

1997 NOVEMBER 19

**TO:** CITY MANAGER

**FROM:** DIRECTOR PLANNING AND BUILDING

**SUBJECT:** ROYAL OAK REALIGNMENT PROJECT: TRANSPORTATION  
CONCEPT FOR THE MARLBOROUGH SCHOOL AREA

**PURPOSE:** To request Council approval of implementation of an overall Transportation Concept for the Marlborough School area.

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**RECOMMENDATION:**

1. **THAT** Council approve the proposed Transportation Concept for the Marlborough School area as outlined in Section 3.0 of this report.
2. **THAT** Council approve in principle the transfer of the City owned properties defined in Table 1, Column A in Section 4.0 (i) of this report to the Burnaby School District subject to agreement by the Burnaby School District to transfer the properties shown in Table 1, Column B to the City of Burnaby.
3. **THAT** Council approve the introduction into the 1998 Capital Budget of expenditures to complete the transportation improvements outlined in Section 4.0 (ii) of this report.
4. **THAT** Council approve the demolition of the structures located on the City owned properties at 6071 Royal Oak Avenue, 6061 Royal Oak Avenue, 6037 Royal Oak Avenue, 6011 Royal Oak Avenue, 5146 Dover Street and 5116 Dover Street.
5. **THAT** a copy of this report be forwarded to Mr. R. Burton, Chair, Burnaby School Board.

**REPORT**

**1.0 BACKGROUND**

The final phase of the Royal Oak Realignment project will be undertaken in 1998 to complete the section of Royal Oak from Deer Lake Parkway to Sanders Street (south of the Oakland/Dover intersection). This project will also involve reconstruction of the Oakland/Dover intersection and the extension of the planned Urban Trail on the west side of Royal Oak south to Sanders Street. To complete the Royal Oak Realignment Project, the City has been acquiring properties fronting on Royal Oak Avenue and on Dover Street for

road and urban trail purposes as shown in **Figure 1**. No decision has been made on the future development and use of the residual land, but use could range from multi-family residential development or future school use. Right-of-way will also be required from the east and north sides of Marlborough School as shown in **Figure 2**. The project will also have a significant impact on the existing vehicle and pedestrian access to the school from Royal Oak and from Dover Street.

Marlborough Elementary School currently serves a growing student population in the Metrotown area including the Oaklands Development and the established neighbourhoods of Forglen and Royal Oak. Recognizing the need for additional classroom space, the Burnaby School District is expanding the existing school facilities by absorbing adjacent buildings previously occupied by Columbia College. This expansion could heighten already existing problems with access, parking capacity and the availability of areas for student pick-up/drop-off.

Coincident with the need to upgrade both Royal Oak and Dover Street, there was a desire to resolve transportation issues regarding the Royal Oak Realignment and the school expansion through a cooperative process with the City of Burnaby. This would involve an approach by which the City could receive property from the school for road right-of-way for the construction of the Royal Oak Realignment (including the Urban Trail), the upgrading of Dover Street, and property for land assembly in a City owned parcel. At the same time, traffic concerns at Marlborough School could be addressed through the road improvements on Royal Oak and on Dover, and the provision of a new access driveway to the school.

This report outlines this proposal and the actions required by the City of Burnaby and the Burnaby School District for its implementation.

## 2.0 ISSUES

The issues to be addressed by the proposed Transportation Concept arose from the changes which would be introduced by the development of the Royal Oak Realignment and the expansion of Marlborough School, as noted in the following:

- (i) **Right-of-Way** - as shown in **Figure 3**, the construction of the Royal Oak Realignment project will require property from the Marlborough School site in the following areas:
  - ▶ the east side of the school for the widening of Royal Oak and the Urban Trail;
  - ▶ the south side of the school along Sanders Street for the Urban Trail;
  - ▶ the north side of the school for the widening of Dover Street including the extension of the left turn bay from Dover to northbound Royal Oak.

