

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

MARCH 16, 1970

MR. H. W. BALFOUR,  
MUNICIPAL MANAGER.

Dear Sir:

SUBJECT: PROPOSED ROAD PATTERN, NORTH-EAST BURNABY

INTRODUCTION:

Council recently considered a proposed closure of Sullivan Street West of Noel Drive, and a rezoning application for a large apartment development between Cameron Street and Lougheed Highway, West of the Cameron School site.

Council at that time expressed the desire to obtain more information regarding the traffic situation and the proposed road pattern for this general area, as it relates to the above-mentioned road closure and rezoning, and instructed the Planning Department to submit a report to clarify these matters.

The attached Sketch #1 illustrates the current road pattern and Sketch #2 the proposed road pattern for this general area. Sketch #2 further indicates primary land uses, since it is necessary for a better understanding of the proposed road pattern to elaborate on the function of this road pattern in its relationship to land use.

DEVELOPMENT CONCEPTS AND LAND USE

Over the years, various studies have been carried out to gradually establish a desirable development concept for this portion of the Municipality. The attached Sketch #2 relates and integrates the various aspects considered in these studies and illustrates the latest land use guidelines accepted by Council for the development of North-East Burnaby.

The Simon Fraser Townsite Plan introduced in this general area the concept of a major town centre in the vicinity of Lougheed Mall, surrounded by residential developments of varying densities. As shown on Sketch #2, it is proposed that commercial developments basically be confined to the area along North Road, between the proposed East - West residential collector road and Lougheed Highway.

The Apartment Study defined in broad terms the use and the development density of the apartment areas adjacent to the proposed town centre. A further study regarding apartment development between Lougheed Highway and the Freeway, together with the Community Plans that are now under preparation, define in more detail the use, density, type of development, road pattern and park and school requirements of the area bounded by Stoney Creek, the Freeway, North Road and the proposed East - West residential collector between Cameron and Sullivan Streets. In addition, Council recently approved in

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principle a proposal for a large scale residential development between Gagliardi Way and Stoney Creek.

The various requirements for parks and schools have been outlined in the Park and School reports. Two elementary schools, the Lyndhurst and Cameron Schools, are presently located in the area and three more schools are proposed, i.e. the Government Street Elementary School and an elementary and secondary school facility adjacent to Stoney Creek Ravine. In addition, various major park facilities have been suggested, some of these facilities being connected with the continuous park trail system following Stoney Creek.

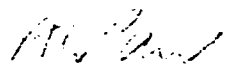
ROAD PATTERN:

The Lougheed Highway, as a major East - West arterial and Gagliardi Way as a major access to Simon Fraser University, are presently the main arterials in this area. North Road carries substantial through traffic in addition to its function of providing access to adjoining residential and commercial areas.

Substantial changes in the road pattern of this general area are anticipated. Once Gagliardi Way is connected with the Stormont Interchange and with a major new link to the North, it will function as a major regional North - South arterial. Lougheed Highway will be relocated and a full interchange with Gagliardi Way will be constructed. The Como Lake Road extension connected with Gagliardi Way by a new interchange will feed traffic from Coquitlam into the major North - South arterial and provide a further link with Northwest Burnaby.

