

APR - 2 1979

ITEM	10
MANAGER'S REPORT NO.	6
COUNCIL MEETING	1979 01 22

135

TO: MUNICIPAL MANAGER 1979 JANUARY 15

FROM: DIRECTOR OF PLANNING

RE: RESIDENTIAL STREET PATTERN BETWEEN BAINBRIDGE AND
PHILLIPS AVENUES SOUTH OF LOUGHEED HIGHWAY
ITEM #7, MANAGER'S REPORT NO. 44, 1978 JUNE 12
ITEM #17, MANAGER'S REPORT NO. 38, 1978 MAY 15

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

BACKGROUND:

Council, on 1978 June 12, tabled the subject report pending receipt of further information with respect to the possible deletion of the school site.

The Planning Department, in concluding a review of the need for the school site, recommended to the Burnaby School Board that consideration be given to the deletion from the school development program of the elementary school facility previously proposed in this area. The School Board, at its meeting on 1978 June 13, agreed to and approved this recommendation.

EXISTING SITUATION:

Based on the foregoing, the Planning Department would report that several options are available with respect to the re-design of the subdivision guide plan which are outlined as follows:

Option 1a: As shown on the attached Sketch #1, this option provides for an increased park site and the extension of Buffalo St.

Option 1b: As shown on the attached Sketch #2, this option provides for an increased park site and the cul-de-sacing of Buffalo St.

- Option 2a: As shown on the attached Sketch #3, this option provides for the extension of Buffalo Street and a slightly reduced park site in order to serve adjacent residential lots.
- Option 2b: As shown on the attached Sketch #4, this option provides for the cul-de-sacing of Buffalo Street and a slightly reduced park site in order to serve adjacent residential lots.
- Option 3a: As shown on the attached Sketch #5, this option provides for a reduced park site (minimum 1.62 ha (4 ac.)) and the extension of Buffalo Street.
- Option 3b: As shown on the attached Sketch #6, this option provides for a reduced park site (minimum 1.62 ha (4 ac.)) and the cul-de-sacing of Buffalo Street.

In reviewing these options, the Planning Department prefers Option 1a. As well as providing for an optimum usage of the park site, it also provides for a second means of access from the immediate residential area to Bainbridge Avenue. In addition, it provides internal circulation within the neighbourhood and provides access to the centrally located park site. This option would also assist in providing emergency access within the interior of the area.

However, until the remainder of the area is introduced for development, the subdivision guide plan has been amended as shown on the attached Sketch #7 which provides for the implementation of any of the aforementioned options. When this area has been advanced for subdivision, a recommendation on the design will be forwarded to Council based on the requirements at that time.

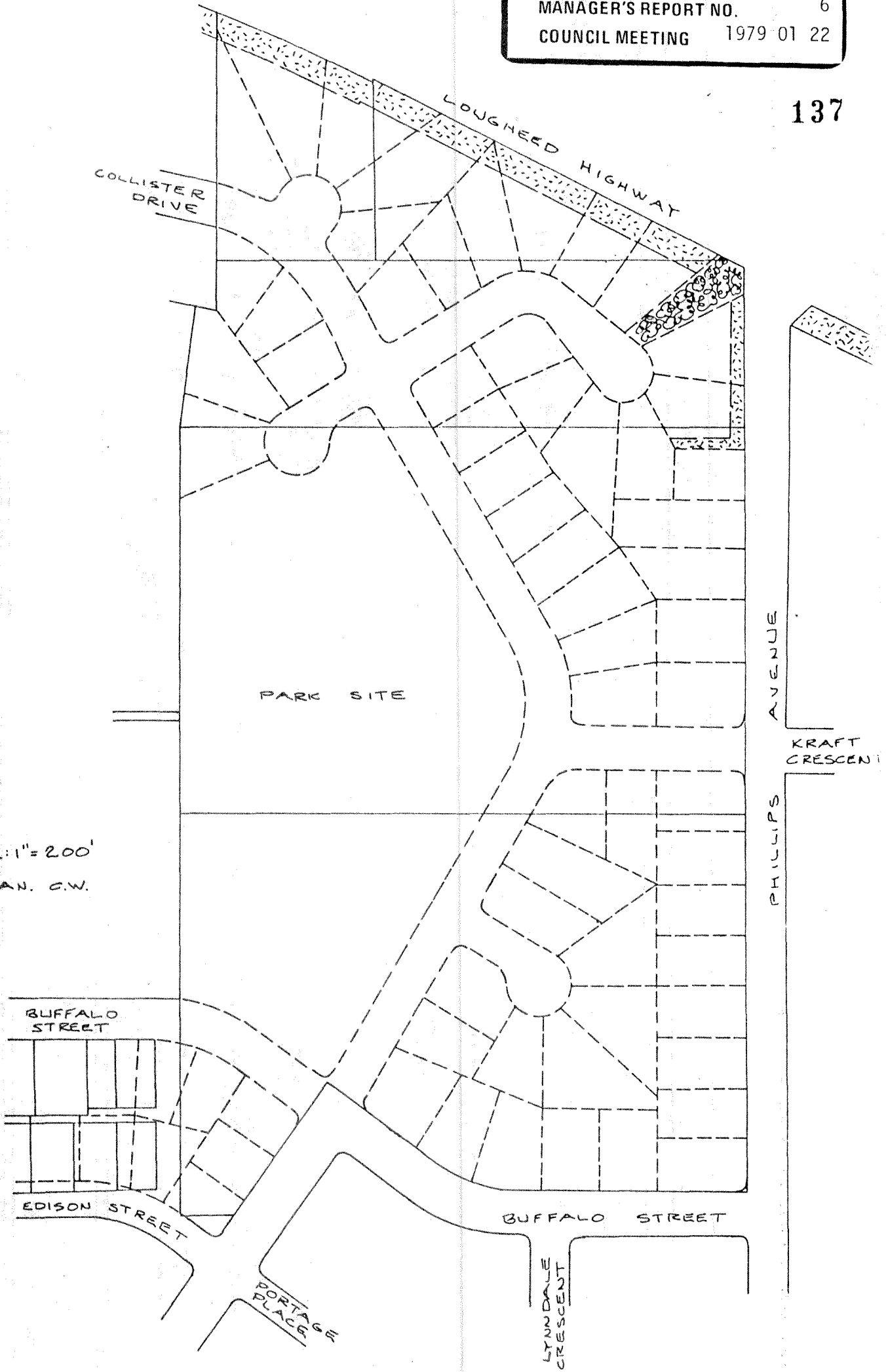
For the information of Council, we have attached a copy of the previous subdivision guide plan which is shown as Sketch #8.


