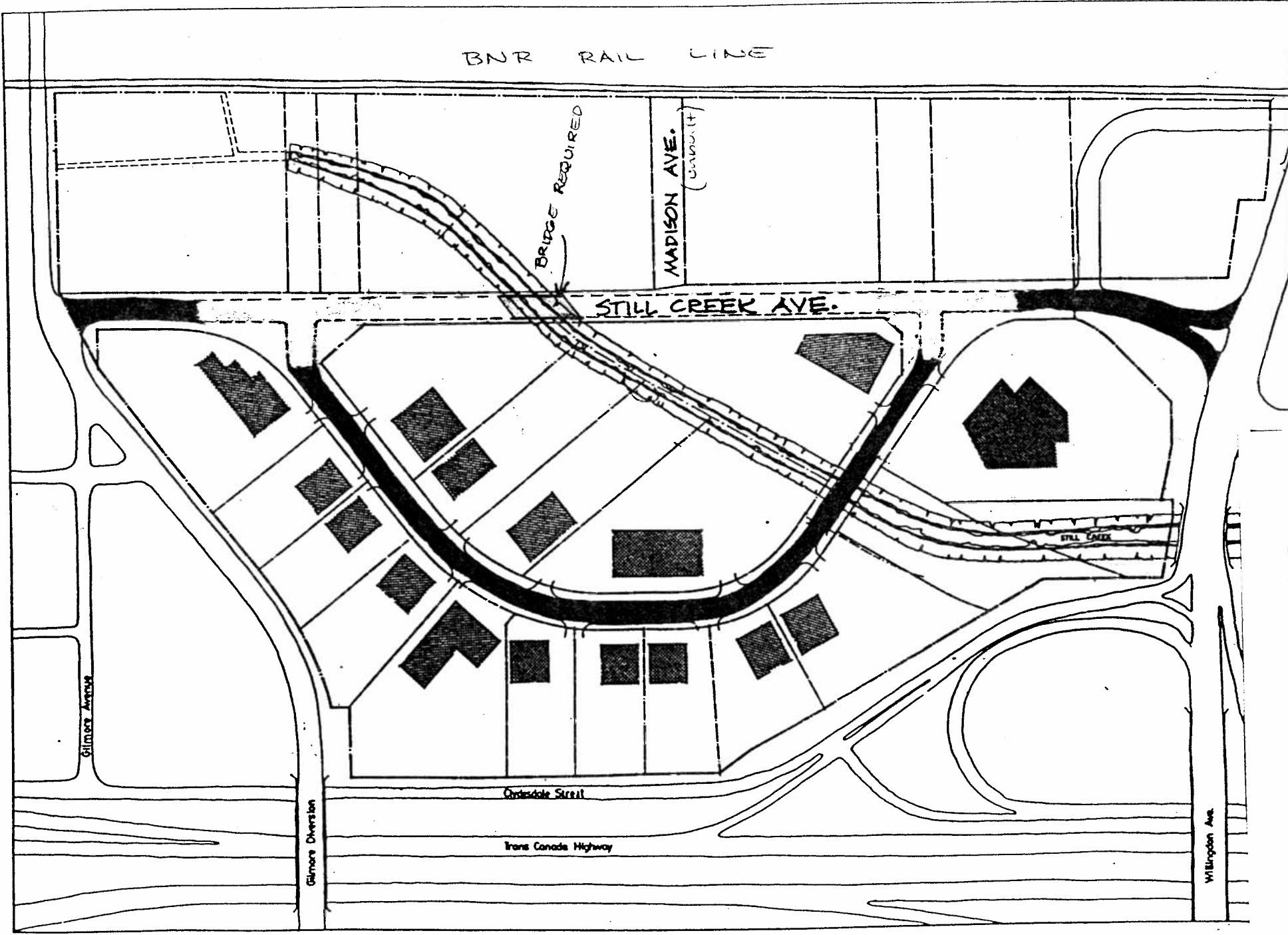


STILL CREEK AVENUE  
LOCAL ROAD CONCEPT



ITEM 11  
MANAGER'S REPORT NO. 78  
COUNCIL MEETING 85/12/16

133



Burnaby B.C. 0 25 50 100m

STILL CREEK AVE

POSSIBLE THROUGH ROAD CONCEPT

SKETCH 2