- (ii) **Pick-Up/Drop-Off Areas** - the existing student pick-up/drop-off areas on Arrow Street and on Sanders Street are inadequate and pose safety concerns for school children. The development of a left turn bay on Royal Oak at Oakland/Dover will eliminate left turn access into the parking/drop-off areas on Arrow Street (**Figure 1**). Provision of new pick-up/drop-off areas would direct these activities away from Royal Oak and Dover Streets where they would not conflict with traffic movement.
- (iii) **Parking Areas** - the existing parking areas off Dover Street will be affected by the property required for upgrading on Dover Street. A raised median on Dover will enhance the safety of the school pedestrian crossing, but will eliminate left turn access to the school parking lots in order to reduce vehicle and pedestrian conflicts at the school crosswalk.
- (iv) **Pedestrian Safety** - there is a need to enhance the safety of pedestrians using the current intersection of Royal Oak and Oakland/Dover and provide separation between the existing sidewalks and the travel lanes on Royal Oak Avenue and Dover Street.
- (v) **Urban Trail** - the acquisition of the property for the Urban Trail on Royal Oak will reduce the size of playing field areas on the southeast quadrant of the school site.

### 3.0 TRANSPORTATION CONCEPT

To address the issues identified by the City and the School District, the Transportation Concept shown in **Figure 2** was developed. The specific features of this Concept include the following:

- (i) **Royal Oak Realignment** - right-of-way would be provided on Royal Oak for the Realignment (including the Urban Trail) and on Dover Street between Nelson and Royal Oak for development of the left-turn bay, raised median and separated sidewalks.
- (ii) **Dover Street Upgrading** - Dover Street would be upgraded with a raised median, separated sidewalk and landscaped boulevards. This upgrading would enhance pedestrian safety by controlling turning movements to and from the school parking lots near the pedestrian crossing and provide a boulevard separation between pedestrians and vehicles on Dover Street adjacent to the school.
- (iii) **School Access Driveway and Pick-Up/Drop-Off Areas** - a new access driveway to the school connecting from Royal Oak to Dover Street through the school property would be constructed as part of the Dover Street upgrading. With right turn in and right turn out only access from both Royal Oak and Dover, the new driveway facility will provide access from all surrounding areas to expanded pick-up/drop-off areas and to a new parking area.

- (iv) **School Parking** - provision of property to the School District for the School District to develop a new parking lot adjacent to the new driveway access off Dover Street (**Figure 2**).
- (v) **Pedestrian Safety** - the completion of the intersection of Royal Oak/Dover to a full urban standard with improved signalization will improve safety for pedestrians crossing at this location. As part of the Royal Oak Realignment project, sidewalks with 1.8m boulevards will be developed on the school side of both Royal Oak and Dover to provide separation between pedestrians and the curb lane. Provision of the raised median on Dover Street as a refuge area between opposing traffic lanes will permit safer crossings for school children at the patrolled crossing.
- (vi) **Urban Trail** - as shown in **Figure 3**, right-of-way would be provided for the Urban Trail on Royal Oak and on Sanders Street on property to be acquired from the School District.
- (vii) **Playing Fields** - development of the new access driveway and the transfer of the Arrow Street right-of-way to the School District provides an expanded area as shown in **Figure 2** for a full size playing field to be developed by the School District in the future.
- (viii) **City Owned Property** - the acquisition of School District property as shown in **Figure 3**, for consolidation with the existing City owned property at the intersection of Royal Oak and Dover would create a consolidated City-owned parcel (**Figure 2**). The use of this area has not been determined, but could range from multi-family residential development to possible future school use.

By incorporating these features, the proposed Transportation Concept provides a means by which the City can develop the Royal Oak Realignment, including the Dover Street upgrading and an Urban Trail on Royal Oak and Sanders, and ensure that access to the expanded Marlborough School is provided by an access driveway which enhances safety and does not conflict with the operation of the arterial roads. By providing property to facilitate the road improvements, the proposed Concept also addresses the access and pedestrian safety issues associated with the expanded school.

#### 4.0 IMPLEMENTATION

Implementation of the Transportation Concept for Marlborough School area requires a cooperative approach between the City of Burnaby and the Burnaby School District involving an equal area property exchange, the development of transportation facilities and other measures as follows:

- (i) an exchange of properties owned by the City and Burnaby School District as shown in **Figure 3** and summarized in Table 1 below.