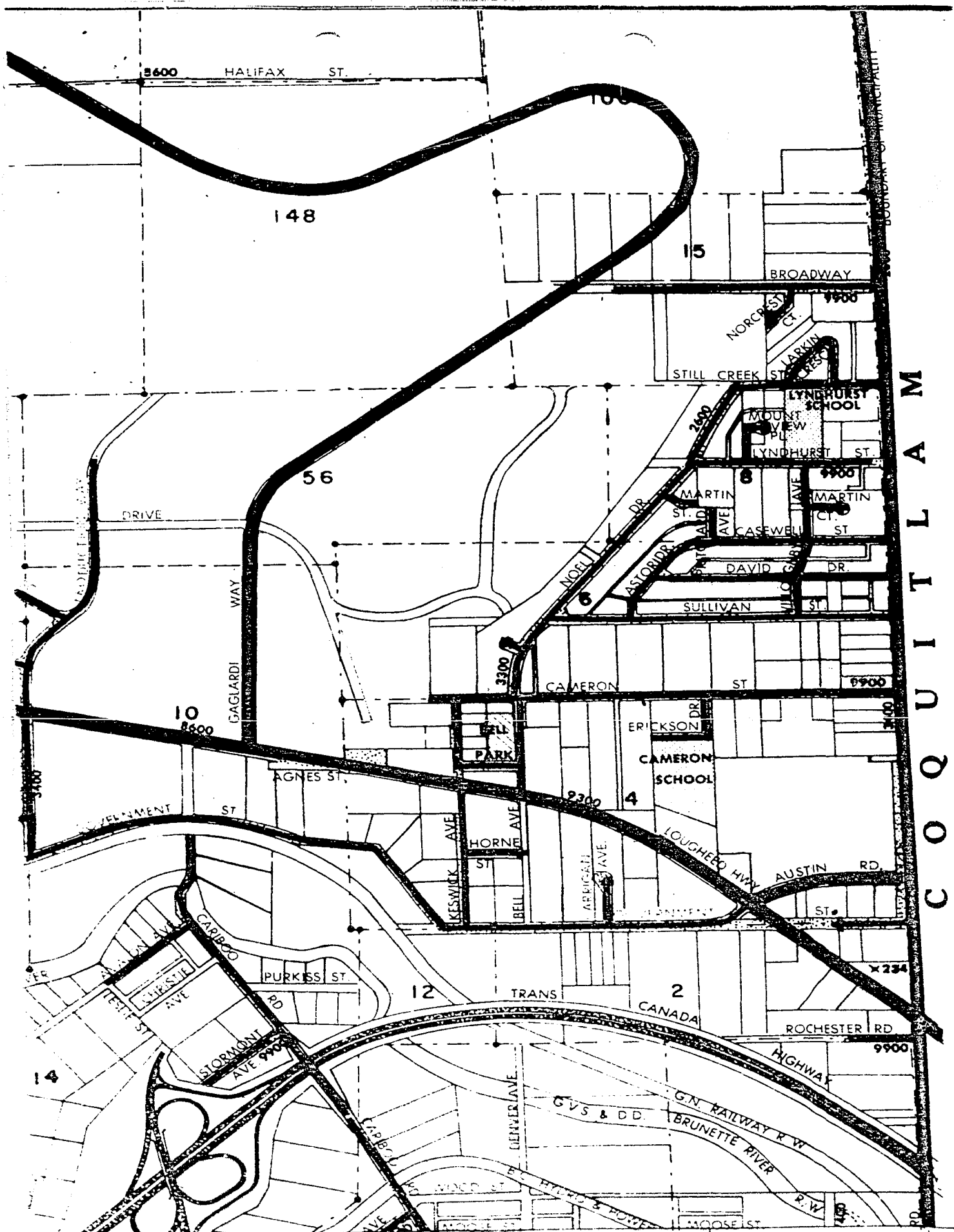
Within the framework of the major arterials, a new system of residential collectors is proposed to serve the various apartment areas, which are linked to this system by residential feeder roads. Adequate connections of the above collector system with North Road, Lougheed Highway and Como Lake Road are essential to ensure an optimum circulation within the area. In this respect, it is noted that the design of the interchange of Lougheed Highway and Gagliardi Way, and of the future intersection of Lougheed Highway and the proposed residential collector system is presently under discussion with the Department of Highways.

Respectfully submitted,

  
A. L. Parr,  
Planning Director.

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Attached: 2 sketches



DATE 13 MAR 70  
SCALE 1" = 800'

#1  
**CURRENT ROAD PATTERN**

