

ITEM 11
MANAGER'S REPORT NO. 38
COUNCIL MEETING 89/05/23

RE: LETTER FORM MRS. GLORIA FOX, 8020 GILLEY AVENUE, BURNABY, B.C., V5J 4Y5
ALTERNATE TRUCK ROUTE FOR GILLEY AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Acting Director Engineering be adopted.

* * * * *

TO: MUNICIPAL MANAGER 1989 MAY 15
FROM: ACTING DIRECTOR ENGINEERING
SUBJECT: Alternate Truck Route for Gilley Avenue

PURPOSE: To inform Council of the implementation action to remove truck traffic from Gilley Avenue and construction of attendant road improvements to provide an alternate truck route.

RECOMMENDATIONS:

1. THAT Council authorize amendments to the Burnaby Street and Traffic Bylaw, Schedule "A" by
 - a) deletion of Gilley Avenue from Kingsway to Marine Drive as a truck route;
 - b) substitution of Marine Drive between Gilley Avenue and Stride Avenue with Marine Drive between Byrne Road and Stride Avenue as a truck route.
2. THAT Council approve the road network and staged construction program as detailed in Section 2.0 of this report.
3. THAT the existing engineering agreement with Reid Crowther & Partners Ltd. be extended to include additional design services at an estimated \$18,000 and as further detailed in Section 4.0 of this report.
4. THAT a copy of this report be sent to:
 - a) Mr. & Mrs. Satchwell, 7987 Gilley Avenue, and
 - b) Mrs. G. Fox, 8020 Gilley Avenue.

1.0 BACKGROUND

REPORT

Appearing on the Council agenda for its meeting of 1989 February 27 was a Manager's report item which discussed the requirements for improvements to Stride Avenue to allow it to function more safely as a truck route following the proposed declassification of Gilley Avenue as a truck route. As a result of this report Council adopted several recommendations which included the following:

"THAT Council approve in principle the provision of a temporary tie-in of the Marine Way/Tenth Avenue connector with Stride Avenue." and

1.0 BACKGROUND (Cont'd.)

"THAT the implementation action called for in the motion of Council of 1988 December 12 'THAT Burnaby Council serve notice that truck traffic will be removed from Gilley Avenue within three months' be deferred until receipt by Council of the further report discussed in the body of this report."

This report addresses the road network impacted by a declassification of Gilley Avenue and reviews the proposed final alignments, construction schedule, construction costs and financing associated with these projects.

2.0 ROAD ALIGNMENTS

The report of 1989 February 21 identified that the declassification of Gilley Avenue would require that certain improvements be undertaken in order to allow Stride Avenue to function as an acceptable truck route for all truck traffic. The report more specifically identified two road connections which would serve to reduce the grades on Stride Avenue and eliminate/improve its connection with Marine Drive. We have reproduced (Sketch #1) the sketch from the February report which illustrates these road connections which were described as:

- (1) Construction of the Marine Way/10th Avenue Connector from Marine Drive to Stride Avenue with a "rounding" of the corner at the Stride intersection.
- (2) Construction of the Marine Way/10th Avenue Connector from Marine Drive to the original Gilley Alternate intersection, thence onto the Gilley Alternate route as far as its intersection with the Stride Connector, thence onto the Stride Connector through to its intersection with Stride Avenue.

Reclassification of Gilley obviously makes it desirable to construct improvements to the Stride Avenue truck route as soon as possible. As can be seen from the sketch, the road connections have a common section between Marine Drive and the Gilley Alternate. The common section cannot be constructed at this time in its final alignment due to an insufficiency of right-of-way immediately north and east of Marine Drive. Council has recently acquired 3 properties in this vicinity however several others remain privately owned and it may be some time before their acquisitions can be finalized. To circumvent this problem it is possible to construct an interim connection on the alignment of the presently unopened 18th Avenue allowance north of Marine Drive to the Marine Way/10th Avenue Connector (see attached Sketch #2). This would allow work to proceed as soon as possible on the Marine Way/10th Avenue Connector to Stride Avenue and would permit a phased and orderly program of construction to be undertaken on the remaining road network as shown on Sketch #2. It is recommended that:

- 1) Construction of the Marine Way/10th Avenue Connector to Stride Avenue, including the 18th Avenue connection to Marine Drive be commenced in 1989.
- 2) Construction of the Gilley Alternate from the Marine Way/10th Avenue Connector to the Stride Connector and the Stride Connector to Stride Avenue be commenced in 1990.

2.0 ROAD ALIGNMENTS (Cont'd.)

- 3) Construction of the Gilley Alternate from the Stride Connector to Sandbourne Avenue be commenced in 1991.

