

TO: CITY MANAGER 2001 June 13
FROM: DIRECTOR PLANNING & BUILDING OUR FILE: 08.640G

**SUBJECT: CANADA WAY AT GILMORE WAY RECONSTRUCTION
AND HYDRO/TELUS UNDERGROUNDING: CITY COST SHARE**

PURPOSE: To request Council approval of an approach to cost sharing the road improvements and the undergrounding of the Hydro/Telus wiring on Canada Way at Gilmore Way in conjunction with the rezoning of 4200 Canada Way (Rezoning 98-51).

RECOMMENDATIONS:

1. **THAT** Council approve the approach to the reconstruction of the Canada Way/Gilmore intersection including the Hydro/Telus undergrounding as noted in Section 4 of this report.
2. **THAT** staff be authorized to make application as noted in Section 3.4 of this report for funding from the BC Hydro Beautification Fund for the undergrounding of the Hydro lines in the City-funded sections of Canada Way and for funding from the 2002 or 2003 TransLink MRN Capital (Minor Roads) Program for the road works.

REPORT

1. INTRODUCTION

Rezoning 98-51 which received second reading from Council on 1999 March 29, involves the development by Discovery Parks Inc. (DPI) of a five-story office building at the intersection of Canada Way and Gilmore Way in Discovery Place. The servicing requirements for development of the property identified the reconstruction of Canada Way (west of Gilmore Way) on the south side, as shown in *Figure 1 attached*. This included the provision of a right turn lane, curb and gutter, separated sidewalk, street lighting, raised median and the relocation of utilities, particularly the provision of the conduit for the undergrounding of the Hydro/Telus lines on Canada Way across the frontage of the site.

The applicant would be responsible for the costs of the right turn lane, raised median, sidewalks and other improvements directly in front of their site. Under the proposed cost sharing approach, the City would be responsible for the costs of the transition section back to the current standard on Canada Way from the west boundary of the DPI property at 4200 Canada Way to Curle Avenue (*Figure 1*).

This report requests Council approval of an approach to fund the City's cost share of the Canada Way road works from Curle Avenue to Gilmore Way and the undergrounding of the Hydro and Telus lines on Canada Way from Curle Avenue to east of Gilmore Way.

2. CANADA WAY/GILMORE WAY PROJECT

2.1 Burnaby Transportation Plan: Arterial Standard

As Secondary Arterials in the Burnaby Transportation Plan, both Canada Way and Gilmore Way are to be developed to a minimum of four travel lanes with both left turn and right turn channelization where required at major intersections. Currently, the Canada Way approaches to the Gilmore Way intersection are developed to a four-lane standard with opposing left turn bays and there is no right turn channelization into the Discovery Park Business Centre. A traffic study undertaken by the consultant for the Pacific Blue Cross site across Gilmore way from the subject site indicated the need for a right turn lane from Canada Way to Gilmore Way southbound to accommodate traffic to and from the high-tech business centre.

2.2 Project Description

2.2.1 Traffic Elements

The upgrading of the west approaches to the intersection from the west property line of the new development at 4200 Canada Way up to Gilmore Way (*Figure 1*) is to be the cost responsibility of the developer, DPI. The servicing requirements specify the construction of a right turn lane from Canada Way eastbound to Gilmore Way southbound, extension of the raised median westward with coloured patterned concrete (CPC) cap, provision of a separated sidewalk with boulevard landscaping adjacent to the development and a pavement overlay on Canada Way. The City would then be responsible for the costs of reconstructing the Canada Way section from the west property line of the new development at 4200 Canada Way to Curle Avenue.

2.2.2 Under Grounding the Hydro/Telus Lines

Since the existing Hydro poles adjacent to the DPI property are located in the middle of the proposed new right turn lane, the Hydro service must be relocated either underground in the right turn lane or above ground behind the new sidewalk. In reviewing the available options for relocating the Hydro lines, it is recommended that both the Hydro and Telus lines be undergrounded in the section from Curle Avenue and the east property line of the Pacific Blue Cross site as shown in *Figure 2 attached*. The reasons for this approach are as follows:

