

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

**RE: MARINE/TENTH CONNECTOR: PROPOSED JOINT RESOLUTION
PRESENTED BY NEW WESTMINSTER COUNCIL.**

RECOMMENDATIONS:

1. **THAT** Council approve the substitute joint resolution proposed in Section 4.0 of this report.
2. **THAT** a copy of this report be forwarded to Her Worship, Mayor E.R. Toporowski, City of New Westminster.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1996 April 10, adopted the attached staff report evaluating a proposed resolution from the City of New Westminster regarding the Marine/Tenth Connector project.

Staff advised that the Marine/Tenth Connector is an important component of the Burnaby Transportation Plan essential to the development of the Edmonds Town Centre and the well being of the Edmonds Town Centre South neighbourhood. Staff further advised that the resolution proposed by the City of New Westminster could delay the project for an indefinite term and also require that the City of Burnaby relinquish control over the timing of the project. Staff concluded by proposing a substitute resolution which would not impose these conditions on the timing of the project.

MEMBERS:

Mrs. Y. Coveney-Boyd
Mr. E. Neumann
Ms. L. Tatangelo
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chairman

Councillor J. Young
Member

COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DEPUTY CITY MGR. - CORP. SERV.
DIRECTOR PLANNING & BUILDING

TO: CHAIR AND MEMBERS 1996 APRIL 01
TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)
FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.640
SUBJECT: **MARINE/TENTH CONNECTOR: PROPOSED JOINT
RESOLUTION PRESENTED BY NEW WESTMINSTER COUNCIL**

PURPOSE: To advise Council with regard to correspondence from the City of New Westminister's proposed joint resolution on the subject of the Marine/Tenth Connector.

RECOMMENDATIONS:

1. **THAT** Council approve the substitute joint resolution proposed in Section 4.O of this report.
2. **THAT** a copy of this report be forwarded to Her Worship, Mayor E.R. Toporowski, City of New Westminister.

R E P O R T

1.0 INTRODUCTION

At its regular meeting of 1996 March 01, Council received correspondence from Her Worship Mayor E.R. Toporowski of the City of New Westminister with respect to the Marine/Tenth Connector. This correspondence followed from a meeting held between the two Councils on 1995 November 30 to discuss the Marine/Tenth Connector project. At this meeting the Mayor of New Westminister tabled a proposed joint resolution for consideration by the Burnaby City Council. Council subsequently requested that the City of New Westminister submit this resolution in writing. The correspondence from Mayor Toporowski advances the following proposed joint resolution for Council consideration as follows:

1. **THAT** *New Westminister undertake to conduct a City-wide Traffic Study to be completed by mid-1997 as part of New Westminister's OCP review.*
2. **THAT** *Burnaby undertake to not construct any further sections of the Tenth Avenue/Marine Way connector until New Westminister completes its Traffic Study.*
3. **THAT** *Burnaby and New Westminister Councils undertake to meet following completion of New Westminister's Traffic Study for the purpose of reaching consensus on the issues of the Tenth Avenue/Marine Way Connector and the Stormont Connector, prior to any further construction of the connection of Tenth Avenue with Marine Way.*

This report is written to advise Council on the implications of the proposal by the City of New Westminster.

2.0 THE MARINE/TENTH CONNECTOR

2.1 Background

The Marine/Tenth Connector has been an important component of Burnaby transportation plans since the early seventies. Following extensive public discussion the Plan established the principle of developing an arterial network that directed traffic around rather than through residential neighbourhoods. Consistent with this principle the Marine/Tenth Connector has been incorporated into the Five Year Capital Program of the City since 1988 and substantial expenditures made to further its eventual completion. The project has also been included in the Ministry of Transportation and Highways and Regional plans as a needed network component. In the interim, development in the Edmonds Town Centre South area has proceeded in advance of completing arterial network required to accommodate the traffic demands of the area. More recently the need to complete the Marine/Tenth Connector was recognized as an important element of the Edmonds Town Centre Review initiatives.

