

TO: CITY MANAGER

2001 May 9

FROM: DIRECTOR PLANNING AND BUILDING

**SUBJECT: REZONING REFERENCE #99-55
CITY COST SHARE FOR STILL CREEK LOOP ROAD
4343, 4373, 4443, 4470 Still Creek Drive
2517, 2539, 2561 Willingdon Avenue**

PURPOSE: To request Council approval of the City's cost share of the Still Creek Loop Road and associated works as required for the subject rezoning application.

RECOMMENDATION:

1. **THAT** Council approve the approach for cost sharing of the Still Creek Loop Road with the applicant of Rezoning Reference #99-55 as outlined in Section 2.0 of this report.

R E P O R T

1.0 BACKGROUND

The subject rezoning application received Second Reading at the 2001 February 5 Council meeting. As outlined in the 2000 December 18 Public Hearing report, the proposed development includes two-3 storey office buildings, two-2 storey manufacturing buildings, dedication by the developer of the land required for the Still Creek Loop road and a contribution by the developer to the construction of the Still Creek Loop Road.

The City of Burnaby's adopted Transportation Plan calls for a major collector route to be constructed through the site which would connect Still Creek Avenue near the City's recycling depot to the east with Still Creek Drive in the Willingdon Business Park. This route would provide an important east-west connection through the Central Valley industrial district. The segment of this route which passes diagonally through the subject site and under the Willingdon overpass to Eastbrook Parkway (see *attached* Sketch #1) has been defined as the Still Creek Loop Road. Provision of the loop road will require construction of the road itself as well as associated reconstruction of the intersection of Still Creek Avenue and Willingdon Avenue.

The Still Creek Loop road has been recognized as a high priority in Burnaby's Transportation Plan and Capital Program for many years. The B.C. Ministry of Transportation and Highways (MOTH) has indicated that the construction of the loop road would likely be a requirement of any further significant development in the area due to traffic operation and safety concerns associated with the

left turn movements to and from Willingdon Avenue onto Still Creek Drive as well as access problems onto the Trans Canada Highway westbound for vehicles travelling north on Willingdon Avenue. In the past the City has been unsuccessful in efforts to acquire from the private land owner, Kelly-Douglas, the necessary land to build the Still Creek Loop Road as previously authorized by Council.

As well, due to contamination in the area of the proposed road, a ground water treatment system is required by the Ministry of Environment, Lands and Parks to collect and treat contaminated ground water. In order to effectively and efficiently deal with the ground water, a common ground water treatment facility is being proposed for both the road and the development sites.

2.0 FINANCING APPROACH

As outlined in the 2000 December 18 Public Hearing report for the subject rezoning, the proposed cost sharing agreement to fund the road is for the City to provide funds for construction of the road itself and related facilities from curb to curb and the applicant providing funds for all required boulevard treatments such as grass, trees, sidewalks, urban trail, lighting and any associated costs such as removal of contaminated material and groundwater treatment system costs in the boulevard areas. As well, it is being proposed that the City enter into an agreement with the property owners to contribute to costs of construction of the groundwater treatment system in an amount represented by the proportion of the area of the road that the City is responsible for (from curb to curb) in relation to the development sites. Long term maintenance costs of the ground water treatment system for the City will either be paid up front to the developer or the City will enter into an agreement for on-going payments to the property-owner(s), subject to review by the City Solicitor. Preliminary estimates of associated costs for the road and related groundwater treatment systems are as follows:

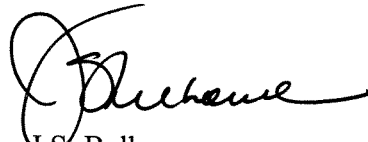
Preliminary Estimate of Developer's portion:	\$ 780,000 (including 7% G.S.T.)
Preliminary Estimate of City's portion:	<u>\$ 1,871,000</u> (including 7% G.S.T.)
TOTAL	\$ 2,651,000

The City's portion of this project is included in the Major Roads component of the 2001-2005 Capital program, and a Capital Works Expenditure Bylaw for Engineering Services in the amount of \$207,800 was given Final Adoption on 2001 May 7. Presently, the schedule for the road includes design and preload commencing in 2001, with road construction to follow after primary settlement has been achieved, likely in 2002. Given that the current budget for this road is spread out over four years, the proposed schedule would require funds to be brought forward and a further Capital Expenditure Bylaw to be approved by Council to fund the balance of the construction of the road in 2002. The 2002 - 2006 Provisional Capital Program will be adjusted to include the developer's cost once a final estimate for the construction has been received.

The provision of the Still Creek Loop road right-of-way through dedication by the developer as part of a rezoning application does bring a significant cost saving to the City. Without the development of the adjacent site and land dedication for the road by the developer the City would have been required to purchase the required property, deal with the on-site contamination and groundwater treatment system and fund the total cost of road construction.