A. L. Parr,
DIRECTOR OF PLANNING

CW:ad
Atts.
cc: Municipal Engineer
Parks & Recreation Administrator

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SCALE: 1" = 200'
1979 JAN. C.W.

OPTION 1a

SKETCH # 1

ALL PARK/ROAD EXTENDED

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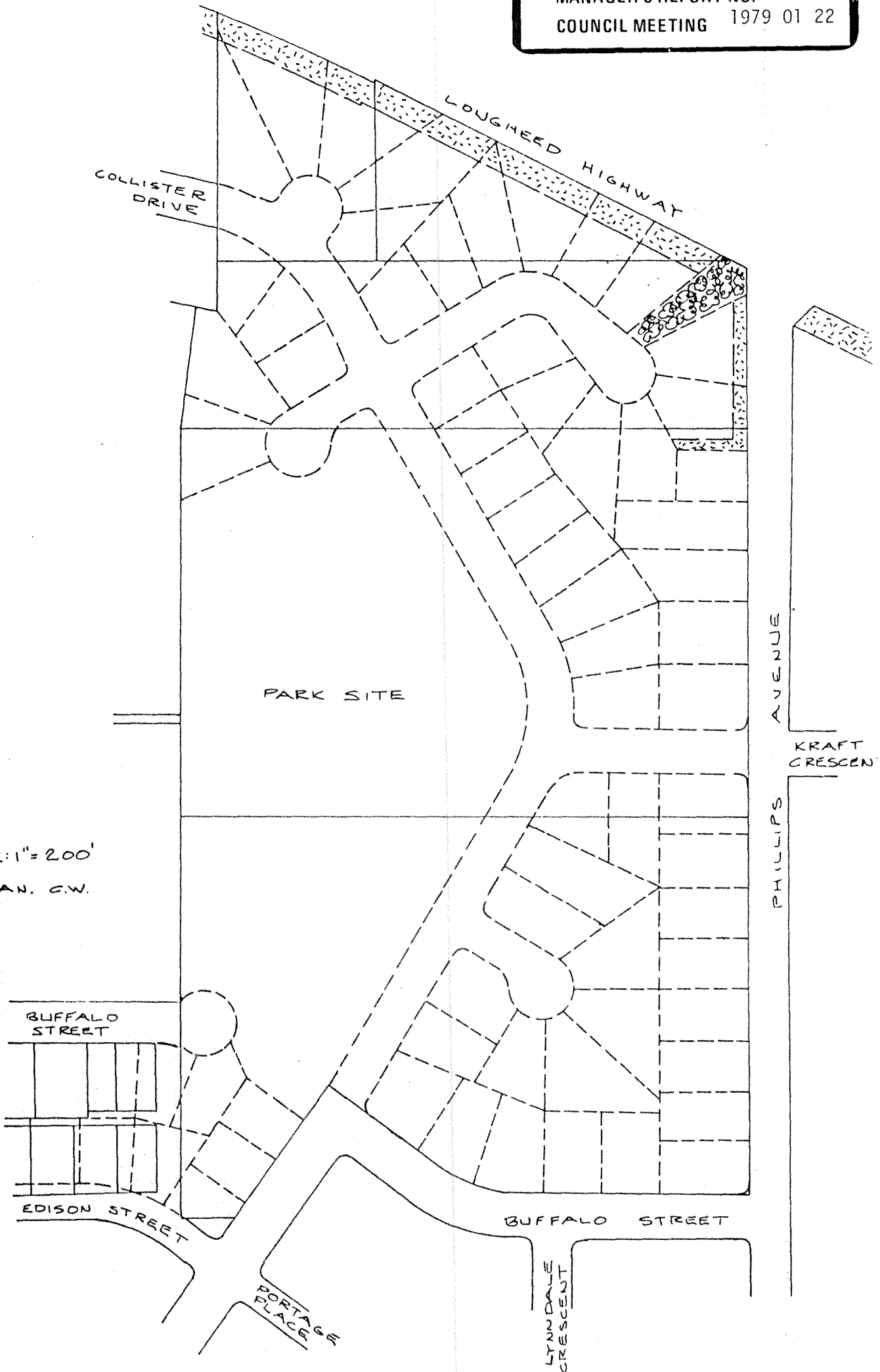
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SCALE: 1" = 200'