2.2 Design and Construction

The Marine/Tenth Connector has been divided into four segments for purposes of design and construction as shown in Figure 1. The current status of each section is summarized as follows:

(i) **Section 1 - Marine Way to Meadow Street**

This section has been completed except for curb and gutter and sidewalks. These will be installed when sub-soil settlement is stabilized.

(ii) **Section 2 - Meadow Street to 18th Avenue**

Preliminary design work has been completed to determine the best alignment for the Connector which recognizes the need to provide local access to adjacent properties, to relocate a section of Byrne Creek and to design the intersection with Marine Drive.

(iii) **Section 3 - 18th Avenue to Southpoint Drive**

This section was constructed to an interim two lane standard in 1990. The completion of this section to a final standard is largely related to development of City-owned land in the Edmonds Town Centre South area.

(iv) Section 4 - Southpoint Drive to Tenth Avenue

Detailed engineering design is currently underway on this "missing" section of the Marine/Tenth Connector which would complete the facility to the intersection of 20th Street and Tenth Avenue. Parts of this alignment have been committed since the development of the SkyTrain Maintenance Facility including right-of-way, preliminary grading and SkyTrain prebridging.

In summary, part of the Marine/Tenth Connector has been constructed at least to an interim standard (Sections 1 and 3) and engineering design is underway on the remaining sections (Sections 2 and 4).

2.3 Current Timing

The 1996 - 2000 Capital Budget for Major Roads allocates funds for the Marine/Tenth Connector every year to a total of \$11.0 M. An additional \$4.0 M would be required to bring this project to completion. A more refined phasing plan is currently under development which envisions completion of this project over a five year period, although the Connector could be constructed to a more interim standard for opening prior to that time. The 1st phase, in 1996, at a cost of \$1.0M will concentrate on a portion of Section 2 and will include such items as preloading and right-of-way acquisition.

3.0 JOINT RESOLUTION PROPOSED BY THE CITY OF NEW WESTMINSTER

3.1. Overview

The joint resolution proposed by New Westminster Council is primarily directed to changing the timing of the Marine/Tenth Connector project. It proposes that the City of Burnaby not undertake further construction work on the Marine/Tenth Connector until after completion of a City-wide traffic study by mid-1997. It further proposes that this construction moratorium continue until after the two Councils reach consensus on the issues of the Marine/Tenth Connector and the Stormont/McBride Connector.

The following sections outline the implications of the City of Burnaby's agreement to each of the points in the proposed joint resolution.

3.2 New Westminster Traffic Study

- (i) *THAT New Westminster undertake to conduct a City-wide traffic study to be completed by mid-1997 as part of New Westminster's OCP Review.*

Analysis:

As a municipality located within the GVRD Growth Concentration Area and faced with traffic problems associated with rapidly increasing suburb to suburb travel, the proposed traffic study can be a useful adjunct to the OCP Review to be undertaken by the City of New Westminster. The study can be employed by New Westminster to assess the magnitude of future travel as a basis to define an appropriate transportation network to serve the needs of the City. Additionally the study will provide useful information for both cities to assess the traffic implications of several projects.

3.3 Construction Moratorium

- (ii) *THAT Burnaby undertake not to construct any further sections of the Marine/Tenth Connector until New Westminster completes its study.*

Analysis:

The second point of the joint resolution requests a moratorium on further construction work on the Marine/Tenth Connector for a period of at least 18 months. As the time period required to complete the project is in the range of 3-5 years, acceptance by the City of Burnaby of this point in the joint resolution would postpone the project completion date to sometime beyond the year 2000. This delay to the project must be considered with regard to its impact on the Edmonds Town Centre community and the realization of the Edmonds Town Centre Community Plan.

The Edmonds Advisory Committee has advocated completion of the Marine/Tenth Connector as soon as possible within a two year period. This recommendation was based on a desire by the community to significantly reduce traffic through the Edmonds Town Centre South community via Southpoint Drive.

The development of the Marine/Tenth Connector was based on the principle in the Burnaby Transportation Plan to direct traffic around residential neighbourhoods rather than through neighbourhoods. Acceptance of the joint resolution as proposed by the City of New Westminster would delay by at least 1.5 to 2 years completion of the project which is essential to substantially reduce traffic through the Edmonds Town Centre South community.

