

ITEM 12
MANAGER'S REPORT NO. 17
COUNCIL MEETING Mar. 4/74

Re: Letter dated February 8, 1974 from the Hon. Graham R. Lea
a) Marine Drive
b) Stormont Interchange and Related Connections
c) Connection Between Stormont Interchange and the Lougheed Highway
d) Connection Between Stormont Interchange and McBride Boulevard
via Newcombe Street

Appearing on the Agenda for the March 4, 1974 meeting of Council is a letter from the Honourable Graham R. Lea, Minister of Highways, regarding the subject four matters that were discussed at a Provincial-Municipal meeting that was held in Burnaby Municipal Hall on November 9, 1973.

RECOMMENDATIONS:

THAT a copy of this report be sent to the Minister of Highways; and

THAT the staff be instructed to continue working with the Highway Department towards the implementation of the objectives referred to in the letter from Mayor Constable to the Honourable Graham R. Lea dated January 22, 1974.

* * * * *

PLANNING DEPARTMENT
FEBRUARY 28, 1974

SUBJECT: PROVINCIAL-MUNICIPAL MEETING
BURNABY MUNICIPAL HALL
NOVEMBER 9, 1973

I understand that appearing on the Council agenda for March 4, 1974 will be a letter from the Minister of Highways, the Hon. Graham R. Lea dated February 8, 1974 and addressed to Mayor Constable.

This letter is the fourth in a series of correspondence which has taken place between the Minister and Mayor Constable since the meeting held in the Burnaby Municipal Hall on November 9, 1973.

The three other items of correspondence dated November 15, 1973, December 14, 1973, and January 22, 1974 are attached for the information of Council.

Discussions have also been held during this period, (and are continuing to be held) between Provincial and Municipal staff members, to follow up on the various points referred to in the correspondence.

The letters are somewhat self-explanatory and point up the areas of agreement, and the points which remain unresolved, and which require further staff research and discussion before final recommendations can be made to the Municipal Council.

In the meanwhile however, I would comment on the February 8, 1974 letter from the Minister of Highways as follows:

1. Marine Drive

The Municipal view is that the new Marine Way will function as an arterial highway and as such both right-of-way acquisition and construction are the responsibility of the Provincial Government.

Municipal staff have had some input into the question of the Annacis facility and will soon be forwarding a plan of the Marine Way route, together with information on right-of-way acquisitions to the Highways Department.

2. Stormont Interchange and Related Connections

a) Broadway Extension to Como Lake Road

It will be apparent from the correspondence that a considerable amount of discussion is still required on this subject before agreement is reached on the concept to be followed in this area.

For this reason, and because the subject also involves input from the Sullivan Heights Ratepayers, the Simon Fraser Hills Strata Corporations, the Municipality of Coquitlam, and our own Consultants who have studied alternate alignments for the extension, it is proposed to place a separate report before Council as soon as possible.

It is clearly not possible to authorize approval of the Provincial Housing development in the Simon Fraser Hills area, at the present state of the discussions.

b) Connection between Stormont Interchange and the Lougheed Highway

This item requires no comment as the Minister has undertaken to complete the connection as early as conditions permit.

c) Connection between Stormont Interchange and McBride Boulevard via Newcombe Street


Staff discussion and exchange of information is proceeding on this item. Data from the Transportation Study obtained so far supports the Municipal view that a high proportion of the traffic using this connection would be generated from outside the Municipal boundaries.

We believe we can demonstrate to the Minister the convenience provided by this connection during non-peak periods; the advantages to be gained by removing through traffic from Burnaby's residential areas; and the fact that as the Freeway is already at capacity during rush hours, the Stormont McBride connection cannot worsen the situation.

RECOMMENDATIONS

1. THAT the Council receive this report for information.
2. THAT a copy of this report be sent to the Minister of Highways.
3. THAT the staff be instructed to continue working with the Highway Department towards the implementation of the objectives referred to in the letter from Mayor Constable to the Honourable Graham R. Lea dated January 22, 1974.

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING.

ALP:cm

Attach.



OFFICE OF THE MAYOR

THOMAS W. CONSTABLE
MAYOR

BURNABY
BRITISH COLUMBIA

January 22, 1974.