1979 JAN. C.W.



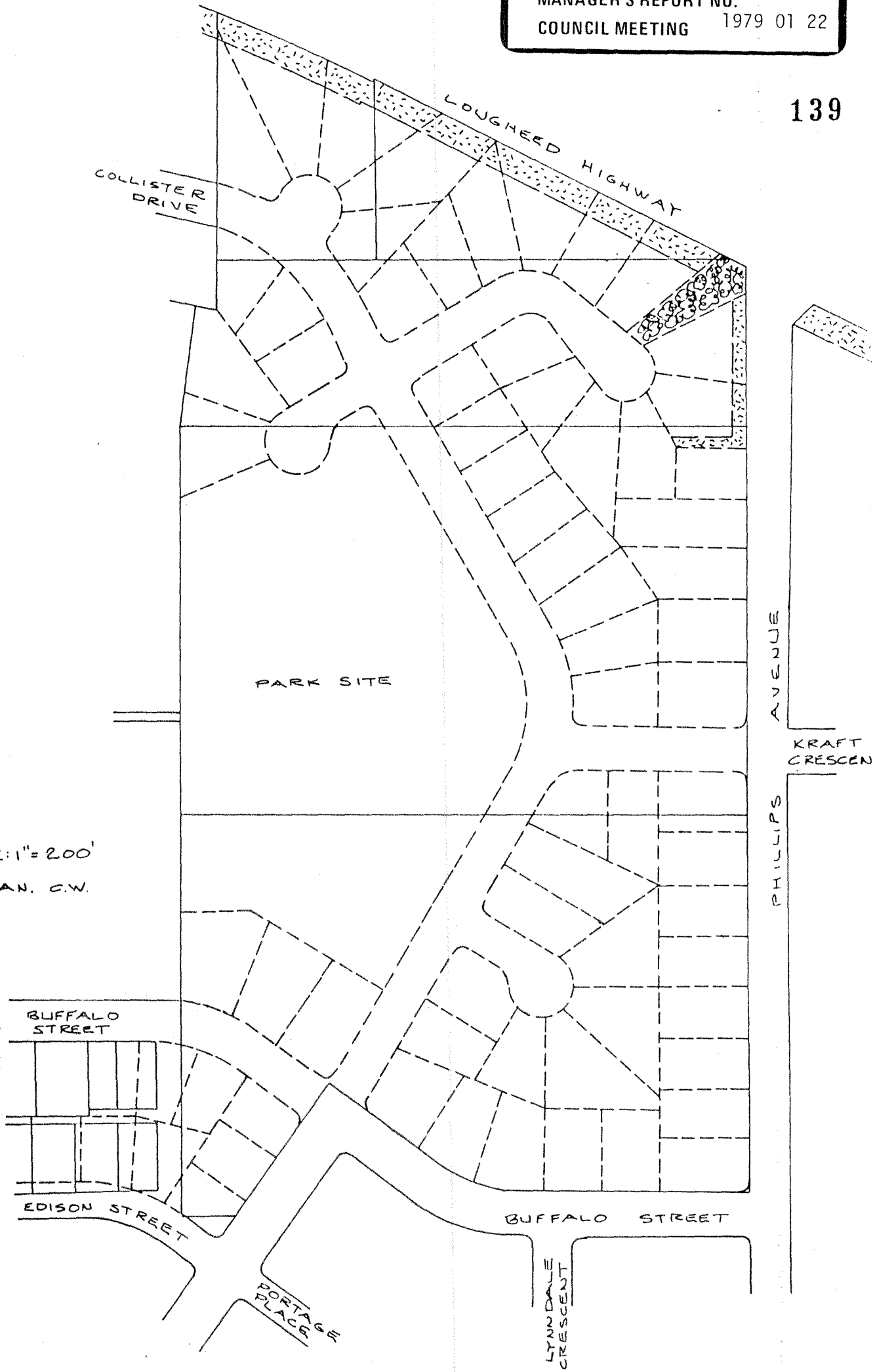
OPTION 1b

SKETCH #2

ALL PARK / ROAD CUL-DE-SAC

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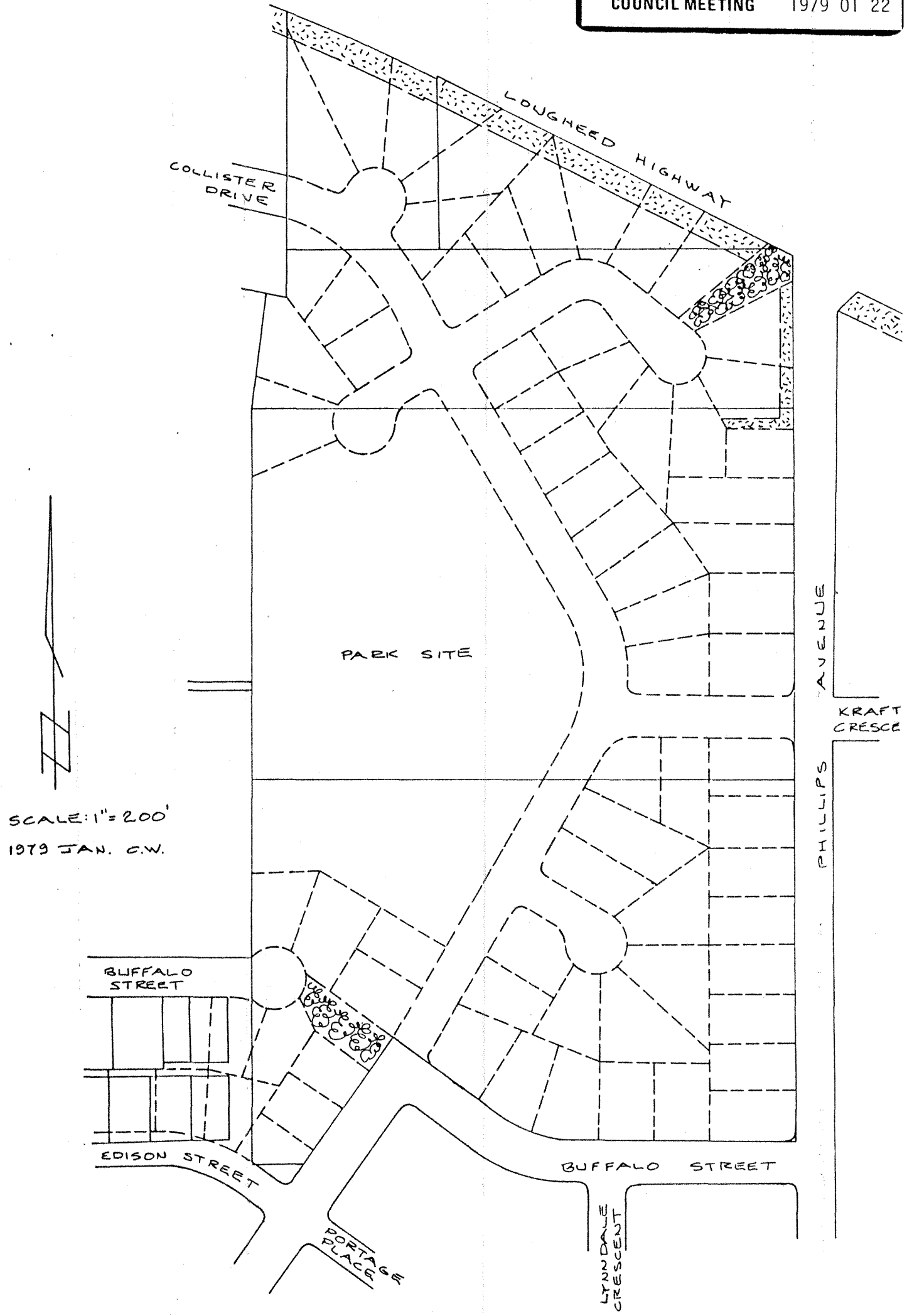
