

RE: SUBDIVISION REFERENCE #109/78
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site coverage, low profile development; and provision of a development scale which would have minimal traffic loading onto Broadway or have off-peak traffic loading patterns such as on Sunday mornings for a small church facility. If it is Mr. McConnachie's contention that an institutional use could in any sense create a heavy or hazardous traffic situation, the Planning Department would agree that any institutional use which would have a deleterious effect should be precluded and certainly not promoted.

POINT 2

A letter of 1977 October 06 from the Ministry of Highways and Public Works is referred to. Our reading of the subject letter is that on an overall policy basis, it is clear that the Ministry confirms that "this section of Broadway most certainly has an arterial road role to play which will increase with time" and that the Ministry "certainly favours the suppression of direct accesses and cul-de-sac subdivision roads from arterials". A few of the Ministry's detailed comments appear to be at variance with this confirmed policy approach and it is considered that this ambivalence is probably a reflection of the realization of the Ministry that the Province is responsible for all costs related to the upgrading of the Broadway Extension to the required arterial standard.

POINT 3

On 1979 August 20 Council, as a result of a thorough planning process and extensive public discussions, adopted a Comprehensive Transportation Plan for Burnaby which recognized the Broadway Extension as a "primary arterial" route which would have an intermunicipal role to play. One of the recommendations contained in this adopted policy document stated that "arrangements be made for a series of meetings between representatives of the Municipality and of adjacent Municipalities in order that the Municipality's comprehensive transportation plan can be explained and their cooperation requested in the advancement of the various proposals and policies associated with this report and the report, Transportation Policies for Burnaby."

POINT 4

In conjunction with Rezoning Reference #55/74, Council accepted a letter dated 1975 June 17 (attached) signed by the Deputy Minister outlining the commitment of the Ministry to assume all costs for the future upgrading of the Broadway Extension. We would expect that the Province would continue to stand by its written commitment to the Municipality and we have not received any notice from the Ministry to the contrary.

The comments with regard to Exhibit #4 have been considered to refer to the Ministry of Highways' letter of 1976 October 25. The basic function of this letter would appear to be to protect the Ministry against any mis-statements which could legally compromise the Ministry. The letter essentially indicates that any detailed comments would be offered and possible approvals considered only after the Municipality had first given its approval.

As outlined in the previous report of 1979 July 20 to Council, the traffic from the proposed site which is located within the Lyndhurst neighbourhood would be residentially generated and suited to the surrounding R2 Residential Zoning District area. It is reiterated that direct access to Broadway is precluded on the basis that this section of Broadway is a primary arterial, and, in addition, the future upgraded elevation of Broadway with the need for extensive fill slopes will physically not accommodate appropriate access to a small group of residential lots on the subject site. The adopted Comprehensive Transportation Plan outlines a hierarchical classification of roads to be established as a basis for defining the functional, spacing, and continuity aspects of a conceptual road plan for the Municipality. The attached sketch taken from the policy report indicates that the proposed local subdivision road and the Broadway Extension, a primary arterial, are each on the opposite extremes of the road hierarchy.

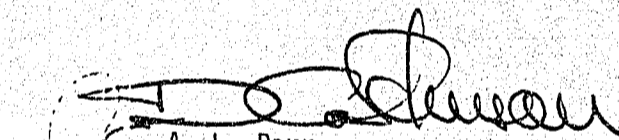
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With respect to comments on the Stoney Creek park/trail through the subject site, we would agree with Mr. Kenneth Cox that this proposed parkway is an important part of the overall linear park system. It is hoped that the development of the park system in this area will achieve all of the beneficial park aspects outlined by Mr. Cox. Although in instances it may be desirable to obtain further park lands for buffering and visual purposes, the Municipality is cognizant of a need to maintain a reasonable balance of land uses to permit the owner to pursue a reasonable viable development of his lands and to provide a balanced parks acquisition program. The cost of any structure crossing the Creek will be borne solely by the developer and will meet all Municipal requirements.

Alternate access to Beaverbrook Drive was one option suggested in the past but it apparently was not pursued by the developer due probably to the complexity of access right-of-way arrangements, the cost of a long access road, and the cost of servicing relative to the possible scale of development. It is noted that the B.C. Hydro substation is an existing facility with marginal traffic loading onto Broadway and should not be reinforced by a publicly dedicated subdivision access road.

It is stressed that the Approving Officer takes into consideration all requisite Municipal policies as adopted by Council which include land use guidelines, traffic and transportation policies, and parks policies in processing subdivision applications. The Approving Officer is cognizant of the need to maintain a balanced approach which is fair to all agencies, groups, and individuals affected by a given subdivision application and protects overall Municipal goals and policies.


A. L. Parr
APPROVING OFFICER

KI/ds

attachment

cc Parks and Recreation
Administrator

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OFFICE OF THE
DEPUTY MINISTER

VICTORIA

DEPARTMENT OF HIGHWAYS

June 17, 1975.

Mr. A.L. Parr,
Director of Planning,
The Corporation of the District of Burnaby,
4949 Canada Way,
Burnaby 2, B.C.
V5G 1M2.

Dear Sir:-

Re: Broadway Extension from
North Road to Gagliardi Way
Rezoning Reference #55/74

Thank you for your letter dated 2 June, 1975 concerning the Broadway Extension. Consistent with the general conditions outlined in our letter dated 14 April, 1975, I would advise that the Department is now prepared to assume all costs for the interim road and the future upgrading.

Yours truly,

H.F. Sturrock
H.F. Sturrock,
Deputy Minister.



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