**Table 1  
 Property Exchange**

A	B
To School District From City	To City From School District
Arrow Street, lane west and south of 5080, 5090 Dover, a portion of 5080, 5090 Dover, and a portion of 6071 Royal Oak Avenue	Property abutting Dover (6.1m), Royal Oak Avenue, Sanders Street (1.52m), and a rectangular parcel (21.3m x 69.94m) west of 6061 Royal Oak.
Total 3,725 m <sup>2</sup>	Total 3,725 m <sup>2</sup>

(ii) expenditures by the City of Burnaby in the 1998 Capital Budget for construction of the following transportation facilities:

- ▶ the Royal Oak Realignment from Deer Lake Parkway to Sanders Street including the Urban Trail;
- ▶ the upgrading of Dover Street including the development of a landscaped raised median, a left turn lane at Royal Oak, separated sidewalks and landscaped boulevards;
- ▶ the Urban Trail on the north side of Sanders Street from Royal Oak west to Marlborough Street to connect with the Metrotown Bike Route.
- ▶ an access driveway through the school property from Dover Street to Royal Oak Avenue.

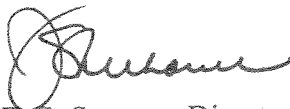
Expenditures for 1998 in the amount of \$4,000,000 for the Royal Oak Realignment were included in the 1997/2001 Capital Budget but an estimated additional \$800,000 will be required to be budgeted in 1998 to construct the latter three facilities including Dover Street, the urban trail and the access driveway. As previously noted, construction of the access driveway at an estimated cost of \$150,000 on school property has a City wide benefit in ensuring that the high volume of vehicles and pedestrians around the school at drop-off/pick-up times do not conflict with vehicles on the arterial roads, Royal Oak and Dover Street.

(iii) acquisition of the remaining privately owned properties at 5080 Dover Street, 5100 Dover Street, and 5106 Dover Street. Appearing elsewhere on this agenda is a report requesting Council authority to acquire 5080 Dover Street. Acquisition of this property will be required to complete the property exchange with the School District. Acquisition of 5100 Dover and 5106 Dover will be required to accommodate the upgrading of Dover Street with the remnant portions to be included in the City owned land assembly parcel for future redevelopment or other use.

- (iv) demolition of the houses on the properties currently owned by the City of Burnaby at 6071 Royal Oak Avenue, 6061 Royal Oak Avenue, 6037 Royal Oak Avenue, 6011 Royal Oak Avenue, 5146 Dover Street and 5116 Dover Street. These houses are currently rented but removal of the dwellings will be required to accommodate the Royal Oak Realignment Project and the property exchange with the School District. Approval of demolition at this time will allow sufficient time for the occupants to engage new accommodation before the property is required for construction.

