

ITEM	18
MANAGER'S REPORT NO.	60
COUNCIL MEETING	Sept. 27/76

Re: LETTER FROM CELEST REDMAN THAT APPEARED ON THE AGENDA FOR
THE SEPTEMBER 20, 1976 MEETING OF COUNCIL (ITEM 5h)
IMPROVEMENTS TO ETON STREET

Appearing on last week's agenda was a letter and petition from Celest Redman regarding improvements to Eton Street. Following is a report from the Director of Planning on this matter.

RECOMMENDATION:

1. THAT a copy of this report be sent to Celest Redman and each of the petitioners.

* * * *

September 23, 1976
Planning Department

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

RE: ETON STREET - PETITION FROM CELEST REDMAN (4136 ETON STREET)

At the September 20, 1976 regular meeting of Burnaby Council a petition was received from Celest Redman concerning proposed alterations to Eton Street.

The Planning Department believes the following informational report will provide the needed clarification on the matter for the petitioners.

The attached sketch labelled No. 1 illustrates the Vancouver and Burnaby Heights low density residential areas lying north of Hastings Street with the primary traffic flow pattern and its magnitude on Eton, Cambridge and Oxford streets in Burnaby immediately east of Boundary Road.

In the three year period between June 1973 and May 1976, the two-way traffic volume recorded on Oxford Street immediately east of Boundary Road has increased approximately 26 percent or approximately 8 percent per year. This growth rate exceeds the 6½ percent annual growth rate of all average weekday traffic crossing Boundary Road between Vancouver and Burnaby recorded for the period 1962 to 1973. *

Although the magnitude of the traffic flow is not readily available it is realized that traffic from the Second Narrows Bridge southbound on Cassiar Street in Vancouver turns eastbound onto Oxford Street in Vancouver rather than continue to the traffic light at Hastings Street and Cassiar. This traffic then continues eastward through the residential area in Vancouver and Burnaby rather than become involved with traffic signals and delays along Hastings Street.

* Burnaby Transportation Study to 1985, Burnaby Planning Department. March 1974, Figure 11

Eton Street - Petition from Celest Redman (4136 Eton Street).

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The attached Sketch No. 2 shows the currently established "through" street pattern with stop sign locations.

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Sketch No. 3 attached illustrates the current directional routing of the hourly daytime bus service on the Greater Vancouver Transit System (G. V. T. S.) routes numbered 39 to 40.

In a telephone conversation with Planning Department staff, Celest Redman indicated she recognized the traffic flow pattern and for this reason was apprehensive of the proposed future 28' wide local residential standard because of the possible need to have parking removed if the "through street" classification were retained, i. e. retention of "stop" signs.

Eton Street is currently included with many of the other residential streets in the Burnaby Heights area for ornamental street lighting improvement only and not for pavement improvement with curbs.

Subsequent to discussing this matter with Celest Redman, investigation of the street light engineering design plans indicated that the option to change the width of Eton Street was indeed protected because the proposed location of the lamp standards would be approximately 9 feet from the property line. This offset would allow a street width of up to 46 feet between curbs to be constructed (if required) and not require the relocation of the lamp standards.

It was mentioned to Ms. Redman that good planning principles suggested the preclusion of "through" traffic from the residential neighbourhood and with this objective in mind the Planning Department, in the absence of an adopted arterial route for the area in the near future, was giving consideration to alternative means of discouraging and reducing "through" traffic flow or, in the longer term, eliminating the need for "through" traffic to use the residential streets.

The alternatives briefly mentioned included the possible closure of certain streets at or near Boundary Road and in the longer term outlook, the future need to construct a properly designed facility on an alignment which would take East-West traffic around, rather than through, the residential neighbourhood viz. the Scenic Drive alignment.

For the information of Council, the Planning Department is currently reviewing the Park-Trail conceptual plan adopted by Council in mid-'74 with the objective of presenting to Council during the latter part of October, a more detailed community plan of the park-trail, walkway and cycle routes for the Burnaby Heights area. This plan will also reflect Council's buffer requirements of Chevron (Canada) Limited which is to be provided between the industrial site and adjacent residential properties.

With regard to possible road closures, the Planning Department would advise that it currently has no firm plans for road closures in the area. Further more, such closures would be brought to Council's attention subsequent to prior meetings with residents in the area to gain their endorsement.

