

ITEM	28
MANAGER'S REPORT NO.	53
COUNCIL MEETING	Aug. 2/77

Re: BOUNDARY ROAD

Following is a report from the Director of Planning on Boundary Road.

Because Attachment 3 is oversized it is attached to Council's reports only. Copies for the public can be obtained upon request in the Planning Department.

The Engineer reports that in addition to the widening from Central Park at Kingsway as shown on Attachment No. 3, it will be also necessary to negotiate for the consent of the Province for the area behind the proposed curb to be sloped onto park property but restored to a condition satisfactory to both the Province and the appropriate local parks body.

RECOMMENDATION:

1. THAT the Director of Planning's recommendations be adopted.

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PLANNING DEPARTMENT
JULY 27, 1977

OUR FILE: #08.640 B

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

SUBJECT: BOUNDARY ROAD

During its regular meeting on June 27, 1977, Burnaby Council received correspondence dated June 16, 1977 from Vancouver City advising that Vancouver Council had adopted the minutes of the June 2, 1977 special joint meeting of Burnaby and Vancouver Councils (Attachment #1) and the recommendations contained in the Vancouver Manager's Report (A) dated May 26, 1977:

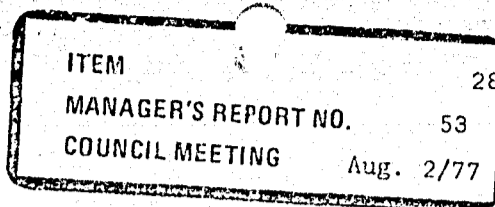
"THAT Boundary Road be confirmed as a primary arterial with its ultimate street allowance and development as described in the report".

This report is in response to Council's June 27, 1977 request that staff prepare a further report on the matter.

Subsequent to the joint meeting of Burnaby and Vancouver Councils, a joint meeting of Burnaby Engineering and Planning Department staff and Vancouver Engineering staff was held to discuss a suitable design standard for both the long term (beyond 10 years) and short terms needs of Boundary Road, and more specifically that section of Boundary Road south of Kingsway.

LONG TERM (BEYOND 10 YEARS) NEEDS AND DEVELOPMENT STATUS

Attachment #2 illustrates the existing and proposed long term street allowance and current development status of Boundary Road as discussed and the widening plan agreed to by both Burnaby and Vancouver political representatives at their Special Joint Meeting in Vancouver on June 2, 1977.



The widening concept of the proposed street allowance is based upon the long term provision for a primary arterial roadway whose cross-section standard would permit the ultimate development of a six lane roadway (plus left-turn bays).

For clarification, the Planning Department would outline the major elements comprising the 132 feet wide and 80 feet wide right-of-way, each of which would be capable of accommodating six lanes.

The 132 feet wide road allowance includes a wide treed and landscaped boulevard and a sidewalk on each side of the two roadways, each 35 feet in width, and a wide treed and landscaped median between the roadways. The median would also accommodate separate safe turning lanes at specific street intersections and required access locations along Boundary Road.

The 80 feet wide road allowance is the least road allowance acceptable for the long term needs and should be considered as being applicable only adjacent to Central Park, south of the Kingsway intersection improvement area.

The 80 feet right-of-way and cross-sectional standard for the long term needs agreed to by both Burnaby and Vancouver staff comprises an 11 feet wide boulevard on the Vancouver side (this width includes a 5 to 6 feet wide sidewalk located adjacent to the curb), one roadway 64 feet wide (Hastings Street width), and an allowance of approximately 4 to 5 feet between the curb and the property line on the other side of the street which would be required as a work area to form the eastside curb. There would be no sidewalk adjacent to the road on the east side.

Because this road cross-section would accommodate the long term needs of the route it is not proposed to be developed at this time.

SHORT TERM (IMMEDIATE) NEEDS

With regard to the short term or immediate needs, it was unanimously agreed between Burnaby and Vancouver technical staff that except for the area immediately south of the Kingsway intersection, the foreseeable traffic requirements could be accommodated on a pavement 46 feet wide developed within the existing 66 feet wide road allowance. The 46 feet wide pavement would commence beyond the Boundary/Kingsway intersection improvement area, south of the Kingsway intersection.

After considerable discussion, one of the most important elements of cross-sectional design agreed to by Burnaby and Vancouver technical staff was the widening requirement which would allow for development of a compatible roadway across the Kingsway intersection.