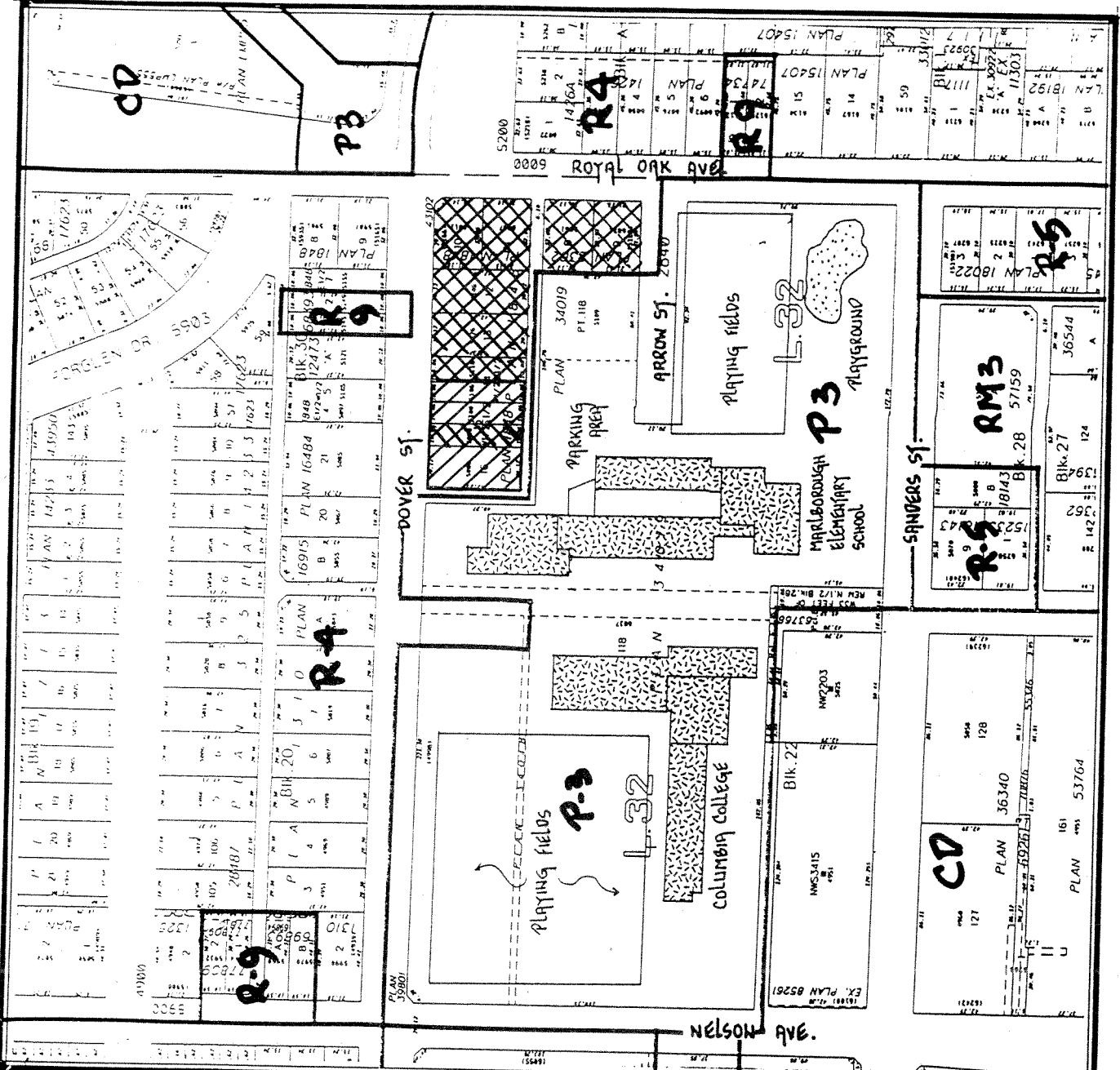
**5.0 CONCLUSION**

The proposed Transportation Concept for Marlborough School reflects the outcome of discussions between City of Burnaby staff and Burnaby School District staff with input from the Parents Advisory Committee to respond to the issues created by the Royal Oak Realignment and the Marlborough school expansion. The Concept provides an approach to resolve the issues of property acquisition to permit the City of Burnaby to complete the Royal Oak Realignment, to upgrade Dover Street, to complete the Urban Trail on Royal Oak and Sanders to connect with the Metrotown Bike Route, and to assist the School District to resolve the issues of access and pick-up/drop-off associated with the expanded Marlborough School. To implement the Transportation Concept, Council approval of the measures outlined in Section 4.0 of this report is necessary. Implementation of the Transportation Concept will benefit the City of Burnaby, the Burnaby School District and ultimately provide improved transportation and school facilities for the residents of Burnaby.