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SCALE: 1" = 200'
 1979 JAN. C.W.

OPTION 2a
 ROAD EXTENDED SERVING RESIDENTIAL LOTS

SKETCH #3

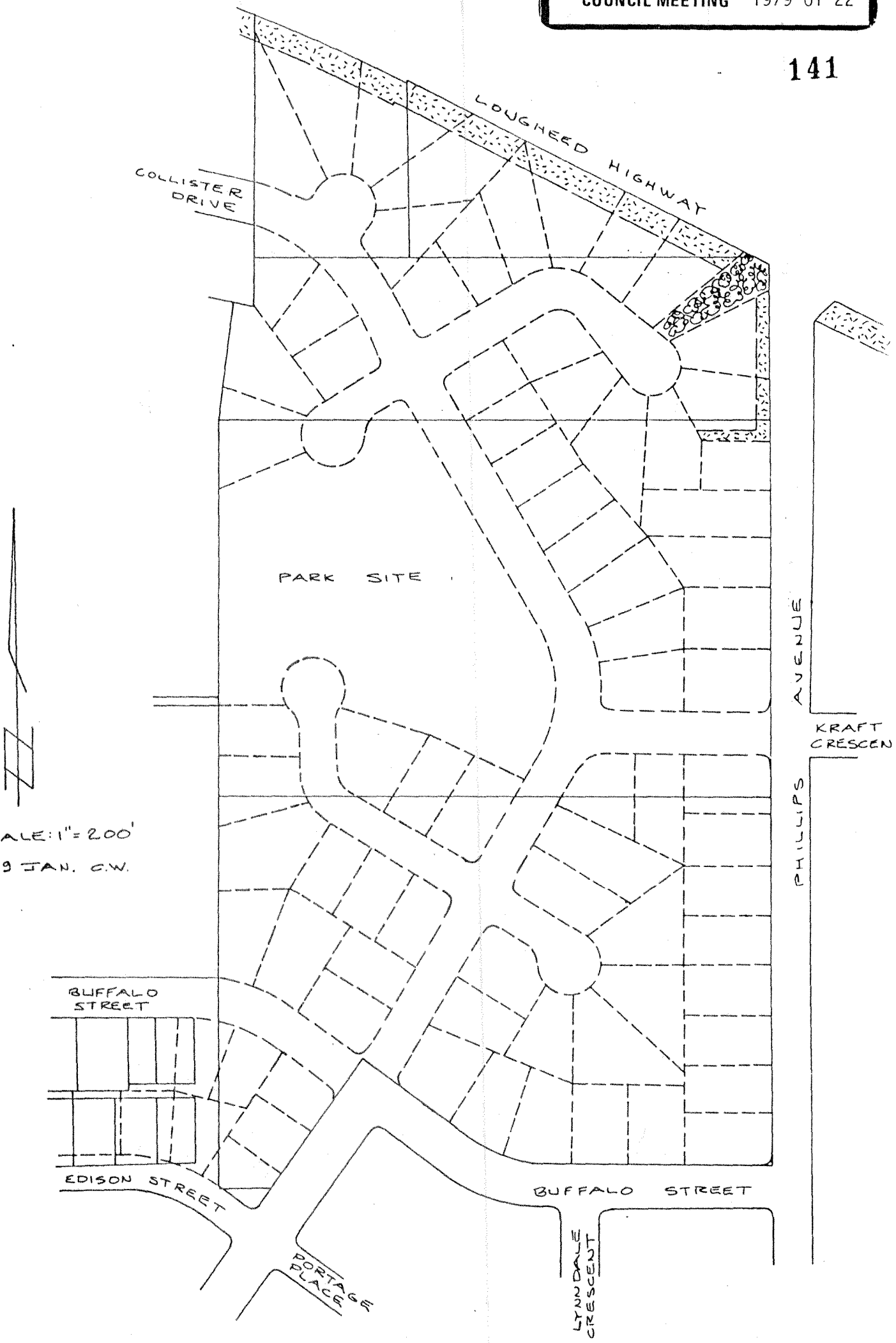


SCALE: 1" = 200'
 1979 JAN. C.W.