The Honorable Graham R. Lea,
Minister of Highways,
Parliament Buildings,
Victoria, B. C.

Dear Mr. Minister:

Re: Provincial - Municipal Meeting
Burnaby Municipal Hall,
November 9, 1973.

Thank you for your letter of December 14,
1973 in which you provide confirmation of many of the
items arising from the above meeting.

Before pursuing, in more detail at a staff
level, the various matters discussed, there are one or
two matters which I am still not clear on, and on which
with your indulgence, I would request clarification.

Under the same headings used in our exchange
of correspondence, these are as follows:

1. Marine Drive.

Although your letter does not say so, I assume that
when you refer to the Province being responsible for
"construction of the new highway" you include acqui-
sition of the lands required for the right-of-way,
whether already acquired by the Municipality, or still
to be acquired.

With your confirmation of this point, I suggest that we
send you a plan of the proposed alignment showing lands
already acquired, and lands still to be purchased,
including actual or estimated costs of acquisition. Per-
haps it would help if you could name someone in your
Department that we could start to work with on this
program.

(.....2)

Page 2 of Letter to The Honorable Graham R. Lea, Minister of Highways, from Mayor T. W. Constable...22 January 1974.

(1. Marine Drive.....continued)

I take it that the estimate of a start in two to three years is still a target date, even though current engineering studies of a new Anacis Crossing facility are not quite complete.

Your reference to agricultural land reserves is well taken and appreciated, but this should not pose a problem in Burnaby as our agricultural land reserve in the Big Bend area was based upon a comprehensive development plan which included the new highway.

2. Stormont Interchange and related connections.

(a) Gaglardi Way and Como Lake Road in Coquitlam.

There appears to be a little confusion as to the particular route or routes being referred to as secondary highways under this general heading. To assist in clarifying this situation I have had the Planning Department prepare two sketches which are attached.

Sketch "A" indicates the municipal proposal which sees Gaglardi Way linked directly to Como Lake Road with arterial classification and Broadway and the Simon Fraser University access road designated as secondary roads with grade connections to the arterial.

Sketch "B" with which we do not agree, is our interpretation of the provincial proposal (although our understanding may be wrong) in which the Gaglardi Way Simon Fraser access road is designated as an arterial with a Broadway-Como Lake Road connection overpassing Gaglardi Way and designated as a secondary route.

As indicated, we prefer Scheme "A", but if Scheme "B" is to be adopted then it is our view that the Broadway-Como Lake Road route should be classified as an arterial and an interchange connection should be provided at the intersection of Gaglardi Way and the Broadway-Como Lake Road route.

Your comments on this general subject would be appreciated but perhaps it would be desirable for Provincial and Municipal staff to meet to clarify this situation and come up with a mutually agreeable solution.

(b) Connection between Stormont Interchange and Gaglardi Way at the Lougheed Highway.

I was pleased to receive your confirmation that this

(....3)

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Minister of Highways from Mayor T. Constable..22 Jan.1974.

2 (b) (continued.....)

connection will be completed by the Province. My only query here is to have some idea of when the work will be completed and the present tortuous link using Stormont, Cariboo, Government and Brighton, abandoned.

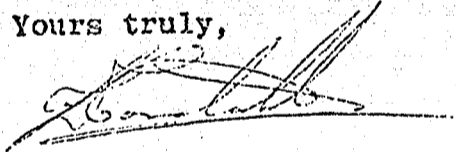
(c) Connection between Stormont Interchange and McBride Boulevard in New Westminster via Newcombe Street.

I was a little concerned about your comments in respect to this subject, as I understood that the question of the ultimate classification of this route, irrespective of our currently differing views, would be dependent upon the results of a joint study carried out by Provincial and Municipal staff.

On the assumption that this was in fact the intent of your letter, would you provide me with the name of your staff person that we should contact, or alternatively ask your representative to contact Mr. A. Parr, the Director of Planning for Burnaby, whose department is currently working with consultants on a Transportation Study.

In conclusion, may I once more thank you for your interest in Burnaby's highway problems and state that I look forward to working together on these matters.

Yours truly,



Thomas W. Constable,
M A Y O R.

CC: Municipal Manager
Municipal Planner



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COUNCIL MEETING Mar. 4/74
VICTORIA

Dec. 20/73

December 14, 1973.