The Edmonds Town Centre Community Plan envisions the development of City-owned lands located between the Marine/Tenth Connector and the existing developed area of Edmonds Town Centre South within the next 1 - 2 years. Without completion of the Marine/Tenth Connector (particularly Section 4 up to Tenth Avenue), traffic to and from the easterly direction will be required to access this development via the 19th/Griffiths Connector and Southpoint Drive thus increasing traffic through the community. Further delay in completion of the Marine/Tenth Connector could mean that completion and occupancy of the proposed development of City-owned lands could significantly predate completion of the arterial roads facilities required to accommodate traffic generated by this development.

3.4 Future Joint Meetings

- (iii) *THAT Burnaby and New Westminster Councils undertake to meet following completion of New Westminster's Traffic Study for the purpose of reaching consensus on the issues of the Tenth Avenue/Marine Way Connector and the Stormont Connector, prior to any further construction of the connection of Tenth Avenue with Marine Way.*

Analysis:

The third point of the joint resolution would essentially make further construction work on the Marine Way/Tenth Connector conditional upon reaching an agreement with New Westminster on the issues of the Marine/Tenth Connector and the Stormont/McBride Connector. In combination with the second point of the resolution, acceptance of this third point could introduce the potential for further delay to the project well beyond the 18 month period of the Traffic Study. More importantly, however, as neither of these events (i.e., completion of the study and agreement on the issues) are under the control of the City of Burnaby, the timing of the Marine/Tenth Connector project would effectively be dependent on the actions taken by the City of New Westminster and also the Ministry of Transportation and Highways as the agency responsible for construction of the Stormont/McBride Connector.

4.0 SUBSTITUTE JOINT RESOLUTION

Following from an analysis of the implications of Burnaby accepting the joint resolution on the timing of the Marine/Tenth Connector project and based on a review of the concurrent impacts on the Edmonds Town Centre Community, it is concluded that the terms of the joint resolution would compromise Council's authority to plan and construct the Marine/Tenth Connector. The following substitute joint resolution is therefore proposed for consideration by the City of New Westminster which would not impose these conditions on Council.

1. **THAT** New Westminster undertake to conduct a City-wide traffic study to be completed by mid-1997 as part of New Westminster's OCP Review.
2. **THAT** Burnaby and New Westminster Councils undertake to meet following completion of New Westminster's Traffic Study to discuss major road projects of common interest including the Stormont/McBride Connector and the Marine/Tenth Connector and to reach consensus on measures to mitigate the impacts of these road projects on their respective residents.

5.0 CONCLUSION

The Marine/Tenth Connector is an important component of the Burnaby Transportation Plan essential to the development of the Edmonds Town Centre and the well being of the Edmonds Town Centre South neighbourhood. There are expectations in this neighbourhood that the City of Burnaby is committed to the expeditious completion of the Marine/Tenth Connector. The joint resolution proposed by the City of New Westminster, however, could delay the project for an indefinite term and also require that the City of Burnaby relinquish control over the timing of the project. From this perspective, a substitute joint resolution is proposed which would not impose these conditions on the timing of the project.



