

1998 FEBRUARY 25

TO: CITY MANAGER

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: PUBLIC HEARING QUERY
REZONING REFERENCE #64/97
3555 GILMORE WAY
DISCOVERY PLACE COMMUNITY PLAN (B.C.I.T. SITE)

PURPOSE: To respond to points raised at the 1997 December 12 Public Hearing for Rezoning Reference #64/97.

RECOMMENDATION:

1. **THAT** this report be received for information purposes.

REPORT

At the 1997 December 16 Public Hearing for a three storey addition to the existing advanced technology Hong Kong Bank building in Discovery Place, a submission was made regarding questions about air conditioning and mechanical noise as well as the use of porous paving. Staff were asked to report on these points.

The applicant's engineering consultant indicates that through the design of the mechanical penthouse, including locating any noise generating equipment away from the residential area, noise from mechanical equipment will be minimized. The noise levels, of course, must conform with the Burnaby Noise or Sound Abatement Bylaw.

With regard to the use of porous paving, which the Discovery Place Community Plan recommends to be used where possible and which is shown in a portion of the Public Hearing drawings, the landscape architect has submitted a detailed discussion of the suitability of this site for such treatment. This consultant notes that, for this site, little is to be gained in terms of the objectives of integrated storm water management by converting an existing asphalt paving area to a more porous surface. Since the parking stalls slope towards the rest of the parking area, surface flow would still run towards the catch basins. Moreover, a sub-drain would likely be required to protect the base of the existing pavement from becoming saturated, since the porous paving would be holding water adjacent to the standard asphalt paving. Low sunlight levels would also make healthy turf growth unlikely for a grass paving system. The conclusion is that there is a greater gain in terms of storm water management goals, in particular delaying flow into the storm drainage system, by using a bioswale. Thus, it is proposed that a bioswale be placed along the landscaped west edge of the parking lot to handle runoff.

This is provided for the information of Council.



D. G. Stenson
Director Planning and Building

FA:yr

cc. Landscape Inspector
Director Engineering
Supervisor Environmental Services

TO: CITY MANAGER **DATE:** 1998 02 23
FROM: DIRECTOR ENGINEERING **FILE:** 50-06-02
SUBJECT: MARINE WAY/10TH AVENUE CONNECTOR
PURPOSE: To seek Council approval to retain a consultant for the provision of engineering services for the Marine Way/10th Avenue Connector (Phase II.)

RECOMMENDATION:

1. THAT Council approve the retention of Associated Engineering (BC) Ltd. for engineering services to complete Phase II design and construction supervision of the Marine Way/10th Avenue Connector project at an estimated fee of \$101,000.

REPORT

1.0 BACKGROUND

On 1997 February 10, Council approved a recommendation to bring down a Capital Expenditure Bylaw for the continuation of design, property acquisition, and Phase I construction of the Marine Way/10th Avenue Connector in 1997. Phase I of this project has been completed with the exception of the sedimentation trap which will be incorporated into Phase II construction. The construction schedule calls for Phase II construction to commence in 1998 and will include the following elements.

1. Relocation of Byrne Creek:
 - ▶ Extension of Marine Drive culvert on the north side by around 20 metres.
 - ▶ Construction of a sedimentation trap downstream of the Marine Drive culvert (including wing walls), bypass pipe, spawning channel orifice, bypass channel weir, and drop log structure.
 - ▶ Construction of an access road to the sedimentation trap and a work platform.

- ▶ Construction of spawning and bypass channels (including berms, landscaping, fish habitat, and fencing).
 - ▶ Construction of a bridge along the new Meadow Avenue alignment.
 - ▶ Construction of a bridge on Byrne Road.
 - ▶ Relocation or lowering of existing utilities under the proposed Byrne Road bridge.
 - ▶ Realignment of Meadow Avenue.
2. Completion of the upper portion of the storm sewer system:
- ▶ Installation of 100 metres of 900mm diameter storm sewer from the east side of Lot 24 to the Marine Drive culvert.
 - ▶ Connection of the storm sewer system to the Marine Drive culvert via a manhole.
 - ▶ Completion of earthworks between Lot 24 and Marine Drive.

The core element of Phase II is the relocation of Byrne Creek which is critically dependent on the Department of Fisheries' approval and timing of construction. A second element of significance is the relocation of existing utilities because of the lead time necessary to ensure that the relocations will be completed prior to undertaking any creek works.

2.0 ENGINEERING SERVICES

This project has a significant component of engineering services primarily due to its:

- ▶ environmental sensitivity
- ▶ geotechnical requirements
- ▶ extensive survey monitoring of settlement

The prime consultant, Associated Engineering (BC) Ltd., has assembled a team including sub-consultants for environmental and geotechnical components. The team has been involved in this project on an ongoing basis since inception in 1995.

The consultant's team commission has been approved through to the completion of Phase I construction. It would be cost effective for the City of Burnaby to retain the same consultant team to complete the remaining engineering services required. Retention of Associated Engineering would provide continuity of service and would take advantage of the knowledge gained over the past number of years. Associated's performance to date has been completely satisfactory and continuation of their assignment would obviate any learning curve for a new consultant. It is recommended that Associated's consulting team be retained for engineering services through to completion of Phase II construction. The estimated cost of engineering services to complete Phase II construction is \$101,000. The rates submitted by Associated Engineering are consistent with the guidelines established by the Association of Professional Engineers & Geoscientists of BC, and are competitive with other engineering fees for similar type projects within the City. Sufficient funding for this assignment is available within existing work orders previously approved by Council.

3.0 CONCLUSION

It is therefore recommended that the City of Burnaby enter into an engineering agreement with Associated Engineering (BC) Ltd. to provide engineering services for the construction of Phase II of the Marine Way/10th Avenue Connector with an engineering fee budget of \$101,000. Following completion of the design, staff will report back to Council to seek authority for Phase II construction funding and contract award.

The Purchasing Agent concurs with this recommendation.


DIRECTOR ENGINEERING

VNW:jb

cc: Director Finance
Director Planning & Building
Purchasing Agent