With regard to the latter, Attachment #3 illustrates the area of widening required for the intersection improvements south of Kingsway (approximately 6083 square feet). It should be noted that the 94 feet wide right-of-way at Kingsway (66 feet existing, plus 28 feet required) is the same for the short term as the long term.

It should also be noted that the road allowance tapers rapidly away from the intersection to avoid a small group of evergreen trees.

CONCLUSION

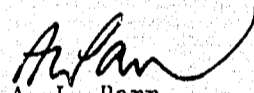
Based upon the agreement reached by the Burnaby and Vancouver political representatives at their joint meeting in Vancouver on June 2, 1977, and upon the recognized need to immediately improve the Kingsway intersection, the Burnaby Planning Department would recommend as follows:

Boundary Road
July 27, 1977.....Page Three

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RECOMMENDATIONS:

1. THAT Council adopt the minutes of the June 2, 1977 Special Joint Meeting of Burnaby and Vancouver Councils (Attachment #1)
2. THAT Council confirm Boundary Road as a primary arterial street with its ultimate street allowance and development as described in this report and illustrated on Attachment #2
3. THAT Council adopt the right-of-way requirement illustrated on Attachment #3 for the immediate intersection improvement needs south of Kingsway
4. THAT Council seek Vancouver Council's concurrence in the right-of-way requirement illustrated on Attachment #3 for the immediate intersection improvement needs south of Kingsway
5. THAT Burnaby and Vancouver Councils jointly approach the Provincial Government for the right-of-way requirement illustrated on Attachment #3 for the immediate intersection improvement needs on Boundary Road south of Kingsway.
6. THAT copies of this report be sent to:
 - a) Vancouver City Council
 - b) Burnaby Parks and Recreation Commission
 - c) Burnaby/Vancouver Parks and Recreation Committee
 - d) Diane Mathers, Vice-President of the Boundary Road Residents Association


A. L. Parr
DIRECTOR OF PLANNING

WSS/dm

attachments

cc Municipal Engineer

SPECIAL JOINT MEETING
OF
VANCOUVER AND BURNABY COUNCILS

CORRESPONDENCE AND PETITIONS
Regular Council Meeting
June 27, 1977

June 2, 1977

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A Special Joint meeting of Vancouver and Burnaby Councils was held on Thursday, June 2, 1977, at 4:00 p.m. in the No. 1 Committee Room, third floor, City Hall, Vancouver.

PRESENT: Vancouver City Council Burnaby Council

Mayor Volrich, Chairman	Mayor Constable
Alderman D. Bellamy	Alderman G.D. Ast
Alderman M. Brown	Alderman D. Drummond
Alderman M. Ford	Alderman A.H. Emmott
Alderman B. Gerard	Alderman D.A. Lawson
Alderman M. Harcourt	Alderman F. Randall
Alderman W. Kennedy	Alderman R. Stewart
Alderman D. Marzari	Alderman V.V. Stusiak
Alderman G. Puil	
Alderman H. Rankin	

ABSENT: Alderman W. Gibson Leave of Absence Alderman W. Lewarne

CLERK TO THE SPECIAL JOINT MEETING: J. Thomas

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BOUNDARY ROAD

In a communication addressed to Mayor Volrich dated April 5, 1977, (circulated) Mayor Tom Constable requested a joint meeting of Vancouver and Burnaby Councils to discuss matters pertaining to Boundary Road in view of widespread public interest in plans to widen the road and Vancouver's proposal regarding changes in road linkage between Champlain Heights and Boundary Road.

The joint meeting, this day, noted Vancouver Manager's Reports (A) and (B) dated May 26, 1977, (circulated) in which:

- (A) the City Engineer, with input from the Director of Planning, set out background information on Boundary Road and requested confirmation on the basic long term role of Boundary Road as a primary arterial in the major street plan; and
- (B) the City Engineer, Director of Planning, and Champlain Heights Project Manager, reviewed the revised scheme of development for Champlain Heights Areas E & F and Vancouver's decision to proceed with the closure of the Tyne/Rumble connector.

Mayor Volrich referred to discussions with Mayor Constable and advised it had been agreed debate be confined to three issues:

- the widening of Boundary Road from Kingsway to Marine Drive;
- the Tyne/Rumble connector;
- Joyce and Edmonds bus loops.

Boundary Road Widening/Truck Route

Acting City Engineer for Vancouver, Mr. R.C. Boyes, reviewed the Manager's Report (A); outlined the history and background of Boundary Road development and referred to three outstanding issues to be resolved between the two municipalities: the question of roadway width in the Central Park section which is dependent upon negotiations with the Provincial Government relating to encroachment on park lands; cost-sharing agreement to be reached on the 66-foot widening strip east of Champlain Heights; and the role of Boundary as a truck route.