OPTION 2b

SKETCH #4

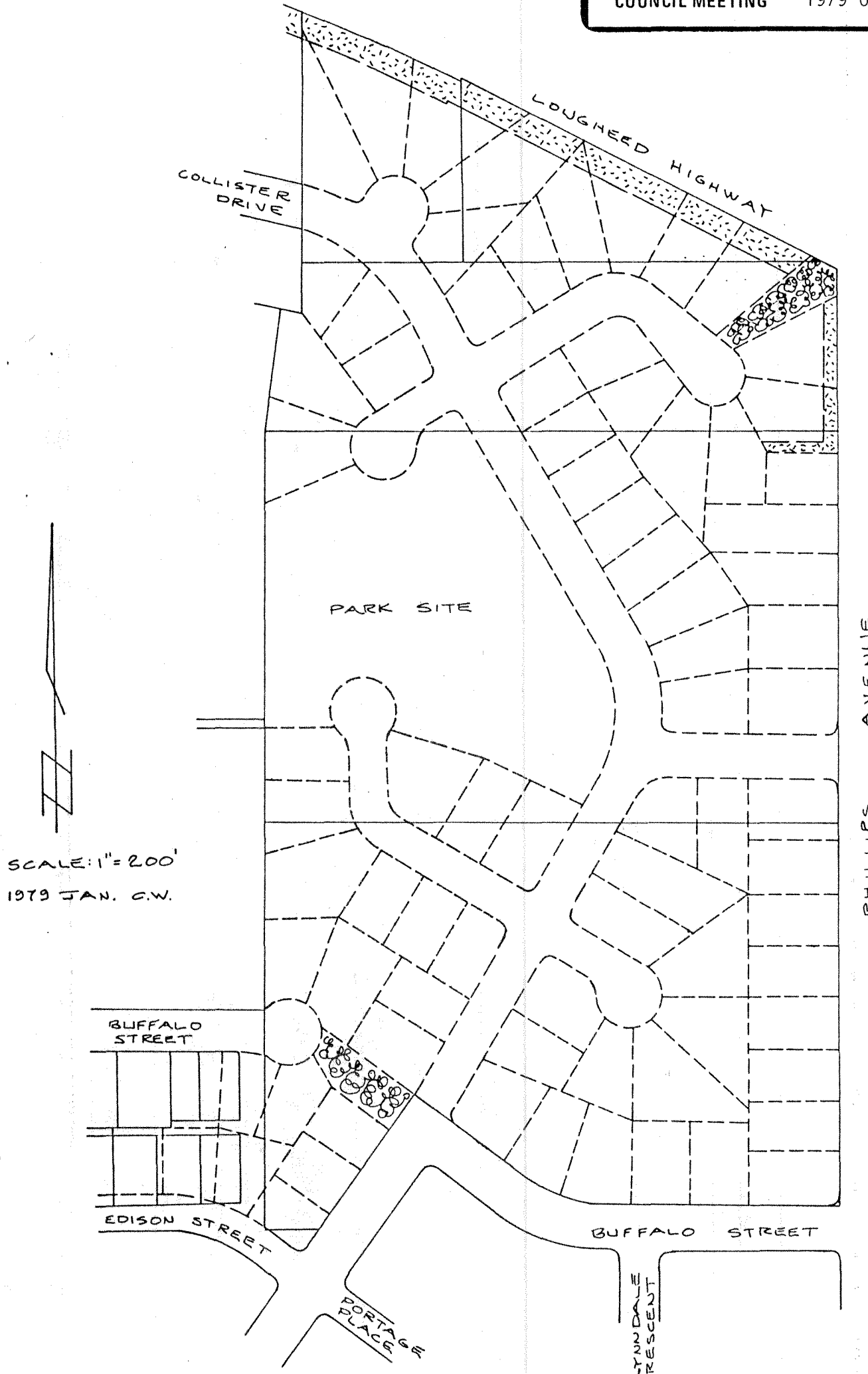
ROAD CUL-DE-SAC SERVING RESIDENTIAL LOTS



SCALE: 1" = 200'
1979 JAN. C.W.

OPTION 3a
PARK REDUCED/ROAD EXTENDED

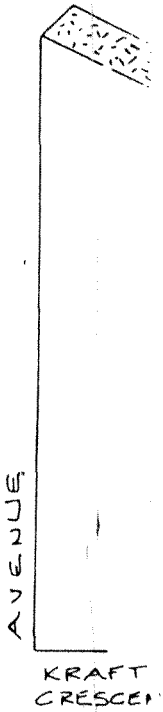
SKETCH # 5



SCALE: 1" = 200'
 1979 JAN. C.W.