His Worship Mayor Thomas W. Constable,
The Corporation of the District of Burnaby,
Municipal Hall,
4949 Canada Way,
Burnaby 2, B.C.

Dear Mayor Constable:-

Re: Provincial-Municipal Meeting
Burnaby Municipal Hall
November 9, 1973

Thank you for your letter dated November 15, 1973 outlining your understanding of the meeting of November 9, 1973 and requesting confirmation of various items.

1. Marine Drive

It is confirmed that the province intends to undertake the construction of the new highway located through the Big Bend area as an integral functioning element of the proposed Annacis Crossing facility. The preliminary feasibility design report for the facility has not been completed to date nor has it received approval from the government. In addition the problem of exemption from agricultural land reserves will have to be resolved.

2. Stormont Interchange & Related Connections

(a) Gaglardi Way and Como Lake Road in Coquitlam

I am pleased that you are initiating discussions with Coquitlam concerning this element and would suggest that Port Coquitlam be contacted also. My staff will be pleased to cooperate in the planning of this route. I must advise, however, that secondary classification should be considered for the connection which is essentially an intermunicipal facility in terms of function.

.....2

His Worship Mayor Thomas W. Constable -

- (b) Connection between Stormont Interchange and
Gaglardi Way at the Lougheed Highway

Concur.

- (c) Connection between Stormont Interchange and McBride
Boulevard in New Westminster via Newcombe Street

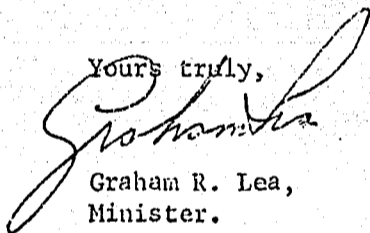
I confirm that this connection does not qualify for arterial classification. Highway 99 proceeds from the Pattullo Bridge along McBride Avenue and 10th Avenue to Kingsway as a provincial numbered highway. The important point which must be resolved before the proposed link can be considered is whether the traffic operation is functionally feasible. The freeway is presently at capacity at the western end and the proposed restriction of Canada Way to traffic would obviously increase the problem.

My staff have been instructed to cooperate in exchanging technical information as in the past on this problem. Any proposed studies must be agreed before cost sharing is assured.

3. Public Transit

I am pleased to learn that your staff will cooperate on the problem of increasing transit operations. Obviously heavy reliance must be placed on transit in the future as the ability to accommodate further increases of automobiles in Burnaby is rapidly reaching a terminal condition.

Yours truly,



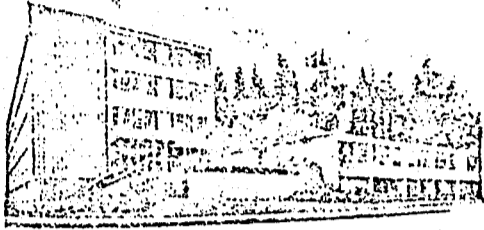
Graham R. Lea,
Minister.

27/12/73 - copies: Mun. Manager.
Mun. Planner.
Mun. Treasurer
Mun. Engineer

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MANAGER'S REPORT NO. 17

COUNCIL MEETING Mar. 4/74



THE CORPORATION OF THE DISTRICT OF BURNABY

MUNICIPAL HALL
4949 CANADA WAY,
BURNABY 2, B.C.

TELEPHONE 299-7211

November 15, 1973.

The Honorable Graham Lea,
Minister of Highways,
Parliament Buildings,
Victoria, B. C.

Dear Mr. Minister: Re: Provincial - Municipal Meeting
 Burnaby Municipal Hall
 November 9, 1973.

On behalf of the Municipal Council may I first thank you for taking the time to come to Burnaby to discuss some of our common highway problems, and to present your ideas on the subject of Highway Department responsibilities.

Certain information was exchanged at the meeting, some agreements were reached and suggestions for future action were made. I have therefore taken the liberty of setting down in point form, my understanding of the meeting and would appreciate your confirmation of the following points:

1. Marine Way.

It was agreed by the Province that the new highway located through the Big Bend Area as a replacement for the existing Marine Drive, is an Arterial Route and therefore both right-of-way acquisition and road construction is a 100% Provincial responsibility.