3.0 CONCLUSION

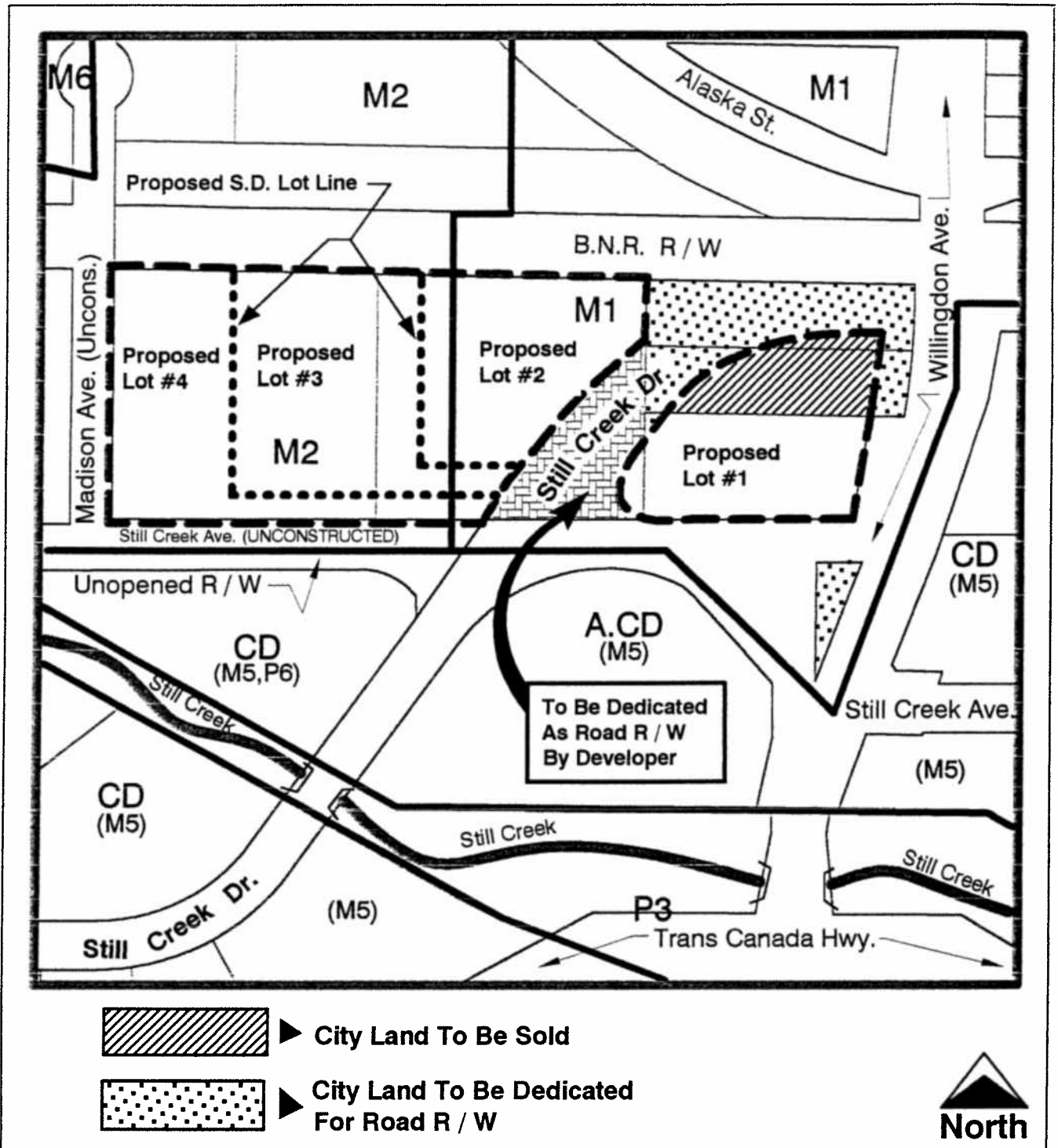
The provision of the Still Creek Loop Road is a transportation priority for the City of Burnaby as identified in the City's Transportation Plan. As well, MOTH views this road as a priority in order to improve safety conditions at the intersection of Willingdon and Still Creek Avenues. By obtaining the property for the road through Rezoning Reference # 99-55 the City will be saving the cost of acquiring the land for the road and paying for the entire road construction. The Still Creek Connector Road is included in the Major Roads component of the 2001 - 2005 Capital Program and Council approval is required to proceed with the cost-sharing arrangement noted above with the applicant of Rezoning Reference # 99-55.



J.S. Belhouse
Director Planning and Building

PSF:gk
Attach

cc: Director Engineering
Director Finance
City Solicitor



		Planning And Building Department	
Scale: 1 = +- 3000	REZONING REFERENCE 99 -- 55		
Drawn By: J.P.C.			
Date: April 2001			
			Sketch # 1