  
D.G. Stenson, Director  
PLANNING AND BUILDING

  
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Attachments


cc: Deputy City Manager, Corporate Services  
Director Engineering  
Director Finance  
City Solicitor





Date:  
SEPTEMBER 1993

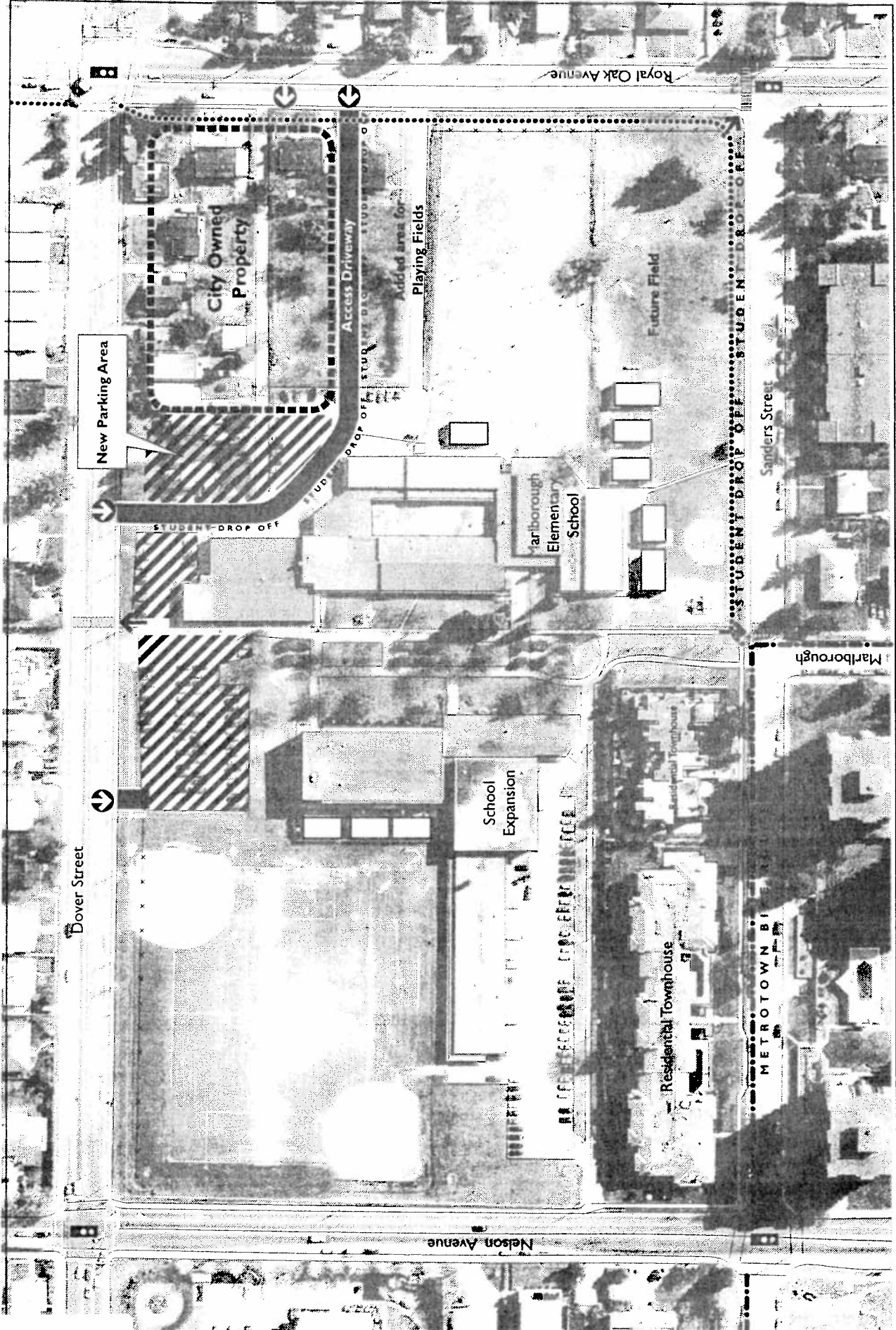
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J.P.C.


 City of  
**Burnaby**  
 Planning & Building Dept.

