

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT,  
March 14, 1966

Mr. H. W. Balfour,  
MUNICIPAL MANAGER.

Dear Sir:

Re: MAYWOOD AREA ROAD IMPROVEMENTS.

As a result of recent rezoning applications for apartment development in the Maywood area east of Willingdon Avenue, the forthcoming higher standard of improvements to Imperial Street from Patterson Avenue eastward and Council's approval of the recommendations in the Maywood Study Report, the Planning Department respectfully requests that Council approval be obtained for the road improvements outlined below. The improvements proposed would thus become the initial step toward implementation of the over-all road pattern outlined in the Maywood Study Report.

With regard to the over-all road and street pattern in the area, you will recall the following was reported on page 11 in the Maywood Area Land Use Study dated June 1964 and illustrated on C-1694.

"The future pattern of streets in the Maywood Neighbourhood cannot logically be studied in isolation from its surroundings and without due regard to the overall pattern of major streets in the Municipality.

In preparing the future street pattern for the Maywood Area consideration was firstly given to the network of major streets, secondly, to the inter-connecting streets between the Maywood and adjacent areas and thirdly to the internal circulation pattern of streets.

Major streets are planned to serve the needs of the Municipality as efficient traffic carriers which also provide the necessary land service function. The evident deficiency of continuous north-south arterial routes in the Municipality and recent Council action calling for the improvement of the Willingdon Avenue major route between Hastings Street, the Burnaby Throughway and Kingsway emphasizes the need for adoption and establishment of a continuous arterial route on the Willingdon alignment connecting with Kingsway from the south.

The portion of the proposed southerly extension of this route will thus not only provide a primary link in the major street network but will serve the future higher density residential development in the Maywood Neighbourhood and the large lower density residential areas extending to the south slope and Marine Drive.

With regard to the interconnecting street pattern between the Maywood Neighbourhood and adjacent areas, consideration was given to the existing and possible future land use in the Maywood and adjacent areas, the character of traffic currently using the residential streets and the desirability of maintaining the present relationship of streets between the areas.

Currently, commercial and industrial vehicles utilize the residential streets of the Maywood Neighbourhood seeking a convenient route to or from their destination and Kingsway on the north side of the B. C. Hydro rail line. There are six existing road-rail crossings of the B. C. Hydro railway between Patterson and Dow Avenue. The likely advent of increased residential density and development in the Maywood Area emphasizes the need for:

- (a) encouraging the heavier commercial and industrial vehicles to use the major streets.
- (b) reducing the ease with which the heavier commercial and industrial vehicles may penetrate the residential environment of the Maywood Neighbourhood.

In order to achieve the preceding it is proposed that the number of road-rail crossings be reduced to a maximum of four. The Patterson, McKay and Dow Avenue Crossings would remain to maintain the basic street interconnection needs of residential traffic, the Willingdon Avenue crossing would be introduced, the Wilson, Kathleen and Telford Avenue crossings would be abandoned. Prior to abandonment of the above mentioned crossings, it is recommended that steps be taken on both sides of the rail line to provide new interconnecting streets with existing streets which would facilitate internal circulation on both sides of the tracks.

With regard to the relationship of Imperial Street to the Maywood Neighbourhood the following factors were considered. Firstly, the consolidation of the Maywood residential environment, secondly the preservation of the arterial characteristics of Imperial Street and thirdly, the interconnection of the Maywood Neighbourhood with the neighbouring areas to the south.

Satisfaction of the first two requirements was achieved by the proposed reductions in the number of streets which intersect Imperial Street from the north. The third requirement is satisfied through the provision of the Willingdon-Patterson arterial on the west and the retention of Sussex and Dow Avenues on the east side of the Maywood Neighbourhood.

With regard to maintaining public transportation service to the area it is proposed that the current bus routing be modified to utilize Silver Avenue instead of McKay Avenue between Imperial and Maywood Streets.

The second and third last paragraphs above refer to proposed improvements in the road pattern which would be undertaken as the initial step and are described as follows:

1. Improvement of Silver Avenue to ultimate standard between Maywood and Imperial Streets would complete part of the internal collector street system of the residential area and replace that portion of Maywood, currently used as a collector street between Silver Avenue and Imperial Street.
2. Closure of Maywood Street in a cul-de-sac at Sussex Avenue including proper signing and landscaping would establish the residential character of this portion of Maywood Street which is all important with the higher density of residential development proposed. Further, the improvement would eliminate the difficult and hazardous intersection created by the confluence of five streams of traffic.
3. Closure of McKay and Willingdon Avenues in a cul-de-sac immediately north of Imperial Street would further enhance the residential character of these streets and preclude the use of residential streets by transient traffic including heavy commercial vehicles.

We believe the above improvements can be easily implemented and integrated with the improvement of Imperial Street and the rezoning applications on hand.

  
A. L. Parr,  
PLANNING DIRECTOR.

CC: Municipal Engineer.