

ITEM 5  
MANAGER'S REPORT NO. 27  
COUNCIL MEETING 86/04/21

TO: MUNICIPAL MANAGER 1986 04 09  
FROM: DIRECTOR ENGINEERING

SUBJECT: NORLAND AVENUE/DEER LAKE PLACE ROAD IMPROVEMENT PROJECT  
- PROPERTY ACQUISITIONS AND CONSTRUCTION

RECOMMENDATIONS:

1. THAT Council approve of the exchange of properties under the terms and conditions outlined in this report;
2. THAT the Corporation proceed immediately with construction of Norland Avenue/Deer Lake Place from Sprrott Street to Gilpin Street, including required works on Canada Way at the intersection of Norland Avenue and Canada Way.
3. THAT Council authorize staff to serve notice to the tenant on the municipal property located at 6017 Gilpin Street to vacate the premises;
4. THAT Council authorize demolition of the house immediately it becomes vacant.
5. THAT the Secretary Treasurer, Burnaby School District #41, 5325 Kincaid Street, Burnaby, B.C., receive a copy of this report.

REPORT:

1. Reason for Acquisition

Attachment #1 shows the land ownerships of the Corporation and the School Board in the Municipal Hall/Central High School area, including property exchanges proposed to take place between the two bodies. Some of the properties shown are required for the construction of the Norland Avenue/Deer Lake Place Road Improvement Project. The balance of the properties shown on Attachment #1 are part of a negotiated land exchange directed at consolidating the ownership of properties between the Corporation and School District #41 into a meaningful pattern.

**2. Negotiations**

Corporation staff initiated land exchange proposals with the School District on 1985 August 22 which called for the following actions to be taken, as shown on Attachment #1:

- 1. Corporation property dedicated to road (marked "a").....38,500 sq. ft.
- 2. Corporation property conveyed to School District (marked "b").....60,130 sq. ft.
  - A. Total from Corporation.....98,630 sq. ft.
- 3. School District property dedicated to road (marked "c").....63,000 sq. ft.
- 4. School District property conveyed to Corporation (marked "d").....48,780 sq. ft.
  - B. Total from School District...111,780 sq. ft.  
Difference (B - A).....13,150 sq. ft.

The land exchange proposals shown above would require the School District to "give up" 13,150 sq. ft. more land than would the Corporation. In an effort to make the exchange more equitable, the Corporation also proposed that it would replace the grassed playing field adjacent to Canada Way, across which the roadway is to be constructed. Although it is Corporation policy to replace disrupted improvements, it should be kept in mind that this particular field replacement would take the form of an all-weather sports field which would be built to a higher standard than the one being disrupted by the road. The total estimated cost of the all-weather playing field is \$190,000.

From the foregoing, then, it is evident that the end result of the proposal represented an equitable arrangement between the two bodies, with no money changing hands.

On 1986 March 12, the Secretary Treasurer of School District No. 41 formally advised the Corporation that the Board had accepted the land exchange as outlined by the Corporation. All affected Departments of the Corporation are familiar with the proposal and have expressed their concurrence.

**3. Financing**

Funds for the completion of this land exchange have been established in Capital Works Machinery and Equipment Fund Bylaw No. 8420 which provides funding for construction of Norland Avenue/Deer Lake Place, Park Drive, the bridge over Deer Brook, and intersection improvements on Canada Way at Norland Avenue. This Bylaw, in the total amount of \$1,773,000, included a sum of \$190,000 for the construction of the all-weather playing field.

**4. Road Construction**

Council was advised in a previous report (Item 23, Manager's Report No. 53, Council Meeting 1985 August 12) that:

"..The Norland Avenue/Deer lake Place 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."

In the same report, Council was advised that this road link was not then considered by the Province to be part of an "approved network" and even if it were to be so designated, there would be the....

"...matter of relative priorities of the many projects eligible to receive consideration for the very limited amount of Provincial funding currently available."

A further statement was made that:

"...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."

Very little has changed since last year's report except that the Province has conditionally agreed to add the Norland Avenue/Deer Lake Place element to the Major Street Network Plan but were quick to point out that this element was viewed as being somewhat lower in priority than other municipal projects. Since then, Revenue Sharing funds have become, if anything, in even shorter supply than in previous years and the Province still views the road as being relatively low in priority. For 1986, it has been necessary for Burnaby to rank the completion of Central Boulevard to Imperial Street as its #1 project and we have been advised that even the amount requested for Central Boulevard represents a significant percentage of the anticipated total Provincial allocation for Revenue Sharing (Highways) for 1986.

In summation, the following factors all come together to cause your Director Engineering to conclude that Burnaby should "go it alone" on the Norland Avenue/Deer Lake Place project. These factors are:

- (1) There is little or no likelihood of receiving Revenue Sharing funding approval in 1986.
- (2) The ranking of priority of this road link is still viewed as relatively low by the Province.
- (3) In view of (1) and (2) above, there is very questionable likelihood of receiving Revenue Sharing approval in 1987.
- (4) The Corporation has several other alternative projects for which application can be made for its "share" of 1987 Revenue Sharing funding and which are held by the Province to be of a higher priority than the Norland Avenue/Deer Lake Place road link.
- (5) It is an important adjunct to the Park Drive and Deer Brook Bridge project, which will be constructed within the next few months.
- (6) Private developments on Norland Avenue north of Canada Way have deposited funds "in trust" and have for some time now, quite justifiably, been requesting construction of their road.
- (7) The road and attendant Canada Way intersection works would aid materially in improving traffic patterns in the Municipal Hall/Central High School Area.