 PRIVATELY OWNED PROPERTIES  
 BURNABY OWNED PROPERTIES

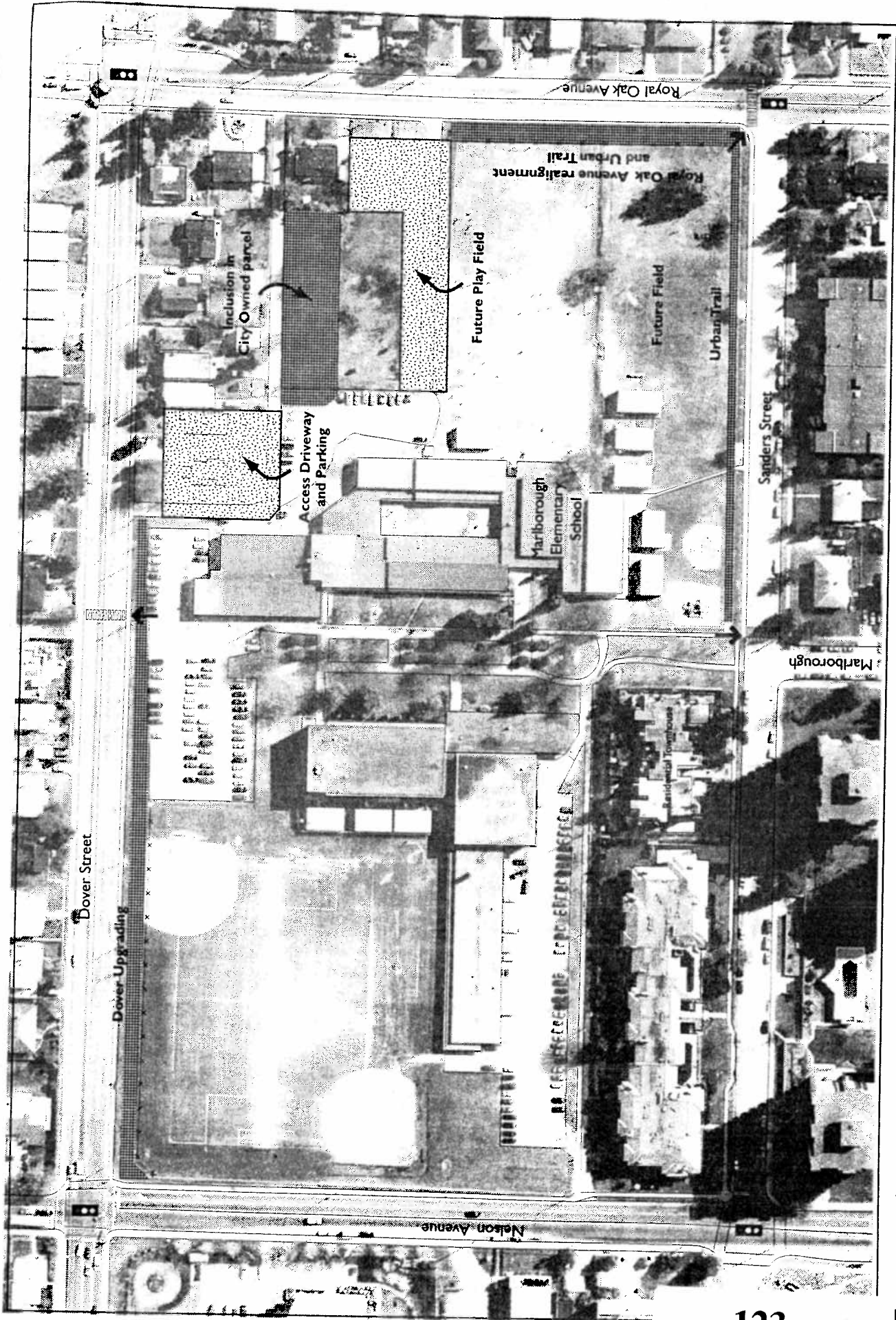
**FIGURE 1**  
**PROPERTY ACQUISITION**





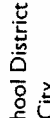
**Transportation Concept Plan**  
 Proposed Facilities  
 Figure 2

- ..... Royal Oak / Sanders Urban Trail
- ▬ Vehicular access improvements
- ▨ Parking area





**Transportation Concept Plan**  
 Property Exchange  
 Figure 3

 To City from School District  
 To School District from City  
 Inclusion in City Owned parcel

 north  
 1997.10.28