The Municipality was advised that construction would start in two to three years, although the actual starting time would be dependent upon the completion of engineering studies currently underway to decide upon the location of a new Fraser River crossing.

Although not discussed at the meeting, I would assume that the Municipality would be reimbursed for right-of-way acquisition costs it has incurred in the past and that if remaining properties required to complete the right-of-way come on to the market, that the Province would undertake their acquisition.

2. Stormont Interchange and Related Connections.

(a) Connection between Gaglardi Way and Como Lake Road in Coquitlam.

It was felt by the Province that there was a need to



Page 2 of Letter to The Honorable Graham Lea from Mayor Thomas
W. Constable.....Nov. 15, 1973.

talk to Coquitlam about this particular connection.

In this regard, I would draw to your attention that on April 9, 1973, Burnaby Council did make a request to the Coquitlam Municipal Council that they support the request of Burnaby to have the Provincial Government assume all the costs of providing the extension of Broadway in Burnaby to connect to Como Lake Road in Coquitlam. On July 13th, we received a reply from the Municipal Clerk of the District of Coquitlam that drew to our attention a Resolution that was passed on June 25, 1973 by the Coquitlam Council:

"That this Council support the request of Burnaby to have the Provincial Government assume all the costs for providing an extension of Broadway from Como Lake Avenue and North Road to Gaglardi Way."

Enclosed is a copy of this letter.

At the same time I would suggest to you, Mr. Minister, that the problem originates from Coquitlam and other eastern municipalities, so regardless of their feelings there still needs to be a solution to the traffic problem in this area. Nevertheless, I will enter into discussions with Mayor Tonn of Coquitlam relating to the proposed extension.

You also suggested as Minister of Highways that attention should be paid to the extension of this link between Gaglardi Way and Como Lake Road, westwards via Broadway to Hastings Street, and that Municipal and Provincial planning and engineering staff should work together on this matter.

Although not discussed at the meeting it is assumed that if your suggestion was proved feasible by the joint staffs, that the route would be designated as an Arterial route and the Provincial Government responsible for 100% of right-of-way acquisition and construction costs. It is also assumed that west bound traffic from Coquitlam using the new connection, would be able to also intersect with Gaglardi Way and travel south to the Stormont Interchange, thus gaining access to the 401 Freeway.

(b) Connection between Stormont Interchange and Gaglardi Way at the Loughheed Highway. -----

This project is currently underway and therefore was not discussed at the meeting, but it is assumed that this project will be completed as planned at 100% Provincial cost.

(.....3)

(c) Connection between Stormont Interchange and McBride Boulevard in New Westminster via Newcombe Street.

It was stated that the Provincial view is that the link is not needed for Provincial traffic, and that the majority of use would be for local Burnaby traffic. For this reason, although the Province would not construct it, the Province would have no objection to construction by the Municipality.

Following considerable debate, you confirmed your view that the Province does not agree with the proposal to connect Stormont Interchange to McBride Avenue, but did agree that information on traffic counts should be exchanged and that Provincial and Municipal staff should work together to clarify the question of who would make use of the route in question.

It is assumed that the costs of a joint study would be shared equally by the Province and the Municipality, and that if the study shows that the majority of traffic use will be for intermunicipal arterial traffic, that the question of responsibility for the route will be the subject of further discussion.

The suggestion was also made that Canada Way could be declassified once its arterial function was replaced by a Stormont Interchange - McBride Boulevard connection. It is assumed that the Province would agree to this if the study referred to above, shows that the majority of traffic using Canada Way is arterial traffic destined for points outside Burnaby.

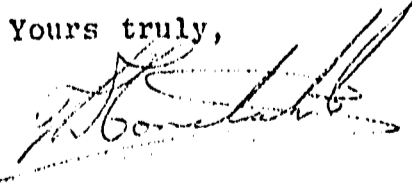
3. Public Transit.

The Municipality feels that much can be done to improve bus transit along major highways (e.g. Lougheed Highway) by more sophisticated operation of traffic signals and by preferential treatment for buses (e.g. bus lanes only).

We were pleased to hear that the Department of Highways and the Department of Municipal Affairs co-operate on these questions, and the Municipality itself would be pleased to assist in any way possible.