- **Previous Undergrounding through Redevelopment.** The Hydro lines have already been undergrounded through redevelopment along much of Canada Way west of the new development from Esmond to Curle Avenues. The long range plan is to continue undergrounding the Hydro lines from this point along Canada Way past Willingdon to Westminster Avenue. A conduit for the Hydro undergrounding was also provided across the section of the Pacific Blue Cross property as shown in *Figure 2 attached* when that site was developed two years ago. The section from the eastern boundary of the Pacific Blue Cross Building to Willingdon and beyond to Westminster Avenue would occur with redevelopment of the Canada Way south side frontage of the Provincial lands and BCIT site.
- **Overhead Wiring Inappropriate for a Business Park.** If left above ground at Gilmore Way, additional complex, unsightly guy wiring would have to be extended over Canada Way at Gilmore Way at two locations to tie into the existing Hydro poles at the entrance to Discovery Place. The presence of a large network of above ground wiring at the entrance to Discovery Place would have a negative visual impact and contrast significantly with the approach taken inside Discovery Place where all Hydro lines have been undergrounded.
- **Substantial Expenditures to Retain Overhead Lines.** Not undergrounding the Hydro lines now would entail substantial expenditures to relocate the Hydro lines above ground for the interim until they can be undergrounded in the long term future.
- **Sufficient Length of Line for Undergrounding.** Without the inclusion of the City portion of Hydro line from the west boundary of the DPI site to Curle Avenue the length of the line would be of insufficient length to underground.
- **Lower Overall Costs.** While the costs of undergrounding are significant due to the length of the line, there are opportunities to reduce costs. The potential exists to underground the section from Curle Avenue to the west property line of the Provincial lands at a reduced cost to the City due to the provision by the Pacific Blue Cross of underground Hydro ducts along their Canada Way frontage, and the full undergrounding across the frontage of 4200 Canada Way, which would be provided by the applicant of Rezoning 98-51.

2.2.3 Landscaping

Construction along Canada Way in the transition section of the project will require the removal of a cedar hedge in front of the Finnish Canadian Rest Home at 3460 Canada Way (west of the DPI property). This hedge comprising approximately 20 trees is located in the road right of way behind the existing sidewalk and in front

of the existing landscaped berm on the property. These trees will be replaced and new trees planted behind the sidewalk so that the overall number of trees in this section of Canada Way will be significantly increased. The berm which provides a noise and visual screen to this property would remain undisturbed. Contact will be made with the owners of the property as soon as more specific plans are developed.

3. PROJECT COSTS

3.1 Total Project Cost

The total capital cost of the Canada Way/Gilmore Intersection project is estimated at \$686,000 and includes the following components:

<i>Road Works</i>	<i>\$172,000</i>
<i>Hydro Undergrounding</i>	<i>\$444,000</i>
<i>Telus Undergrounding</i>	<i><u>\$ 70,000</u></i>
<i>Total Project Cost</i>	<i>\$686,000</i>

3.2 City-Developer Cost Sharing

The rezoning applicant would be responsible for both the road works and the Hydro and Telus undergrounding in front of their site with the City responsible for the road works, Hydro and Telus undergrounding from Curle Avenue to the west boundary of the applicant's site and across the frontage of the Pacific Blue Cross site.

<i>Rezoning Applicant (DPI)</i>	<i>\$249,000</i>
<i>City of Burnaby</i>	<i><u>\$437,000</u></i>
<i>Total Project Cost</i>	<i>\$686,000</i>

3.3 City Cost Components

The City costs of the Canada Way/Gilmore intersection project of \$437,000 are comprised of the following:

<i>City cost share of the Road Works</i>	<i>\$100,000</i>
<i>Hydro Undergrounding from Curle Avenue to 4200 Canada Way and across the Blue Cross Building Frontage</i>	<i>\$300,000</i>

<i>Telus Undergrounding</i> <i>from Curle to 4200 Canada Way</i> <i>and across Blue Cross Building Frontage</i>	<u>\$ 37,000</u>
Total City Cost	\$437,000

3.4 Cost Sharing for City Portion

Cost sharing is available to offset the City cost of \$437,000 from three sources, the TransLink Major Roads Network (MRN) Capital Program, the BC Hydro Beautification Fund and from Telus.