In connection with future bus routing through this residential area, and in Burnaby generally, the Burnaby Planning and Engineering Departments staff have established good rapport with representatives of the B. C. Hydro Transportation Planning Staff in discussing bus service improvements for Burnaby. The Planning Department believes these cooperative and productive meetings will continue with the result that beneficial alterations to public transportation service in Burnaby will continue.

This report is for the information of Council.

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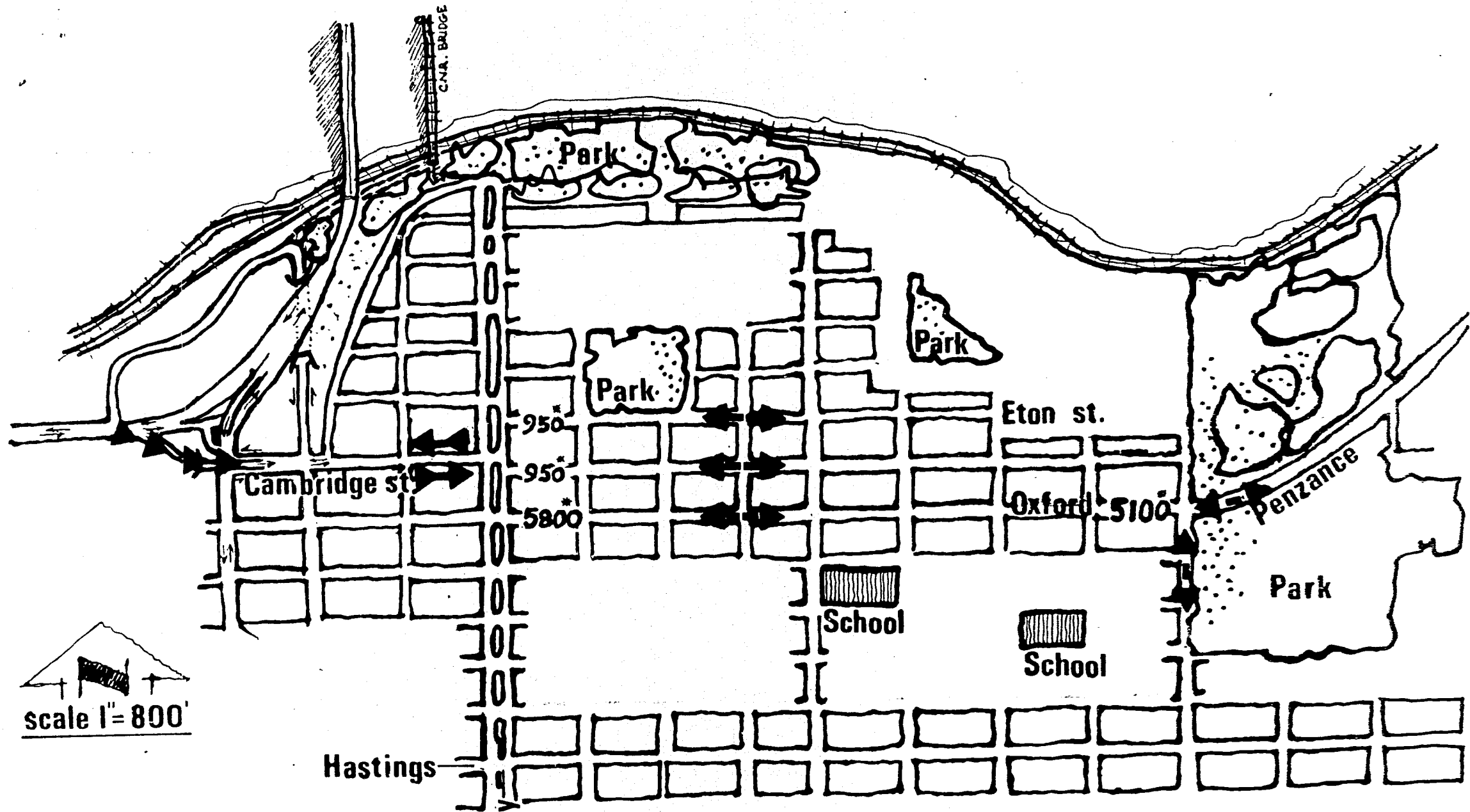
Recommendation:


