

3. Re: Connection of Highway 401 with Georgia Street Viaduct
(East Approach Route, Vancouver Report)

When the report prepared by Phillips, Barratt, Hillier, Jones and Partners for Vancouver was received by Council on September 7, 1971, it was reported verbally that the Engineer and the Planner would be examining it and subsequently offering opinions on it.

The following report dated September 16, 1971, by the Planning Director outlines his views. These are concurred in by the Engineer and Manager.

In checking with the consultants, we are advised that the properties listed on the attached list are those that would likely have to be acquired in Burnaby to implement the route recommended by the consultants in their August, 1971, report.

Also attached is a copy of the Report of the Board of Administration to the Vancouver City Council dated August 17, 1971. You will note that specific direction was given by the Vancouver City Council as a result of adopting the Report on August 24, 1971, that a copy of the consultant's report should be sent to Burnaby.

RECOMMENDATION:

THAT discussions be initiated with the Provincial Department of Highways along the lines as recommended by the Planning Director and Engineer.

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PLANNING DEPARTMENT

SEPTEMBER 16, 1971

Our File: 08.114

MR. MELVIN J. SHELLEY
MUNICIPAL MANAGER

DEAR SIR:

RE: CONNECTION OF HIGHWAY 401 WITH
GEORGIA STREET VIADUCT
(EAST APPROACH ROUTE REPORT)

Reference your memo of August 26, 1971 and the Clerk's memo of September 9, 1971.

INTRODUCTION

I have briefly reviewed the effects on Burnaby of the proposals contained within the subject report prepared by Phillips, Barratt, Hillier, Jones and Partners for the City of Vancouver and find that the report is consistent with the presentations made to Burnaby Planning and Engineering staff by the Vancouver consultants.

The terms of reference provided to the Consultant were quite narrow in that he was asked to study alternate routes for a link between Highway 401 in Burnaby and the Georgia Street viaduct in Vancouver; the consultant was not asked to relate this link to overall transportation plans, although there is reference to previous transportation plans including the De Leuw, Cather Rapid Transit Study.

Accepting the rather limited terms of reference, Burnaby's concern is primarily with the eastern end of the route in the vicinity of Boundary Road and Grandview and eastwards to the Willingdon interchange where the proposed east-west freeway merges with the existing Highway 401.

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COMMENTS

Of the alternatives examined in the eastern section, the recommended route (Scheme 4.0) which passes under Grandview Highway and Boundary Road in a tunnel, emerging east of Boundary Road to join Highway 401 in the location of the present Grandview Interchange appears to be the most suitable from Burnaby's point of view. This route is shown on the attached extract from the consultants report. (Drawing No. 16).

However, having made this general statement there are several questions which should be raised that are not answered by the report, even though some of them are touched upon. These are as follows:

1. Congestion of Burnaby Streets will result if the merger of two major traffic flows (Vancouver and North Shore) is not kept balanced by the construction of additional lanes to Highway 401 east of the connection between the two routes. This should be a Provincial Department of Highways responsibility.
2. The Report does not adequately detail the required ramps and frontage roads that will be required in Burnaby in order to adequately provide for Municipal arterial road movement and access to properties in the vicinity of this major interchange. It should be appreciated that the area between Boundary Road and Westminster Ave. becomes one elongated interchange, serving Vancouver and North Shore traffic.
3. The Report does not recognize the often proposed need for a north-south Freeway on the general alignment of Boundary Road and therefore makes no provision for its incorporation into the interchange design.
4. With the absence of detail on point 3 above, there is insufficient information to judge the effects of these major transportation proposals on the triangle of land bounded by Highway 401, Grandview Highway and Boundary Road, or to comment on the use of land in this isolated triangle.

RECOMMENDATION

The above points have been discussed with the consultant and with Vancouver officials and it appears that they are not prepared to widen the terms of reference of the Study, largely due to the major role that the Department of Highways has to play in further studies involving the items referred to above. I would, therefore, recommend that we initiate discussions with the Province, with a view to resolving:

1. the responsibility for the widening of Highway 401 and guarantees that such widening will take place before the proposed route is open to traffic.

Municipal Manager

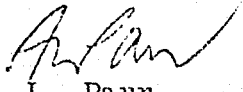
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2. the responsibility for the design and construction of ramps and frontage roads necessary to the continuity of the municipal road system and to provide access to adjacent properties.
3. the need for a north-south Freeway and, if necessary, the responsibility for incorporating such a Freeway into the currently proposed interchange design.

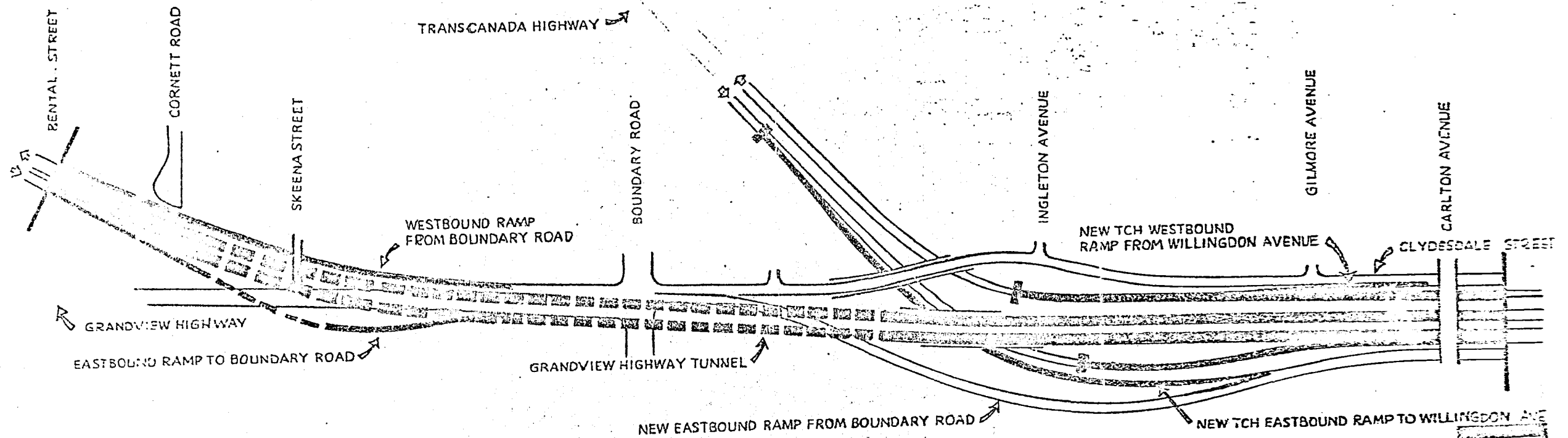
The land use aspects, particularly in relation to the Boundary-Grandview-401 triangle, can be resolved by the Municipality once we have answers to the major transportation questions listed above.