3.0 FINANCING

Each of the three roadway sections recommended above is identified in the 1989-1993 Capital Budget.

3.1 Marine Way/10th Avenue Connector

The 1989-1993 Capital Budget, Major Roads Section, provides \$4,096,726 for this roadway in 1989 and \$3.2 million in each of the subsequent two years in order to complete construction through to the 19th/20th Street Diverson. The 1989 provision of \$4,096,726 contains funds brought forward from previous years in addition to a new appropriation of \$2.2 million. Provincial Revenue Sharing approval has been received for this project in 1987 and 1988. CAFFF Bylaws No. 8734 and 9193 have been raised to finance property acquisitions and construction costs which have accrued to date north of Marine Way. Application has been made for the 50% Provincial Revenue Sharing on the new \$2.2 million 1989 appropriation. No information has been received on the status of this application. It is anticipated that a decision on this application will be received within a few weeks.

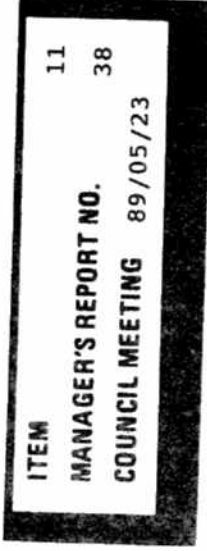
3.2 Gilley Alternate and Stride Connector

The 1989-1993 Capital Budget, Major Roads Section, also provides \$1.0 million in 1989 and \$1.2 million in 1990 to complete the Gilley Alternate from the Marine Way/10th Avenue Connector to Sandbourne Avenue. The construction schedule shown in Section 2.0 of this report recommends that the construction timing be postponed by one year. This project may be eligible for Revenue Sharing and application would be made at the appropriate time.

The Stride Avenue Connector between the Gilley Alternate and Stride Avenue is also identified in the Capital Budget under Land Assembly and Development and is estimated at \$975,000. This roadway would not be eligible for Revenue Sharing.

4.0 ENGINEERING SERVICES

Declassification of Gilley Avenue will have the obvious effect of increasing truck traffic on Stride Avenue. Therefore it is important that we proceed as expeditiously as possible with the improvements to alleviate the existing grades on Stride. The Corporation has previously retained a consultant, Reid Crowther & Partners Ltd. to produce final designs for the Marine Way/10th Avenue Connector from Marine Way to the Gilley Alternate and to design the Gilley Alternate. In order to maintain a continuity of design and expediency of scheduling it is recommended that the consultant's terms of reference be expanded to include design of the 18th Avenue connector and also the section of the Marine Way/10th Avenue Connector from the Gilley Alternate to Stride Avenue. The estimated cost of this added assignment is \$18,000.



4.0 ENGINEERING SERVICES (Cont'd.)

Other engineering services which will be required include design of the Stride Connector and construction supervision for all sections identified on Sketch #2. It is staff's intention to provide Council with further reports regarding the retention of consultants for these services when the timing is appropriate and project details are more defined.

5.0 PREVIOUS CORRESPONDENCE

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Appearing on the 1989 April 10 Council agenda was correspondence dated 1989 March 31 from Mr. & Mrs. C. Satchwell of 7987 Gilley Avenue expressing their concern about the continued use of Gilley Avenue as a truck route and the need for developing a four-lane standard roadway "from Kingsway to the river area".

In addition, appearing on this agenda is correspondence from Mrs. G. Fox, 8020 Gilley Avenue similarly requesting the removal of truck traffic from Gilley Avenue.

It is recommended that Mr. & Mrs. Satchwell and Mrs. Fox receive a copy of this report.

6.0 SUMMARY

It is felt that the road improvements as recommended in this report will permit a satisfactory alternative to the function of Gilley Avenue as a truck route. The incremental approach allows a practical construction program, a "smoothing" of capital road construction expenditures in this area as well as an orderly phased approach to Revenue Sharing applications.

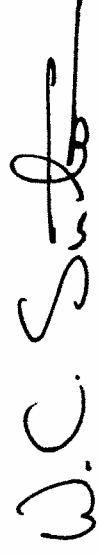
It should be noted that the Capital Budget contains a provision of \$570,000 in 1989 to upgrade Stride Avenue between 19th and 20th Streets. This item arose as a result of a decision taken by Council at its meeting of 1988 December 12:

"THAT authority be given to pursue upgrading of Stride Avenue southwest of the 19th Street route in recognition of its function as the major link between Edmonds Town Centre South and the wider Community Plan area and a primary gateway to Edmonds Town Centre South."