1. That the petitioners be sent a copy of this report.


A. L. Parr
DIRECTOR OF PLANNING

WSS/dm

cc Municipal Engineer
Traffic Supervisor
Parks and Recreation Administrator




 scale 1" = 800'

Hastings

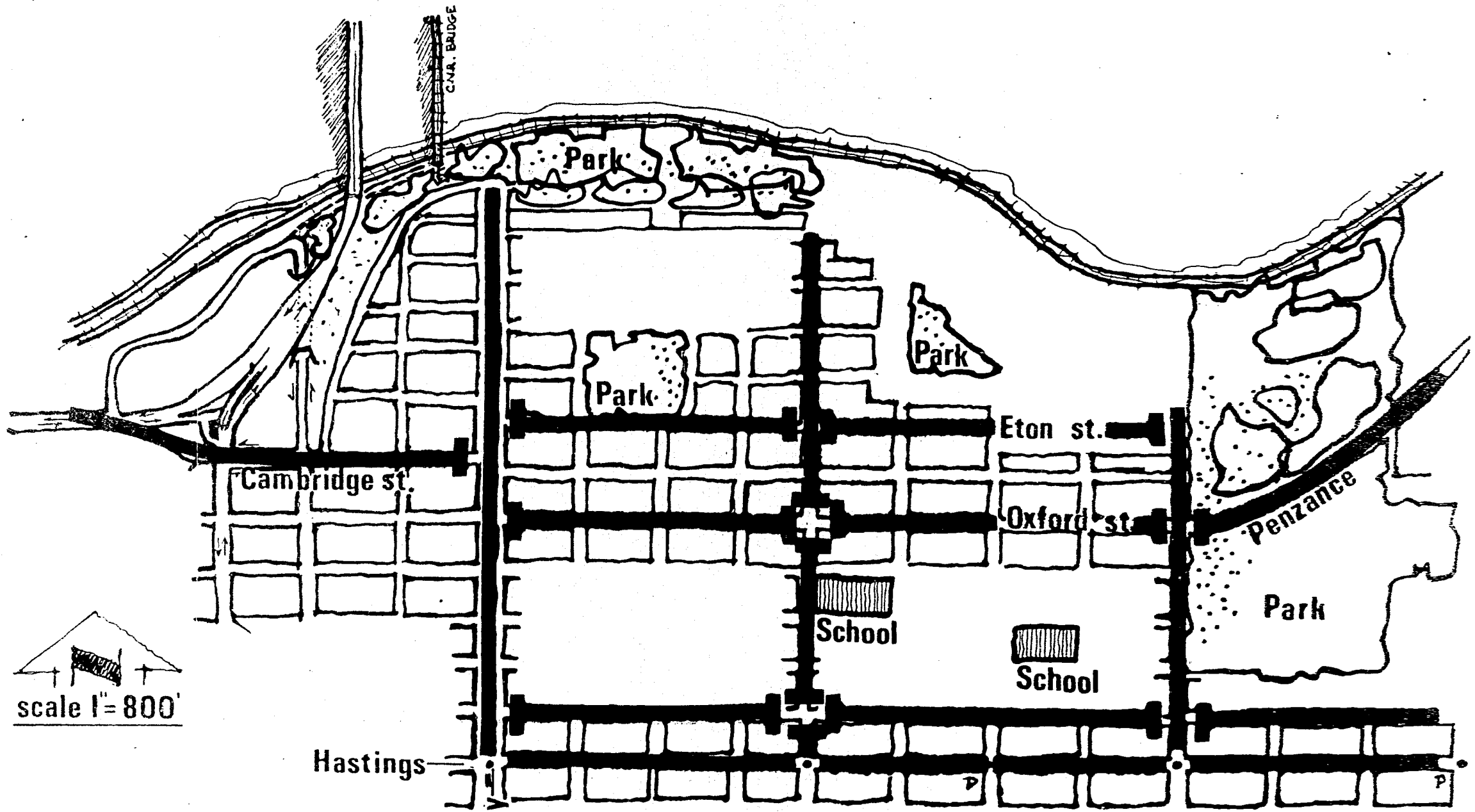
Boundary


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* VEHICLES PER DAY (2WAY)




