

ITEM 26
MANAGER'S REPORT NO.
COUNCIL MEETING

Re: Douglas-Holdom Road Link
(Item 10, Report No. 4, January 20, 1975)
(Item 10, Report No. 23, April 1, 1975)

Following is a report from the Director of Planning regarding the proposed link between Douglas Road and Holdom Avenue. The comments contained in the report are submitted in reply to an inquiry that was raised by Council when this matter was last considered on April 1, 1975.

This is for the information of Council.

* * * * *

May 1, 1975
Our File #08.640-D

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING.

RE: DOUGLAS - HOLDOM ROAD LINK
ITEM 10, MUNICIPAL MANAGER'S REPORT NO. 23/75.

Council on April 1st adopted the recommendation of the Planning Dept. that authorization be given to the Municipal Engineer to retain a consulting engineer to report on foundation conditions, preliminary bridge and road designs, and provide accompanying costs for the proposed Douglas-Holdom road link.

During discussion of the subject the question was raised as to what would happen to Douglas Road.

The accompanying sketches A and B respectively, illustrate the road pattern proposed by the Planning Department for the industrial areas both north and south of the Burlington Northern Railway.

Specifically sketch A illustrates that upon completion of the overpass over the railway on the Holdom-Douglas alignment, the existing Douglas Road "grade" crossing of the railway would no longer be required and would be abandoned as would the Douglas Road direct access to and from the Lougheed Highway at Delta Avenue.

It should be noted that the steep part of Delta Avenue north from the Lougheed Highway is proposed to be closed in connection with future development in the area, as outlined in the Brentwood Community Plan Area "D".

An east-west industrial access road between the Lougheed Highway and the Burlington Northern Railway would be developed to serve the industrial area between the Holdom-Douglas Diversion on the east and Gilmore Avenue west of Willingdon Avenue.

ITEM 26
MANAGER'S REPORT NO. 33
COUNCIL MEETING May 5/75

Re: Douglas-Holdom Road Link -
Item 10, Municipal Manager's Report No. 23/75...page 2.


Springer Avenue would remain as a connection with the Lougheed Highway for right turn movements "in" and "out" only. There would be no crossing of Lougheed at Springer because the Dept. of Highways have a median constructed on the Lougheed.

Roy Street would connect with the main east-west industrial access route via a short portion of the current Douglas Road immediately north of the Burlington Northern Railway.

Sketch B illustrates a similar concept as proposed for the industrial street pattern north of the Burlington Northern Railway. viz an east-west industrial road, Still Creek-Norland, south of the railway between the railway and the Trans Canada Highway. The east-west industrial road would link with the Douglas-Holdom route overcrossing the railway.

Subsequent to the Douglas-Holdom overcrossing of the railway Still Creek Street would connect with Norland Avenue via the short portion of Douglas Road connecting between the two streets. Douglas Road immediately north of Still Creek Street would provide local industrial access only. Regent Street, currently a long cul-de-sac and narrow street would ultimately be widened and would loop northward to connect with Still Creek Street.

This report is submitted for Council's information.


A. L. Parr,
DIRECTOR OF PLANNING.

WSS:ew

att.

