

ITEM
MANAGER'S REPORT NO. 6
COUNCIL MEETING 92/06/29 46

TO: ACTING MUNICIPAL MANAGER **DATE:** 1992 06 19
FROM: DIRECTOR ENGINEERING **FILE:** 50-06-08
SUBJECT: ROYAL OAK AVENUE REALIGNMENT BETWEEN THE
MOSCROP/GILPIN CONNECTOR AND SANDERS STREET

PURPOSE: To seek Council authority to initiate the design process for the Royal Oak Avenue Realignment.

RECOMMENDATIONS:

1. THAT the Director Engineering be authorized to initiate the design of the Royal Oak Avenue realignment between the Moscrop/Gilpin Connector and Sanders Street.
2. THAT a Capital Works Machinery & Equipment Reserve Fund Expenditure Bylaw in the amount of \$350,000 be brought forward for engineering design fees.
3. THAT the 1993 Capital Program be amended to include the \$150,000 required for the completion of the design phase of the project.

REPORT

1.0 BACKGROUND

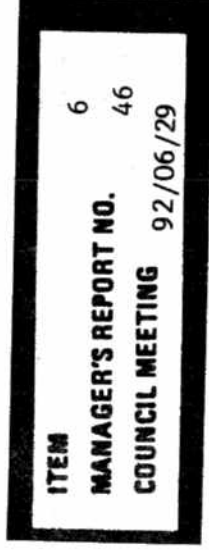
At its regular meeting of 1989 May 23, Council approved in principle a design concept (attached) for the realignment of Royal Oak Avenue. This design concept was presented to the public at an Open House held on 1989 January 18 and reflects changes resulting from that public input.

The concept for the Royal Oak Realignment is that of a four lane secondary arterial road which is not part of the truck route system. The realignment traverses an ecologically sensitive park area. It includes a landscaped median and full channelization with a continuous separated sidewalk and landscaped boulevards on both sides. A wider curb lane is provided to accommodate bicycle travel on both sides. A bridge component is included due to grade limitations, compressible soils and continuity of park usage. The vertical alignment of the road reflects the concerns of the residents regarding view preservation. Treed areas are to be retained where possible and enhanced where deficiencies exist.

Noise attenuation measures are to be incorporated into the final design. Also the environmental impact of the proposed roadway on the adjacent park ecosystem is to be mitigated.

2.0 CURRENT STATUS

No subsequent work has been undertaken on this project since Council adopted the realignment concept in 1989. The 1992-1996 Capital Budget indicates a phased construction program for this project commencing in 1994. While no firm commitment has been made to the construction schedule there is significant rationale for proceeding with the project design at this time as outlined below.



2.1 Oakalla Development

The rezoning bylaw for the Oakalla Lands development has received 3rd reading. This development has two street accesses which intersect Royal Oak Avenue. The legal and construction plans for this project are nearing completion and the proposed realignment of Royal Oak has played a major role in determining the extent of roadway dedication required from the Oakalla development. It is necessary, however, to coordinate the design of the Oakalla development and the Royal Oak realignment in order to minimize any interim sacrificial works and to allow locational determination, both horizontally and vertically, of entrance features to the Oakalla development.

2.2 Moscrop/Gilpin Connector

The Moscrop/Gilpin Connector and the Royal Oak realignment are interrelated and virtually dependent on each other to provide a complete and functional road network in the Deer Lake area. Council has recently reinforced its commitment to the Moscrop/Gilpin Connector by authorizing continuation of construction. Design of the Royal Oak realignment is necessary to ensure compatibility between the two projects. Flexibility of design options are maximized by designing Royal Oak prior to physical construction of Moscrop/Gilpin.

2.3 Environmental Factors

The Royal Oak realignment traverses a portion of Deer Lake Park. This alignment will require design measures and construction practices that protect the park's natural environment. The design process will include the requirement for an environmental impact study which will consider such factors as groundwater and stormwater management, surface geology and soils, vegetation, wildlife and noise attenuation. The impacts on adjacent residences will also be considered including noise attenuation and view preservation. It will be necessary to establish the practicability and public acceptance of the design solutions well in advance of construction.

3.0 ENGINEERING SERVICES

Proposals for engineering services were invited and received from four consultants in 1990 in anticipation of an earlier commencement on this project. Although the Terms of Reference and evaluation criteria have not changed since 1990, considerable time has elapsed. Staff would intend to give the proposers the opportunity to update their proposals to reflect any changes in circumstance. Following receipt, review and assessment of the proposals, staff would submit a report to Council seeking authority to award an engineering agreement. The initial proposals were for full engineering services including design and construction supervision however it would now be intended that the proposals and any subsequent agreement would be limited to design services only. The uncertainty regarding the construction schedule and phasing makes it impractical to accurately define the scope of construction services at this time. There are advantages however in providing continuity of engineering services by utilizing a single consultant for an entire project. This factor would be taken into account when assessing any subsequent proposals for construction supervision.

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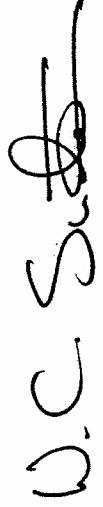
4.0 FINANCING

The current preliminary estimate for this project is \$7.5 - \$8 million. The 1992-1996 Capital Program shows construction expenditures commencing in 1994. \$200,000 has been included for design expenditures in the 1992 Capital Budget.

Based on the preliminary estimate and our experience that the design component would be approximately 5% of construction, it can be anticipated that design fees will be in the order of \$350,000. It is therefore recommended that staff be authorized to bring forward a Capital Expenditure Bylaw in the amount of \$350,000 to finance engineering design fees. Although it is necessary to put the \$350,000 into place at this time in order to award the engineering design agreement, 1992 expenditures will not exceed \$200,000 which is provided for in the 1992 Capital Budget. The 1993 Capital Program will be adjusted to bring forward from the 1994 Program, the remaining \$150,000 required for the completion of the design phase.

WCS:jb
Attach.

cc: Director Admin. & Community Services
Director Finance
Director Planning & Building Inspection
Director Recreation & Cultural Services
Municipal Solicitor
Purchasing Agent


DIRECTOR ENGINEERING