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5. 6017 Gilpin Street

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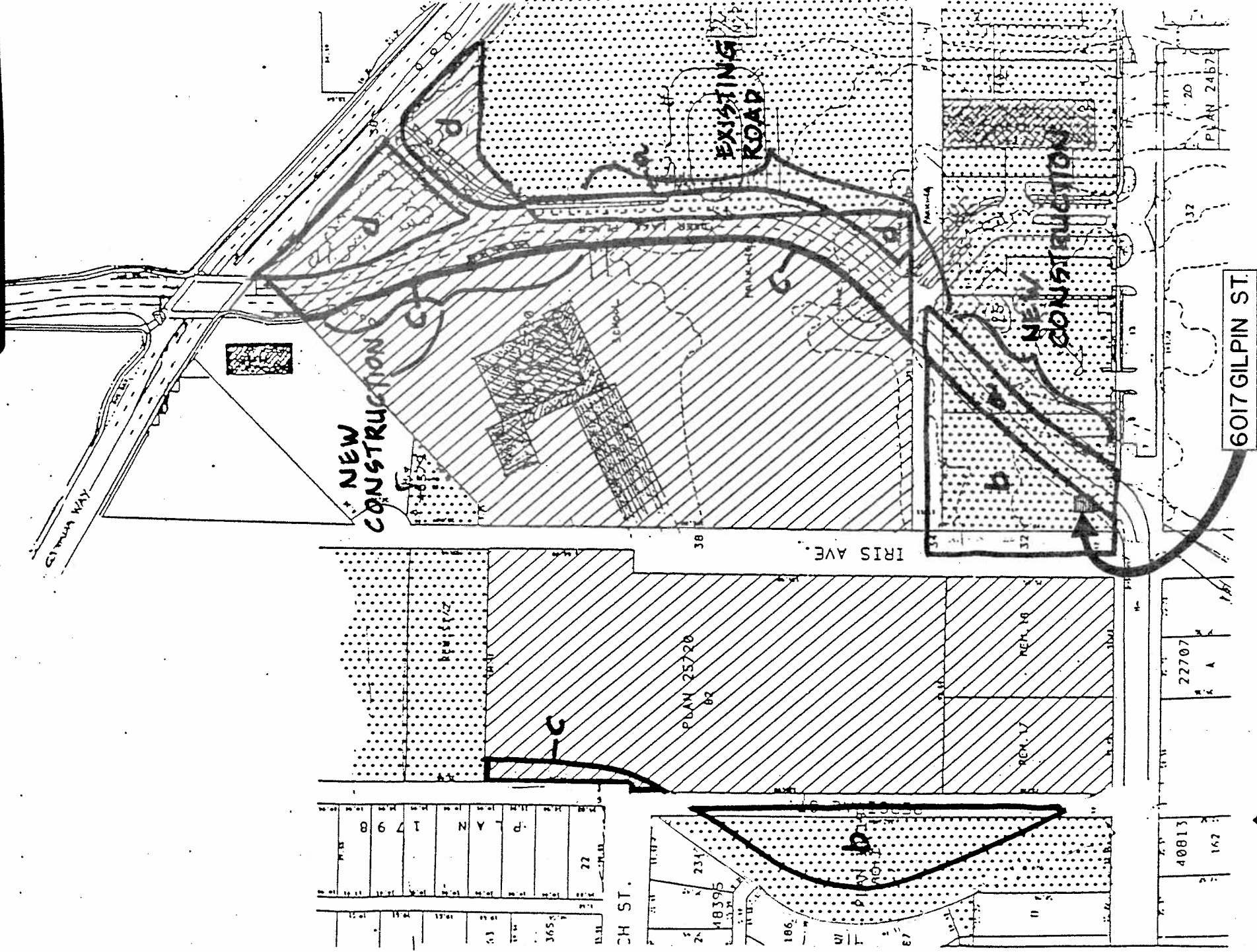
The Corporation property located at 6017 Gilpin Street, currently tenant-occupied, is required for this major roads project. The Capital Works Machinery and Equipment Reserve Fund Bylaw No. 8420 includes funds for the demolition of the house in connection with the realignment and construction of the Norland Avenue/Deer Lake Place road. Staff is now requesting Council authority to give notice to the tenant and to demolish the property so that there is no undue delay in being able to carry out the required construction work during favorable weather conditions.

  
DIRECTOR ENGINEERING

EEO/VNW:cf  
Attach. (1)

- cc: ( ) Director Planning & Building Inspection  
( ) Director Parks & Recreation  
( ) Director Finance  
( ) Municipal Solicitor  
( ) Director Administration & Community Services



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← NORTH

- MUNICIPAL HALL SITE TO ROAD - a
- CORPORATION TO SCHOOL SITE - b
- SCHOOL SITE TO ROAD - c
- SCHOOL SITE TO MUNICIPAL HALL SITE - d

LEGEND

-  Corporation of Burnaby
-  Burnaby School Board

LAND OWNERSHIP PATTERN