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NO. 1 TRAFFIC VOLUME FLOW & PATTERN

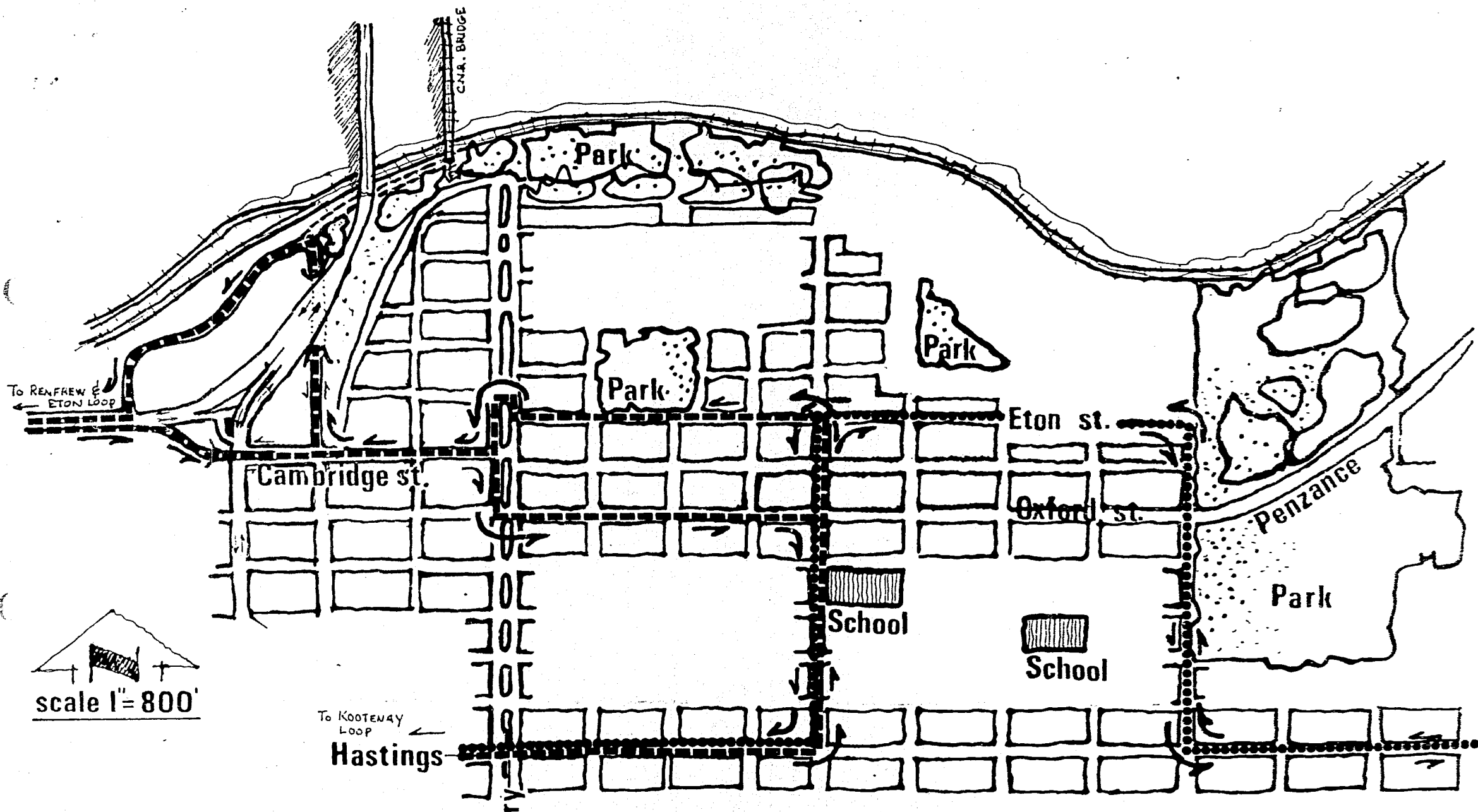




 scale 1" = 800'

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

-  STOP SIGN
-  PED. TRAFFIC SIGNAL
-  TRAFFIC SIGNAL

NO. 2 THROUGH STREET PATTERN




 scale 1" = 800'

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39  } DAYTIME ROUTES
 40  } WEEKDAYS + SAT.

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NO. 3 CURRENT BUS ROUTES