- **TransLink MRN Capital (Minor Roads) Funding**

The funding available from TransLink for MRN Capital projects in the City of Burnaby has remained at a level of approximately \$1.153 M annually. If the Canada Way-Gilmore project can be incorporated as a 2002 item in the Major Roads component of the 2002 - 2006 Provisional Capital Program, the City would include this project in its submission for 2002 TransLink MRN Capital funding. The application to TransLink would be for a maximum of \$50,000 which is 50% of the City cost share of \$100,000. However, the Canada Way Gilmore project would be one of a number of projects which would be funded under the expected maximum annual funding entitlement of \$1.153 M in which case the TransLink contribution to each individual project could be less than 50% of the project cost.

- **BC Hydro Beautification Fund**

The BC Hydro Beautification Fund provides one third cost-sharing up to a maximum of \$100,000 for approved Hydro undergrounding projects. As only one Burnaby project is approved annually by BC Hydro, Council approves a single project for submission to BC Hydro in November for Beautification funding in the following Provincial fiscal year 2002 April 1 to 2003 March 31. As Council has not yet approved a specific project for funding in the 2002/2003 fiscal year, it is recommended that Council approve the undergrounding of the Hydro lines from Curle Street to the east property line of the Blue Cross building for submission to BC Hydro for Beautification funding in 2002/2003. If approved by BC Hydro, the \$300,000 City portion of the Hydro undergrounding work would be offset by \$100,000 from the BC Hydro Beautification Fund.

The other project which was being considered by staff for application for Beautification funding in 2002/2003 was the undergrounding of the overhead wires on Southpoint Drive between Station Hill Drive and Sandborne Avenue. As only one project can be submitted for application in any one year, approval of the Canada Way/Gilmore project would delay the Southpoint Drive undergrounding.

- **Telus Cost Sharing**

Telus would reimburse the City for 25% or \$9,250 of the \$37,000 City portion of the costs of undergrounding of the Telus lines through the Hydro underground ducts.

If funding is received from these three sources, the City portion of the Canada Way Gilmore Way project of \$437,000 could be offset by up to \$159,250 (\$100,000 Beautification Fund, \$50,000 TransLink MRN Capital and \$9,250 Telus) leaving a net cost to the City of \$277,750.

4. PROJECT APPROACH

This report requests Council approval of the following actions to be undertaken this year in preparation for the road works and Hydro/Telus undergrounding at the intersection of Canada Way and Gilmore Way possibly in 2002:

- **Servicing Requirements.** The full undergrounding of Hydro and Telus lines along the applicable property frontage would be included in servicing requirements for Rezoning 98-51 at 4200 Canada Way.
- **BC Hydro Beautification Funding Application.** A further report would be submitted to Council in mid-November requesting specific authorization to apply to the BC Hydro Beautification Fund for the Canada Way project. At that time, a commitment to the Canada Way project as opposed to other potential undergrounding projects would depend on the likelihood of the DPI rezoning receiving fourth reading and deposit of funds for the developers portion of the Hydro undergrounding and roadworks in 2002/2003. If in mid-November it is unlikely that the DPI development will proceed, the City would have the option of substituting the Southpoint Hydro undergrounding project.
- **Hydro Undergrounding Budgeting.** \$250,000 is included for Hydro/Telus undergrounding as a 2002 item in the Land Assembly and Development component of the 2001 - 2005 Capital Program. If the Canada Way project proceeds in 2002, the budget amount in the Capital Program must reflect the \$514,000 total cost of the Hydro/Telus undergrounding project (including the developers portion). The net cost to the City would be \$227,750.00
- **Roadworks Timing.** The timing of the roadworks portion at Canada Way/Gilmore would proceed in conjunction with the Hydro/Telus undergrounding and after the construction of the office building and therefore will likely occur in 2002.
- **Roadworks Budgeting and MRN Capital Funding.** As the road works portion of the Canada Way/Gilmore project is not currently included in the 2001 - 2005 Capital Program, the total cost of the Canada Way/Gilmore road works (\$172,000) would need to be advanced for consideration in November as a 2002 component of the 2002 - 2006 Capital Program.

If successful, the project would be included as a 2002 item in the Major Roads component of the 2002 - 2006 Provisional Capital Program. Otherwise, the road works component of the project would have to be considered for inclusion in 2003.