I apologize for the length of this letter but this is an extremely important subject both to the Municipality and the Province, and I look forward to further meetings both between elected officials and staff, leading I am sure to ever-increasing co-operation between our two levels of government on the subject of transportation. It was very refreshing to have your attendance at the meeting with Council and we thank you for your direct and forthright approach and answers to our requests. We also thank you in anticipation for confirming the various points raised in this letter.

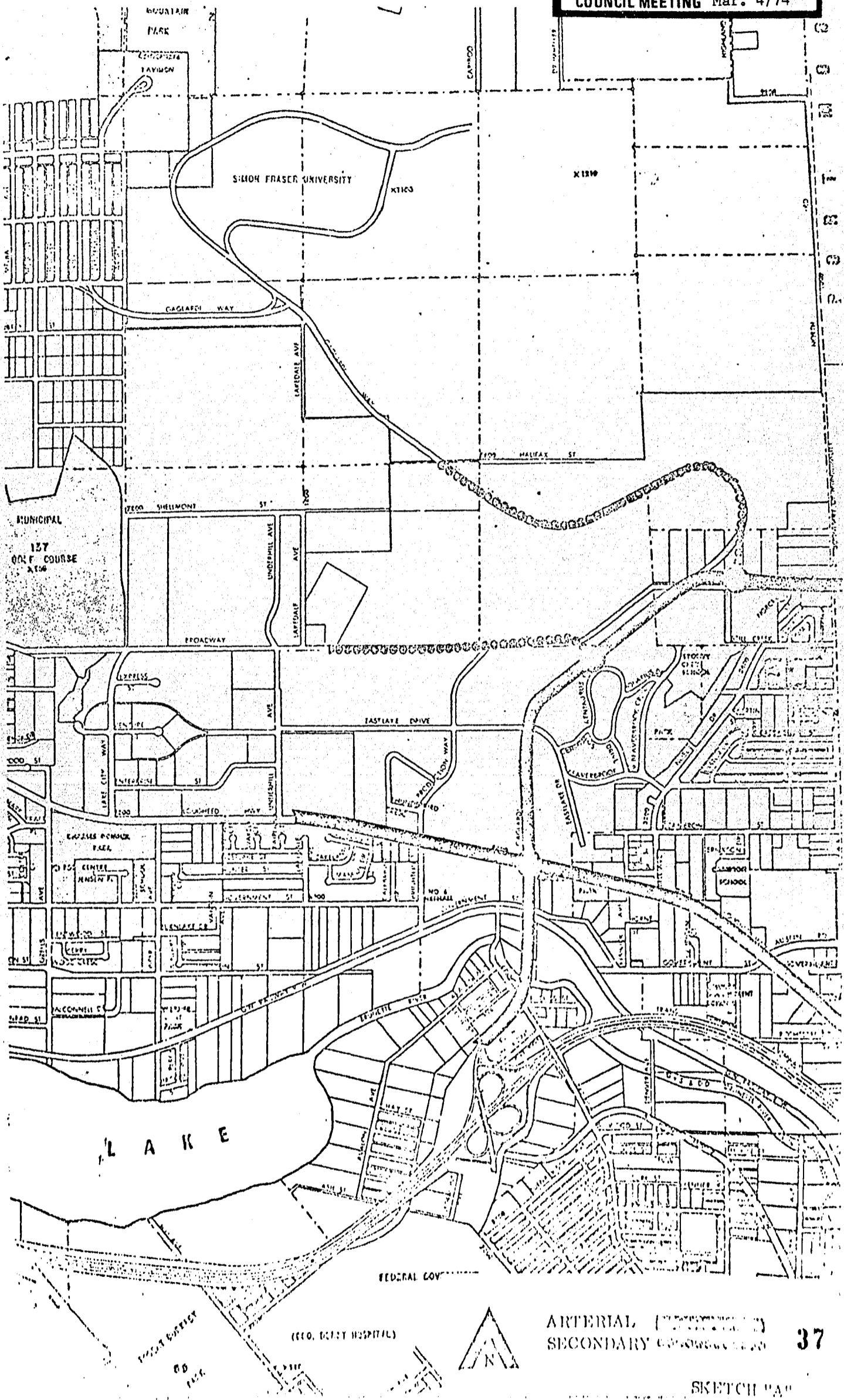
Yours truly,



Thomas W. Constable,
MAYOR.