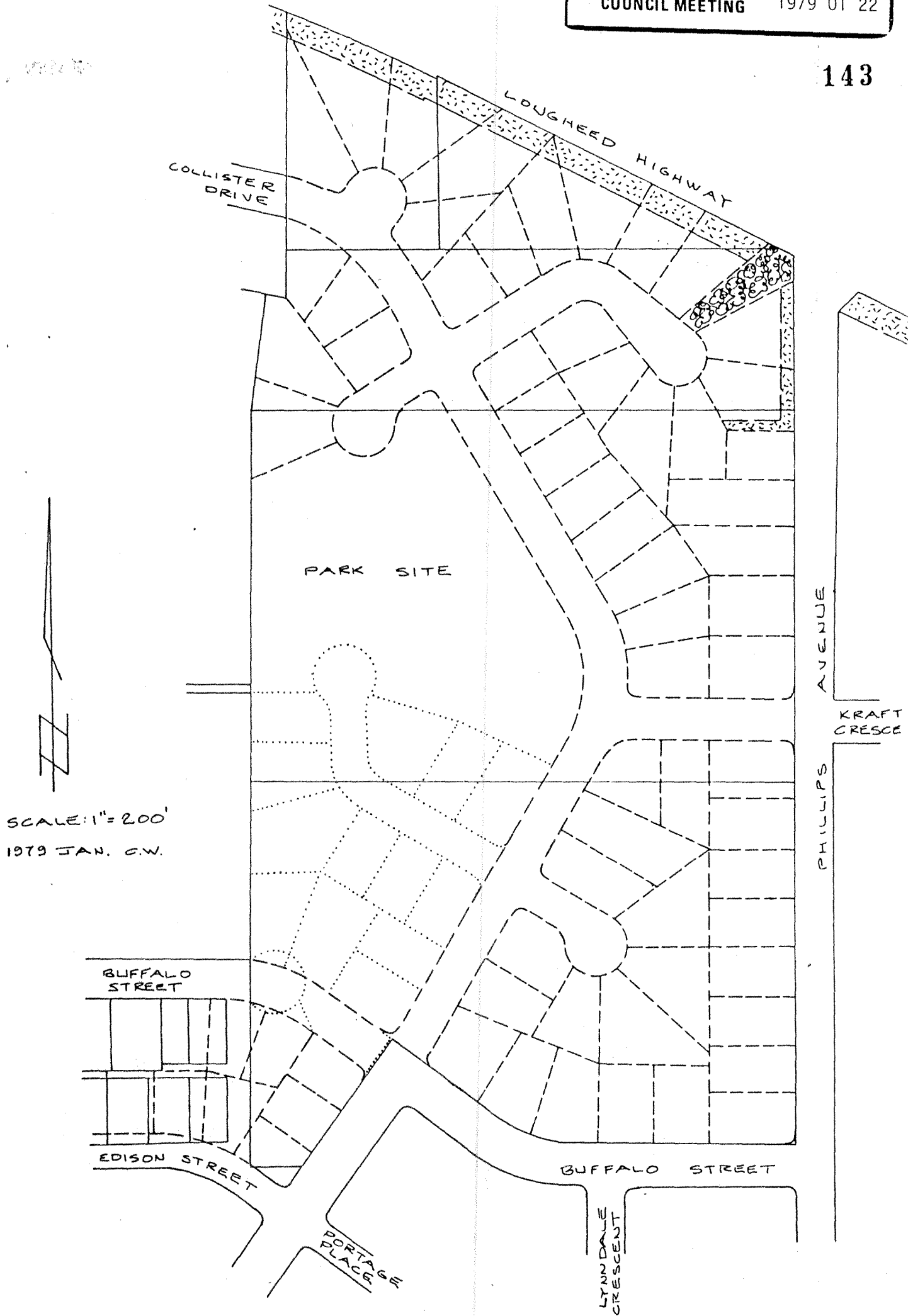
OPTION 3b
 PARK REDUCED/ROAD CUL-DE-SAC

SKETCH #6



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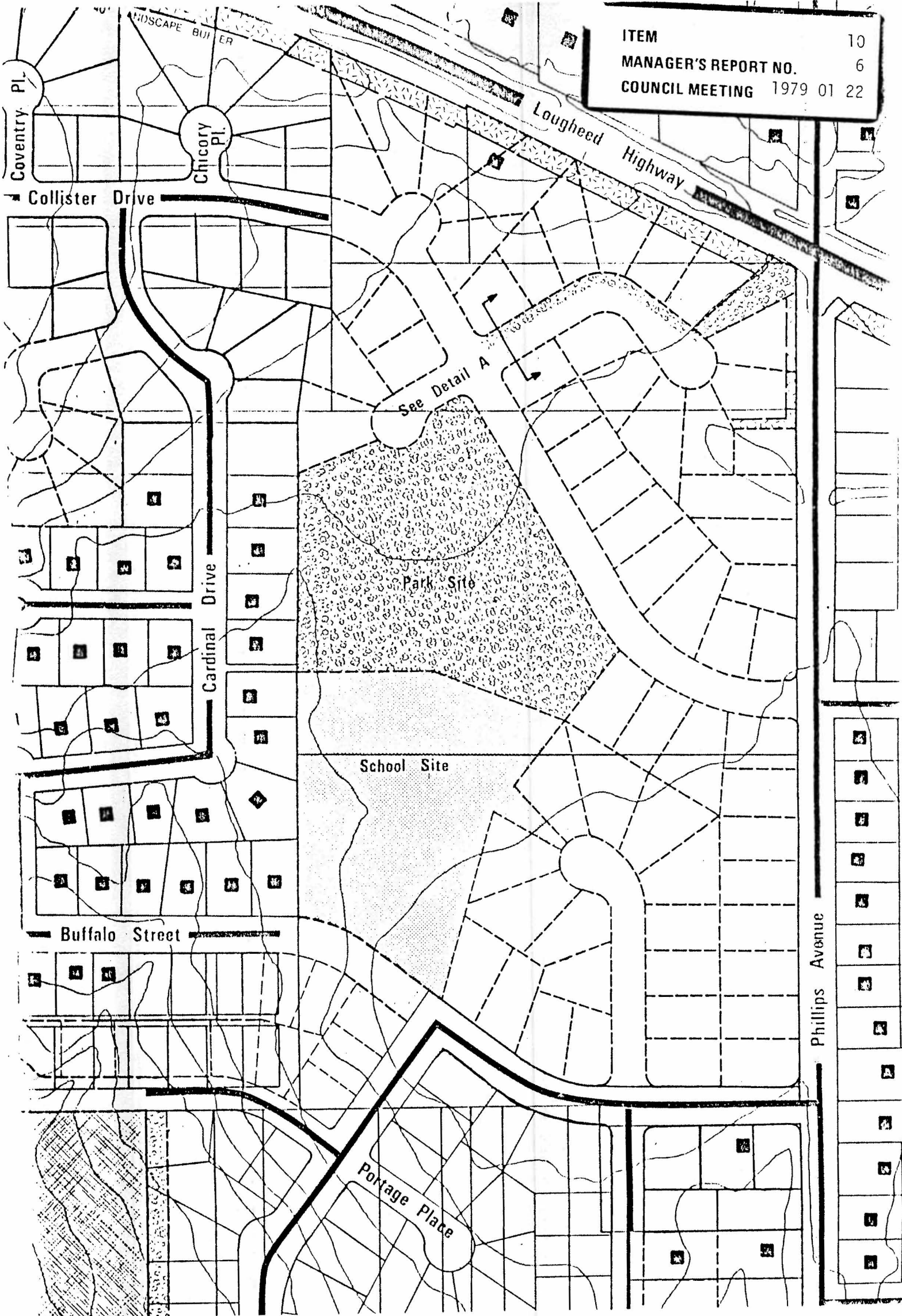


