

ITEM 25
MANAGER'S REPORT NO. 53
COUNCIL MEETING 88/08/22

RE: LETTER FROM BURNABY CHAMBER OF COMMERCE (1988 AUGUST 08, ITEM 3 b)
LETTER FROM MR. NORM FIELDGATE, 5325 STILL CREEK AVE., BURNABY, B.C., V5C 5V1
STILL CREEK AVENUE ROAD CONNECTION - DOUGLAS ROAD TO WILLINGDON AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 AUGUST 10
FROM: DIRECTOR ENGINEERING
SUBJECT: STILL CREEK AVENUE ROAD CONNECTION
DOUGLAS ROAD TO WILLINGDON AVENUE

RECOMMENDATION:

1. THAT copies of this report be sent to:
 - (a) The Burnaby Chamber of Commerce, 6525 Sproutt Street, Burnaby, B.C., V5B 3B8.
 - (b) Norm Fieldgate Ltd., 5325 Still Creek Avenue, Burnaby, B.C. V5C 5V1.

REPORT

Appearing on the Council Agenda for the meeting of 1988 August 08 was a letter from the Burnaby Chamber of Commerce regarding the Still Creek Avenue road connection from Douglas Road to Willingdon Avenue. The Chamber of Commerce expressed concern related to delays occasioned by the rail crossing on Douglas Road. A similar letter has been received from Norm Fieldgate Ltd. and appears elsewhere on 1988 August 22 Agenda.

The Central Burnaby Industrial Area is located in West Central Burnaby in an east-west corridor generally confined between the Lougheed Highway, a provincial controlled access highway, on the north and the Trans Canada Highway, a freeway facility, on the south. This area is further divided longitudinally by the Burlington Northern Railway.

The need for a major east-west collector roadway through the Central Area was seen to be necessary in order to integrate the several semi-isolated pockets of industrial development confined between the Burlington Northern Railway and the Trans Canada Highway from Sproutt Street on the east to Boundary Road on the west. A central east-west collector roadway linking the industrial development to major north-south streets would provide the area with a high degree of accessibility and provide circulation which to date has not been available.

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Completion of the various segments of Still Creek Avenue from east to west would interconnect this major commercial/industrial collector street with facilities such as Spratt Street (major arterial); Douglas Road (secondary arterial) and future realignment overpassing the railway to the Loughheed Highway; Willingdon Avenue (major arterial) and loop road connections; Gilmore Avenue (secondary arterial) and Boundary Road (major arterial). Although the majority of this route has been constructed (see Figure 1 attached), there remain two incomplete segments: **178**

Segment A - Westminster Avenue to Eastbrook Parkway

Both the future Municipal Service Center Site and the Eastbrook Industrial Park are split by this segment of Still Creek Street, which is crossed diagonally in this same area by the B.C. Hydro Right-of-Way.

Segment B - Still Creek/Willingdon Loop under Willingdon Overpass

The Willingdon Loop under the overpass requires property acquisition to obtain sufficient right-of-way for road construction. Staff are pursuing the most equitable means by which the property may be obtained, either by land exchange or outright purchase. Following right-of-way acquisition, road construction could proceed subject to Council approval.

The segment between Westminster Avenue and Eastbrook Parkway is underlain by sensitive and highly compressible soils which are characterized by peat, silts and clays, combined with a high water table. These conditions dictate that specialized geotechnical engineering techniques be employed during development in order to preclude unacceptable levels of post construction settlement. Such difficulties of construction were encountered in the initial overly-intensive filling of the Eastbrook Industrial area where soil failures further reduced the bearing capacity of the soil. The Corporation has retained a Geotechnical Consultant to advise on the development of the new Works Yard site and, although filling has taken place, the area requires staged preloading in order to permit future construction. Ideally, the development of the road alignment and the Works Yard should take place concurrently in order to ameliorate differential settlement. Development of the future Works Yard would be a major project for which no budget funds are in place. Staff will pursue with our Geotechnical Consultant the possibility of constructing the roadway in isolation of the remainder of the site. Regardless of this Municipal section, the road link will remain incomplete without private sector commitment on the portion between the B.C. Hydro Right-of-Way and Eastbrook Parkway.

The incomplete sections under Municipal control, namely the easterly portion of Segment A and Segment B, are included in the 1988-1992 Capital Budget. Upon achieving satisfactory resolution of the geotechnical requirements and acquisition of the necessary rights-of-way, staff will report to Council seeking approval for construction of the Municipal portions and attendant passage of the financing bylaw required to appropriate the monies from the Capital Budget.

WCS:ka
Attach.

- cc: Director Administrative & Community Services
Director Finance
Director Planning & Building Inspection
Municipal Solicitor


DIRECTOR ENGINEERING