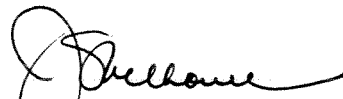
- **TransLink MRN Capital Funding.** Application would be made to TransLink for \$172,000 in funding for the Canada Way/Gilmore intersection road works from the 2002 MRN Capital (Minor Roads) Program.

Assumptions underlying this approach are that the road works would be undertaken by the City with cost sharing from DPI as the developer of Rezoning 98-51, for their portion of the road works and Hydro/Telus undergrounding and that the Hydro/Telus undergrounding be undertaken as a fully integrated project with the Canada Way roadworks.

5. CONCLUSION

The improvements to Canada Way at Gilmore Way are necessary to accommodate general traffic growth and the traffic generated by the development of Discovery Place as a high-tech business centre. To be able to undertake the intersection project without retaining the overhead Hydro/Telus lines at the entrance to Discovery Place, under grounding is necessary. The intersection project offers the opportunity to underground the Hydro lines for a substantial three-block section of Canada Way in a more cost-effective manner for the City than would otherwise be possible.

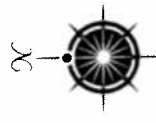
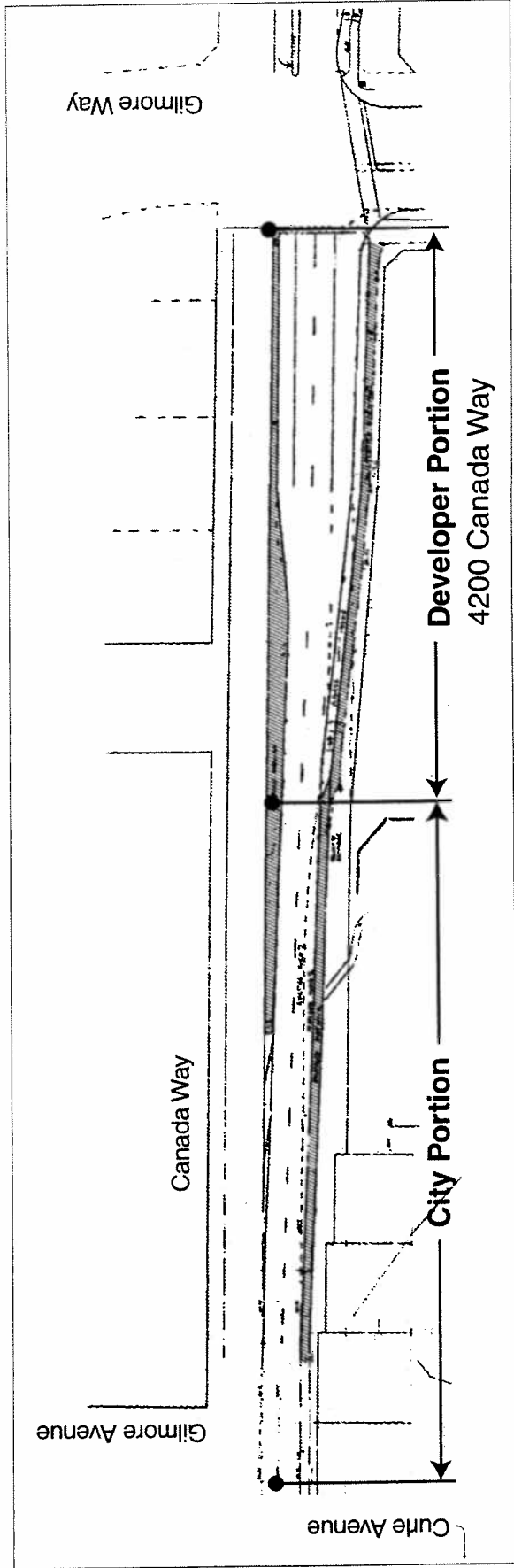
The project would be cost-shared with the applicant of Rezoning #98/51 with the City's cost share of \$437,000 for the road works and Hydro undergrounding being offset (if the various funding applications are approved), from TransLink (up to \$50,000), from the BC Hydro Beautification Fund (\$100,000) and from Telus (\$9,250). Council approval is required for the approach outlined in Section 4 which would involve making application for funding from the BC Hydro Beautification Fund and Telus in year 2002 and budgeting the City's portion of the road projects in year 2002 of the 2002 - 2006 Provisional Capital Plan.