SCALE: 1" = 200'
1979 JAN. G.W.

SUBDIVISION GUIDE PLAN

SKETCH #7

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SCALE: 1" = 200'
 1979 JAN. C.W.

PREVIOUS SUBDIVISION GUIDE PLAN

SKETCH #8

ITEM 10
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COUNCIL MEETING 1979 01 22

ITEM
MANAGER'S REPORT NO.
COUNCIL MEETING 1978 06

Re: RESIDENTIAL STREET PATTERN BETWEEN BAINBRIDGE AND PHILLIPS AVENUES
SOUTH OF LOUGHEED HIGHWAY
(ITEM 17, REPORT NO. 38, 1978 MAY 15)

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The attached report from the Director of Planning contains information which Council has requested on the proposed extension of Buffalo Street. It will be recalled that the first report on this matter, which was received on May 15, was tabled following a presentation by Mr. A. Boroevich who objected to the extension.

The specific points on which Council requested information are as follows:

- a. Allegations by Mr. Boroevich of unsatisfactory conduct by a member of Staff.
- b. The effect on the subdivision potential of the remaining properties South of Buffalo Street should Buffalo Street not be extended to Phillips Avenue.
- c. Concern for the number of properties whose only access to the area would be from Phillips Avenue should Buffalo Street not be extended.
- d. In the event that Buffalo Street is not extended, alternative access to Lynndale should be examined.
- e. Information on the possibility of installing a traffic signal at the intersection of Phillips Avenue and the Lougheed Highway.

Regarding item a, Mr. Boroevich, to the best of our knowledge, spoke to an employee of the Engineering Department on only one occasion. This employee merely referred Mr. Boroevich to the Planning Department because the subject pertained to planning of roads and road networks. This Engineering employee did not discuss Mr. Boroevich's matter of concern with him, and from the brief exchange that took place and the employee's recall of the incident, we are satisfied that he at no time was engaged in unsatisfactory conduct. Also, we have been unable to confirm Mr. Boroevich's allegation in this regard with respect to any improper conduct on the part of staff in the Planning Department. This matter can be pursued further if Mr. Boroevich is prepared to provide additional and more specific information on the incident in question.

With respect to item e, we have been advised by the Ministry of Highways that a recent evaluation of signal warrants at the intersection in question has indicated a rating of only 33 of the required minimum warrant of 100 points. The Ministry, incidentally, is hopeful that a raised median can be placed the entire length of the Lougheed Highway to be opened only at signalized intersections to prohibit left turns and encourage commuter traffic to use the highway and not short-cut through residential streets.

RECOMMENDATIONS:

1. THAT Item 17, Report No. 38 dated 1978 May 15 be lifted from the table; and
2. THAT Council confirm the proposed residential development as shown on the subdivision guide plan entitled Figure 4 which is attached to Item 17, Report No. 38 dated 1978 May 15; and
3. THAT a copy of this report be sent to Mr. A. Boroevich.

* * * * *

ITEM 7
MANAGER'S REPORT NO. 44
COUNCIL MEETING 1978 06 12

ITEM 10
MANAGER'S REPORT NO. 6
COUNCIL MEETING 1979 01 22

PLANNING DEPARTMENT
1978 MAY 23

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: RESIDENTIAL STREET PATTERN BETWEEN BAINBRIDGE AND PHILLIPS AVENUES
SOUTH OF LOUGHEED HIGHWAY
ITEM #17, MUNICIPAL MANAGER'S REPORT NO. 38, 1978 MAY 15

Council, on 1978 May 15, tabled the subject report pending receipt of additional information on several points raised by Council. In reviewing the issues the Planning Department would report as follows.


The Planning Department is unable to confirm Mr. Boroevich's allegation of unsatisfactory conduct by a member of the Municipal staff.