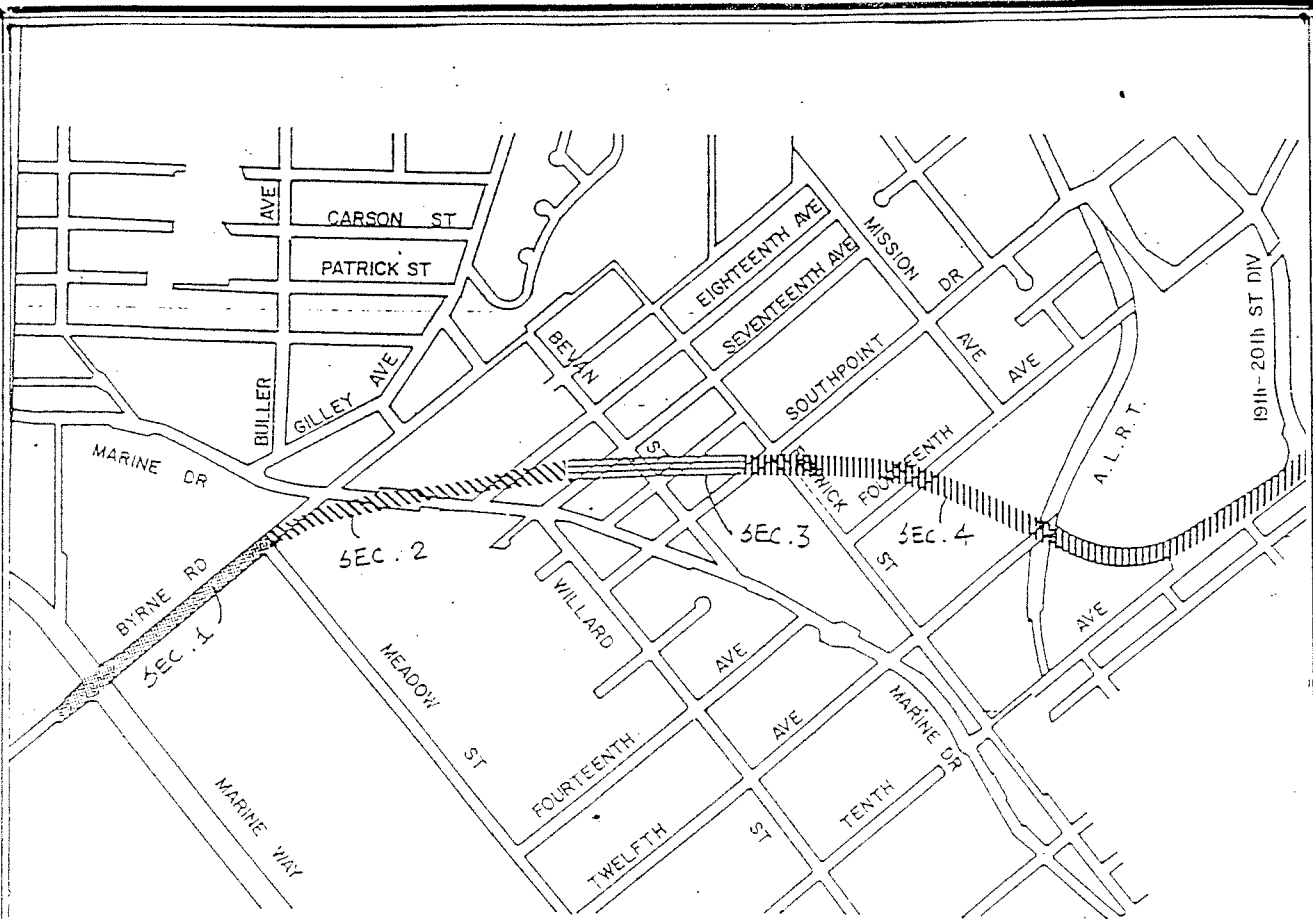
D.G. Stenson, Director
PLANNING & BUILDING





RG/db

A:\MARINE.RPT

Attachment

cc: City Manager
Deputy City Manager - Corporate Services
Director Engineering
Director Finance



-  SECTION 1 (MARINE WAY TO MEADOW ST)
-  SECTION 2 (MEADOW ST. TO EIGHTEENTH AVE)
-  SECTION 3 (EIGHTEENTH AVE. TO SOUTHPOINT DR.)
-  SECTION 4 (SOUTHPOINT DR. TO TENTH AVE.)

Date:
 APRIL 2, 1996

Scale:
 NTS 96

Drawn By:
 ENGINEERING

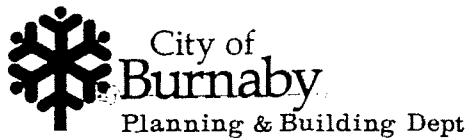


FIGURE 1
 MARINE-TENTH
 CONNECTOR