J.S. Belhouse, Director
PLANNING & BUILDING

RG/sla
Attachments

cc: Director Finance
Director Engineering
Director Parks, Recreation and Cultural Services



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2001 MAY 23

Figure 1
Canada Way Roadworks

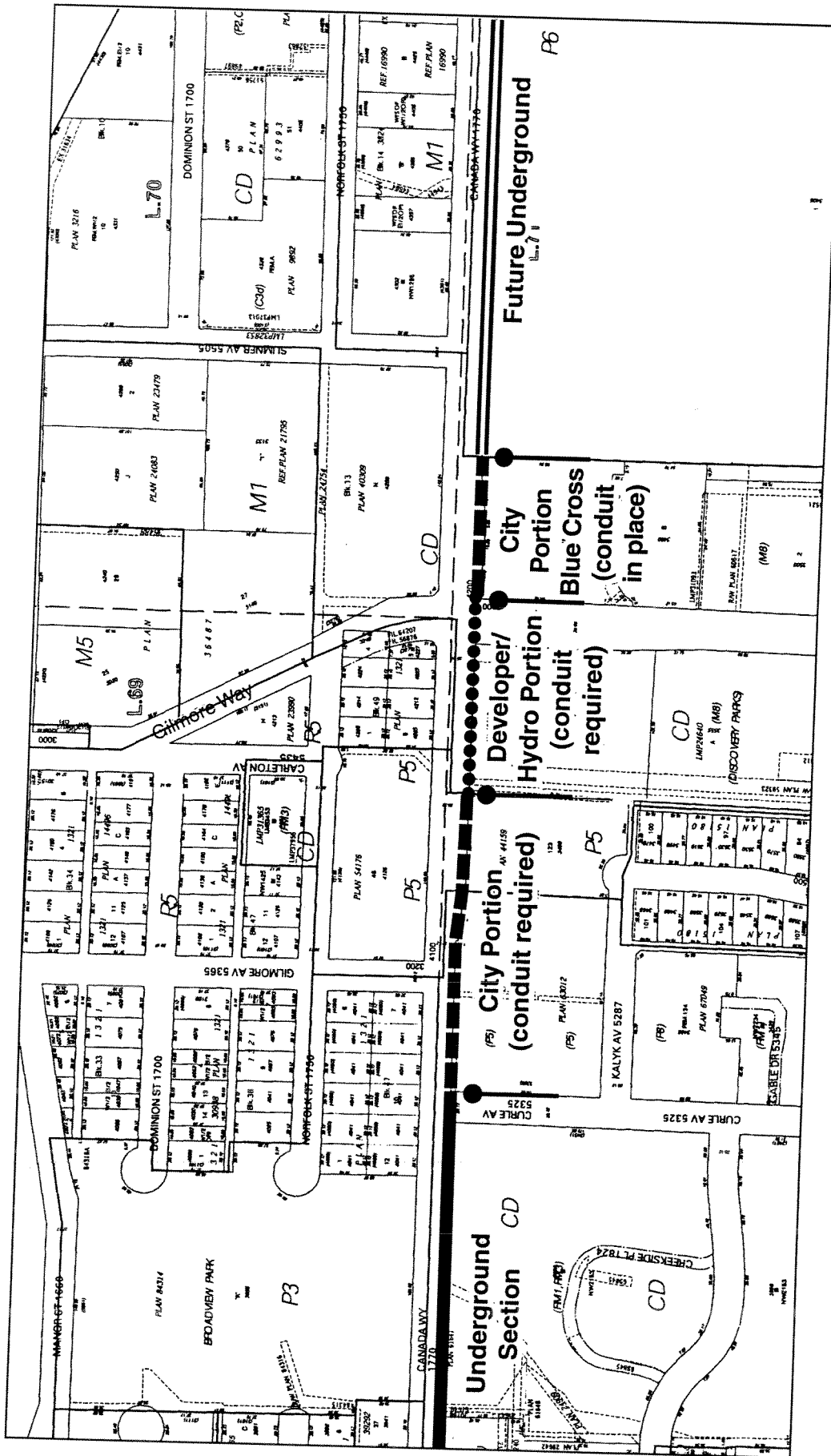


Figure 2
Hydro/Telus Undergrounding



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