The provision of a cul-de-sac at the intersection of Buffalo Street and Lynndale Crescent would reduce the number of potential lots by one on the remaining properties south of Buffalo Street. Additionally, should Buffalo Street not be extended, approximately 80 lots would be served by a circuitous local residential street having only one access point to a local residential collector.

The Planning Department is currently re-examining the need for the proposed school site presently shown on the plan. Should it be determined and accepted by all departments concerned that the proposed school facility is redundant, a revision to the existing subdivision guide plan could be studied. For example, the extension of a roadway adjacent the east side of the proposed park site from Buffalo Street to Collister Drive would provide the area residents with a second access to either Bainbridge or Phillips Avenues. However, Council should recognize the possibility of an increase in traffic movement on Collister Drive as it would be the only through east/west local residential street between Bainbridge and Phillips Avenues. Consequently, the residents along Collister Drive may not favour this approach. Additionally, it would not be feasible to extend the proposed residential cul-de-sac roadway bordering the industrial area through to Bainbridge Avenue as this could encourage the movement of industrial traffic through the residential area, due to its location immediately adjacent to an industrial use.

No decision has been made as to the possibility of installing a traffic signal at the intersection of Phillips Avenue and the Lougheed Highway. Any decision to be made would depend upon discussions with the Ministry of Highways and further investigation to determine whether there is a warrant for a signal installation at this time. Input from the residential community south of Lougheed Highway would also be required.

This report is submitted for the information of Council.


A. L. Parr,
DIRECTOR OF PLANNING

CW:ad
cc: Municipal Engineer

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ITEM	10
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COUNCIL MEETING	1979 01 22

Re: LETTER FROM MR. A. BOROEVICH WHICH APPEARED ON THE AGENDA FOR THE 1978 MAY 08 MEETING OF COUNCIL (ITEM 2a) RESIDENTIAL STREET PATTERN BETWEEN BAINBRIDGE AND PHILLIPS AVENUES SOUTH OF LOUGHEED HIGHWAY

Appearing on last week's agenda was a letter and petition from Mr. A. Boroevich objecting to the proposed extension of Buffalo Street. Mr. Boroevich also appeared before Council on this occasion to express his views on this matter.

Following is a report from the Director of Planning on the proposed extension.

RECOMMENDATION:

1. THAT Council confirm the proposed residential development as shown on the subdivision guide plan entitled Figure 4 which is attached to the Director of Planning's report.

* * * * *

PLANNING DEPARTMENT
1978 MAY 10

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: RESIDENTIAL STREET PATTERN BETWEEN BAINBRIDGE AND PHILLIPS AVENUES SOUTH OF LOUGHEED HIGHWAY

BACKGROUND

Appearing on the 1978 May 08 Council Agenda was a petition from the residents of Buffalo Street opposing the proposed extension of Buffalo Street from Bainbridge Avenue through to Phillips Avenue. The Planning Department was requested to provide a report on this proposed street extension.

The eventual connection of Buffalo Street from Bainbridge Avenue to Phillips Avenue has been incorporated in the subdivision guide plans for this residential area for some time as evidenced by the attached Figures 1, 2 and 3. When the sidewalk and ornamental street lights were constructed in 1972 to connect the Buffalo Street residential area with the Seaforth Elementary School, they were designed to be incorporated in the proposed street extension.

In conformance with the planned street extension, at the time the lands southwest of the intersection of Buffalo Street and Phillips Avenue were subdivided, the majority of the roadway was constructed adjacent to the existing sidewalk. This subdivision and the associated road development is illustrated on the attached subdivision guide plan entitled Figure 4.

NOTE

THE ATTACHMENTS TO THIS REPORT ARE AVAILABLE IN THE MANAGER'S OFFICE AND CAN BE REVIEWED BY ANY-ONE UPON REQUEST.

RESIDENTIAL STREET PATTERN BETWEEN
BAINBRIDGE AND PHILLIPS AVENUES
SOUTH OF LOUGHEED HIGHWAY
1978 MAY 10.....PAGE TWO

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COUNCIL MEETING	1978 05 15

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EXISTING SITUATION

In reviewing the need to complete this street extension, it is necessary to examine the structure of the residential area bounded by Bainbridge Avenue, the Lougheed Highway, Phillips Avenue and Winston Street. Inasmuch as direct access cannot be obtained from either the Lougheed Highway or from Winston Street, access must be gained from Phillips Avenue and Bainbridge Avenue via residential collector streets.

Buffalo Street has been designed as a residential collector which will provide internal circulation for the neighbourhood and provide access to the open space facility which is located centrally to the neighbourhood. This street is residential in character and has been designed such that it does not provide a continuous through movement to adjacent neighbourhoods.

In addition to providing access to the residential area and to the proposed park facility, this roadway would assist in providing emergency access within the interior of the area. It should be noted that trucks would not be permitted to use this street as they would be restricted to nearby Winston Street.


SUMMARY

The extension of Buffalo Street from Bainbridge Avenue has been planned for a considerable time and the development of the residential neighbourhoods have reflected this fact. The Planning Department is of the opinion that this extension is necessary to provide access to the center of this area as described in the foregoing report.

RECOMMENDATION

It is recommended:

THAT Council confirm the proposed residential development as shown on the attached subdivision guide plan entitled Figure 4.


A. L. Parr
DIRECTOR OF PLANNING

CW/PB/ds

attachments

cc Municipal Engineer

NOTE

THE ATTACHMENTS TO THIS REPORT ARE AVAILABLE IN THE MANAGER'S OFFICE AND CAN BE REVIEWED BY ANYONE UPON REQUEST.