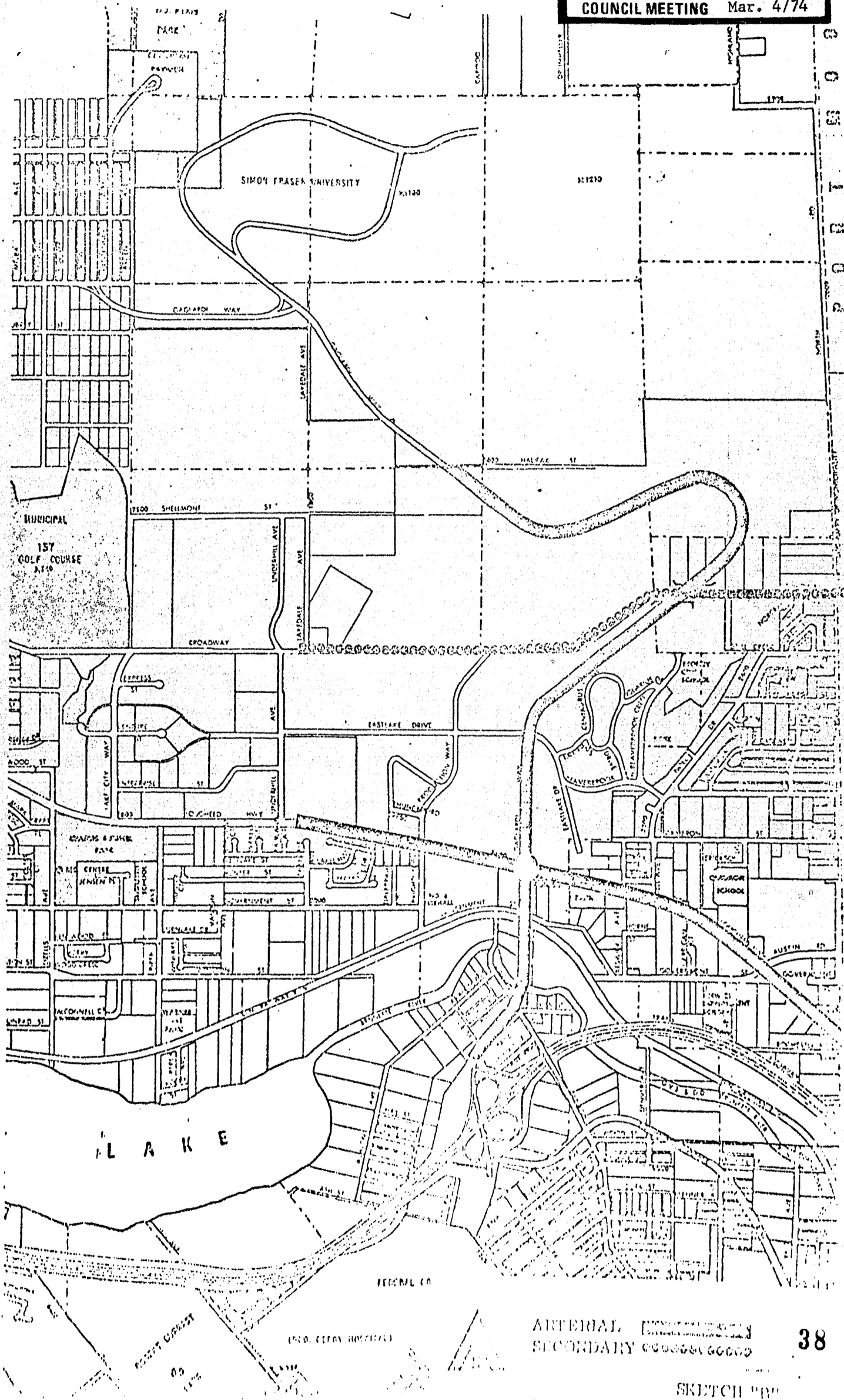
CC: The Honorable J. Lorimer,
The Honorable E. Dailly.

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ARTERIAL (---) (---)
SECONDARY (---) (---) 37
SKETCH "A"

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ARTERIAL
SECONDARY

SKETCH "B"