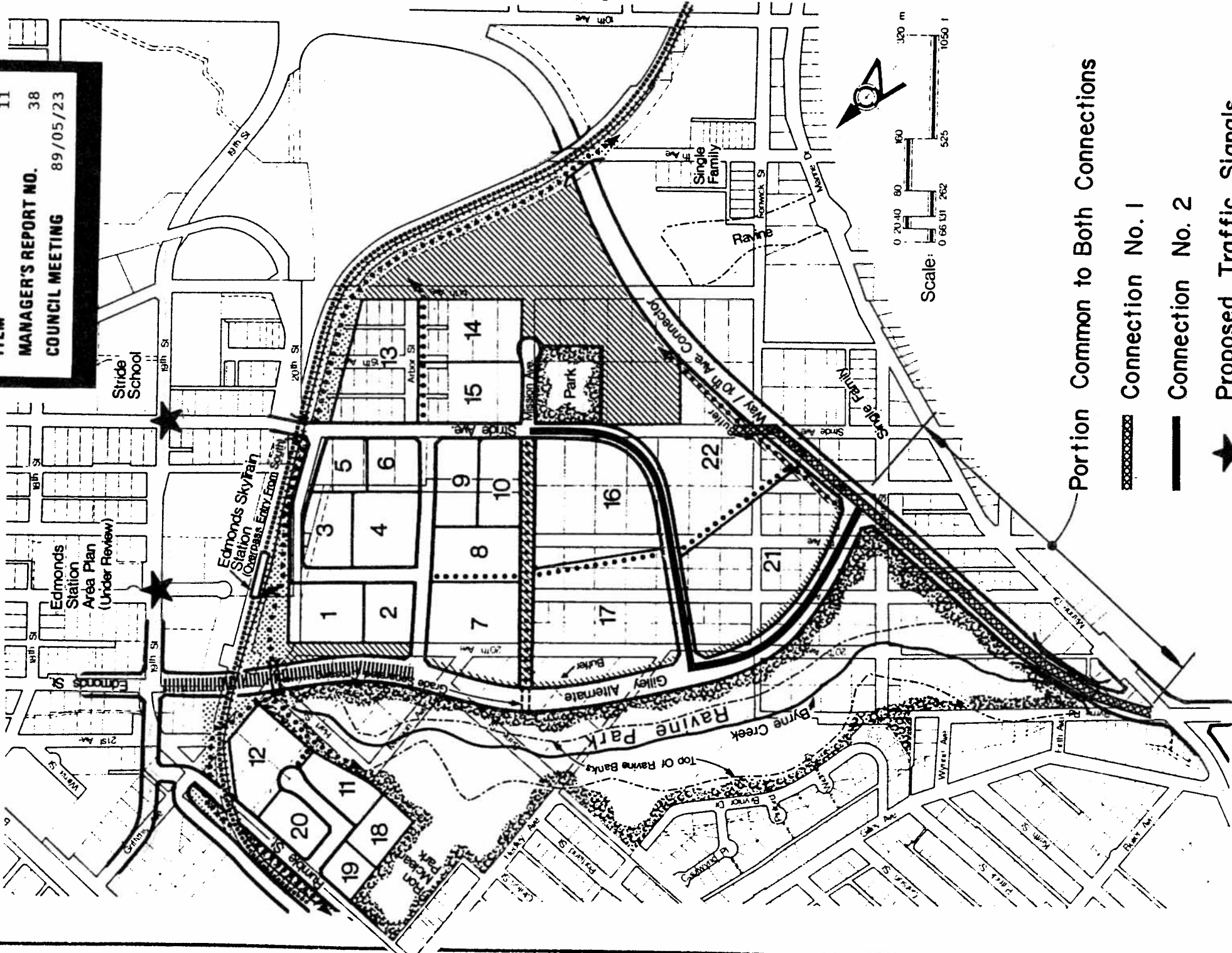
As mentioned, this roadway section will provide a "gateway statement" to Edmonds Town Centre South and as such is not specifically related to the truck route aspects of the upgrading requirements for Stride Avenue.

WCS:je
Attach.

cc: Director Planning & Building Inspection
Director Finance
Director Administrative & Community Services


ACTING DIRECTOR ENGINEERING

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Portion Common to Both Connections