A. L. Parr,
DIRECTOR OF PLANNING

ALP/mp

Attachment

c.c. Municipal Engineer
Municipal Clerk
Transportation Planner



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Properties Affected in Burnaby by Route Recommended by Phillips, Barratt, Hillier, Jones and Partners in August, 1971, Report for Connection of Highway 401 with Georgia Viaduct.

D.L. 69, Block 27, Plan 1321

<u>Lot</u>	<u>Owner</u>	<u>Address</u>
7	Her Majesty the Queen	3795 Manor Street
8E½	R.M. & J.H.J. Buzza	3787 Manor
8W½	W. and A.D. Bulok	3785 Manor
9E½	Norman & Sylvia Wilson	3779 Manor
9W½	T.E. & R.I. Clarke	3775 Manor
10E½	Thos. H. & Diane J. Thompson	3771 Manor (live at 3777 Manor)
10W½	M. A. Stoneberg	3767 Manor
11E½	"	3763 Manor

D.L. 69, Block 28, Plan 1321

1	G.B. & L.E. Sterne	3712 Grandview Highway (live at 3785 Edinburgh St. B.2) 2942 Boundary Road
2)	A. Goodmund	
3)		
4)		
5	T. & M. McMurphy	3722 Grandview Highway
6	Joe Hing Gin & Lai Ho Joe	3732 & 3730 Grandview Highway
7	H. Totz	3738 and 3740 Grandview Highway
8	F. E. & E. S. Hansen	3746 Grandview Highway
11	Victor A. & Geraldine A. Schweighardt	3729 Manor Street
12	I. Steeves & D. H. Williamson	3723 & 3725 Manor Street

September 20, 1971.

BOARD OF ADMINISTRATION

17th August, 1971.

TO: Vancouver City Council

SUBJECT: GEORGIA VIADUCT REPLACEMENT - EAST APPROACH ROUTE - REPORT

CLASSIFICATION: Council Consideration

The City Engineer, Director of Planning and Civic Development and Director of Social Planning and Community Development report as follows:

"On March 24, 1970, City Council appointed Phillips, Barratt, Hillier, Jones and Partners as the consultants for the design of the East Approach Route between the Georgia Viaduct and Highway 401. The alignment for the route was specified in a Council resolution adopted on February 24, 1970:

i.e.; the permanent alignment from the Georgia Viaduct to Highway 401 is to be via Malkin Drive and the Great Northern Cut.

The consultant's report on the East Approach Route has been received and is herewith submitted for consideration by Council.

The report contains the detailed findings of the study of various alignments for the East Approach Route along the route adopted by Council.

The study was conducted by a design team headed by Phillips, Barratt, Hillier, Jones and Partners which included sub-consultants in the following fields: social planning, transportation engineering, planning, landscaping, acoustics and soils.

A large model has been prepared to illustrate the findings of the study.

The following course of action is suggested for Council consideration:

1. The East Approach Route Report be received by Council.
2. Council instruct that a report reference by the consultants be arranged at a location suitable for viewing the model.
3. City officials submit a report to Council on the findings of the study after the report reference has been given by the consultant.
4. The East Approach Route Report be made available to the following at no charge:
 - a. Town Planning Commission
 - b. Public Library: Main Branch plus other branches
 - c. Park Board
 - d. School Board
 - e. the citizen members on the Liaison Committee
 - f. railway companies (B.N.R. and C.N.R.)
 - g. university libraries (U.B.C. and S.F.U.)
 - * h. Municipality of Burnaby
 - i. Greater Vancouver Regional District
 - j. Provincial Government
 - k. B.C. Hydro and Power Authority, Transit Division
5. City Council make arrangements to hear submissions from the public and in particular the citizen members on the Liaison Committee.

In connection with item 5 above your Officials feel the summary in the consultant's report is somewhat too technical for easy understanding by the general public. If Council wishes to consider providing some descriptive, easily understandable information to the public (free of charge) it is suggested that the Technical Coordinating Committee (City Engineer, Director of Planning and Civic Development, Director of Social Planning and Community Development) report back on the preparation of a suitable information report." *(Authority actually given to go ahead and prepare the brochure.)*

Your Board submits the above for Council Consideration. *M/S*

The following DELEGATION REQUESTS have been received to date:

- Vancouver Free University
- Vancouver Housing Inter-Project Council
- Cedar Cottage Ratepayers and Tenants Association
- Dunbar Homeowners Association
- Sierra Club
- Citizens Council on Civic Development
- Citizens Committee for Public Transit

(Copies of briefs received to date and letters in opposition are attached for Council's information).