Boundary Road (Cont'd)

Mayor Constable noted Burnaby had already indicated general agreement on a 132-foot roadway width from Hastings to 29th Avenue and from Imperial south to Marine Drive. In the Central Park area, however, Burnaby felt, excluding the Kingsway/Boundary intersection, four lanes would be sufficient at present with a long-term provision for an ultimate minimum width of 80 feet. Burnaby endorsed Vancouver's suggestion for a joint approach to the Provincial Government on the acquisition of a strip of land along the side of Central Park for roadway widening purposes. It was felt without the encroachment a sub-standard intersection would be created at Boundary/Kingsway.

Burnaby Council members expressed concern about Vancouver's plans for diversion of truck traffic to Boundary and questioned the reference in the Manager's Report (A) (page 3 under the heading "Other Issues") which stated:

"In the recent Vancouver truck route report, it was proposed to make physical improvements at the south end of Boundary Road to facilitate its role as a truck route - in particular, to provide a truck bypass route via south-east Marine as a replacement route for the Knight/41st/Joyce routing."

Burnaby agreed that Boundary should be classified as a primary arterial but could not accept a situation which might have the effect at some future time of diverting truck traffic from Vancouver's existing north/south primary arterial routes to Boundary Road via Marine Drive.

Following discussion it was agreed the intent of the report was that Boundary Road should be an alternate route, not a replacement route, and Mayor Volrich directed the Manager's Report (A) be amended accordingly.

It was also agreed there should be joint negotiations with the Provincial Government on the matter of encroachment on Central Park lands.

Mayor Volrich ruled that it would not be appropriate for Vancouver Council to make a decision at the joint meeting on the recommendation contained in the Manager's Report (A) relating to the confirmation of Boundary Road as a primary arterial with its ultimate street allowance and development as outlined in Summary '2' of the report.

Tyne/Rumble Connector

Project Manager for Champlain Heights, Mr. R.J. Moodie, reviewed the Manager's Report (B) and outlined the time frame and overall development scheme for Champlain Heights with particular reference to the closure of the Tyne/Rumble connector approved by City Council on May 10, 1977.

Burnaby representatives restated the position taken by their Council as outlined in the Burnaby Manager's Report dated May 9, 1977, (circulated) and expressed regret that Vancouver had decided to go ahead with the closure prior to the joint meeting being held. It was suggested the Tyne/Rumble connector should be opened on an experimental basis. 189

Mayor Volrich advised Vancouver had undertaken a lengthy planning process in connection with the Champlain Heights development, including extensive consultations with the residents of the area. The inner loop road was an integral part of the overall plan and to introduce an east-west access road across the centre of the development at this stage would destroy the integrity of the whole project. Unless an Alderman requested it, Mayor Volrich stated he did not propose to instruct City staff to bring forward any further report or ask Council to reconsider the matter.

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CORRESPONDENCE AND PETITIONS
Regular Council Meeting
June 27, 1977

Boundary Road (Cont'd)

Joyce and Edmonds Bus Loops

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The joint meeting discussed briefly the situation which had arisen at the Joyce Loop subsequent to the removal of the No. 27 Rupert bus from the Loop to a location on Joyce Street. Reference was made to the large number of citizens' complaints to both Councils, particularly those from senior citizens protesting the inconvenience experienced when transferring from a bus in the Loop to the Rupert bus.

Mayor Constable advised Burnaby had also received many complaints about the Edmonds Loop.

Alderman W. Kennedy, Chairman of Vancouver's Transportation Committee, suggested the matter should be referred to his Committee for further consideration, and it was so agreed. Mayor Constable also suggested there should be joint discussions at staff level on the situation pertaining to both bus loops.

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Also noted were the following communications which are on file in the City Clerk's Office:

- Citizens' Coalition on Transportation, dated May 30, 1977, requested: ;
 - a) no action on the widening of Boundary Road pending the establishment of a Regional Commission and a long range comprehensive transportation plan;
 - b) decisions relating to the closure of arterial streets adjacent to Boundary Road should be delayed until studies have been conducted on impact and an area residential survey carried out.
- Petition, with thirty-two signatures, submitted by Adelaide E. Leonew, protesting the closure of Champlain Crescent.

* * *

The meeting adjourned at approximately 5:10 p.m.

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