Connection No. 1

Connection No. 2

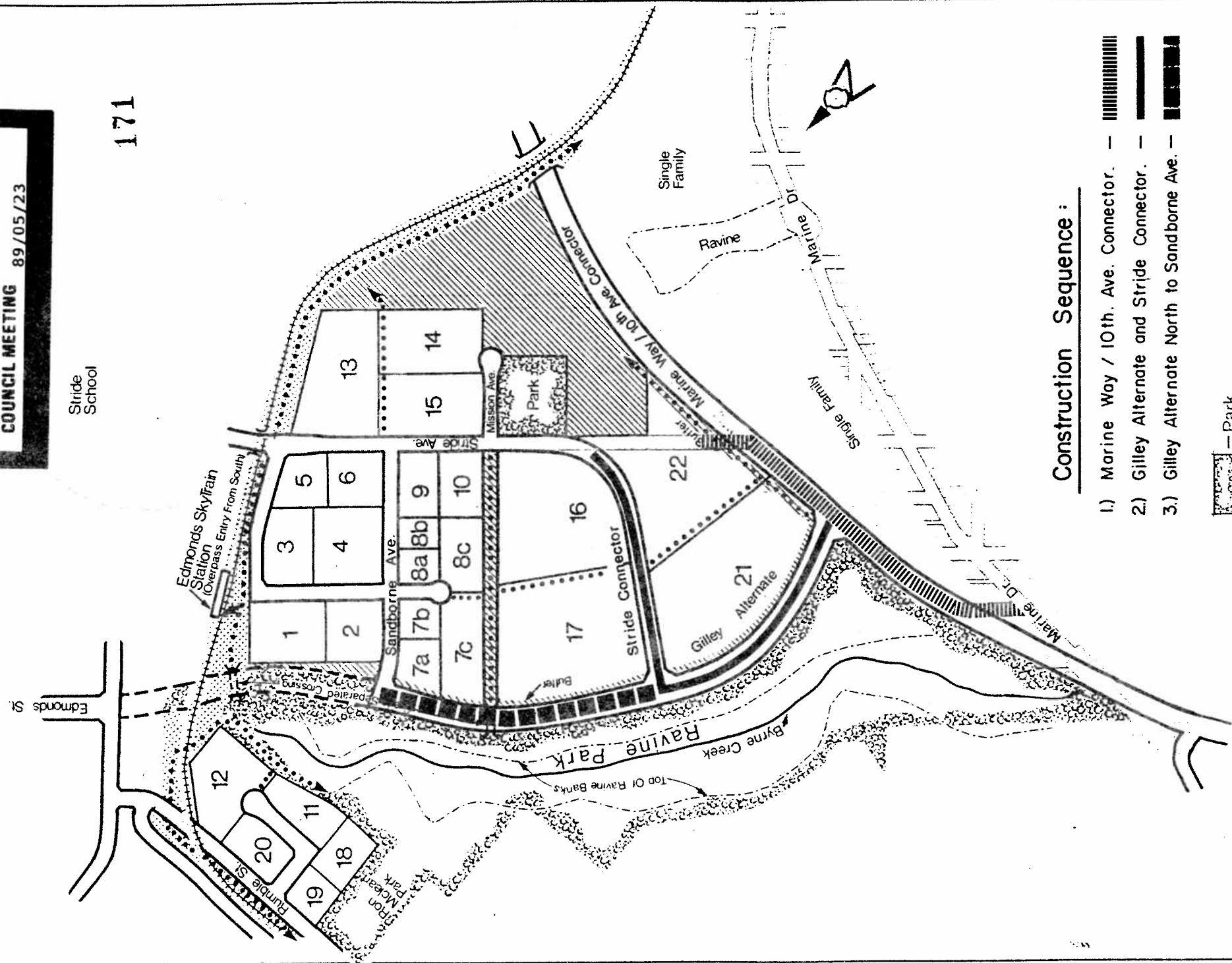
★ Proposed Traffic Signals 170

Sketch 1

No.	DATE	REVISION
CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT		
DESIGNED BY		
DRAWN BY D.R. Calocero		
CHECKED BY		
APPR'D BY		
SCALE AS SHOWN		
DATE 89-02-23		
DRAWG NO		
L. 2132		

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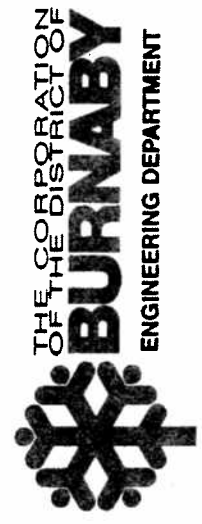
Construction Sequence :

- 1.) Marine Way / 10th. Ave. Connector. — [diagonal hatching]
- 2.) Gilley Alternate and Stride Connector. — [solid black line]
- 3.) Gilley Alternate North to Sandborne Ave. — [dotted line]

- [stippled pattern] — Park
- [diagonal hatching] — Open Space
- [dotted pattern] — B.C. Parkway
- [dotted line] — Walkways, Trails

NO.	DATE	REVISION

Sketch 2



ALTERNATE TRUCK ROUTE FOR GILLEY AVENUE

DESIGNED BY:

DRAWN BY: D.R. Calocero

SCALE:

N.T.S.