

ITEM	17
MANAGER'S REPORT NO.	70
COUNCIL MEETING	1980 11 17

RE: CENTRAL AREA TRANSPORTATION STUDY

Following is a report from the Director of Planning regarding the above subject.

For information, it had been previously proposed that the study be undertaken as a joint project involving the Parks and Recreation Commission and the Planning Department. To this end, the Parks and Recreation Commission approved an amount of \$7,500 (i.e. one-half of the total estimated cost) in its 1980 Recast Budget submission. However, for accounting purposes, the Treasurer has recommended that the full amount be placed in one budget account and, for this reason, the entire \$15,000 figure is now shown in the Planning Department's 1980 Recast Budget, as this is a Planning Dept. project.

RECOMMENDATION:

1. THAT the recommendation of the Director of Planning be adopted.

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TO: MUNICIPAL MANAGER PLANNING DEPARTMENT
 FROM: DIRECTOR OF PLANNING File: 08.126
 1980 NOVEMBER 13
SUBJECT: CENTRAL AREA TRANSPORTATION STUDY

RECOMMENDATION:

1. THAT Council approve the terms of reference for the Burnaby Central Area Transportation Study and authorize the retention of a qualified consultant to carry out the requisite work.

REPORT

The Municipality's cultural, recreational and administrative facilities that are concentrated in the central area complex are beset by a number of transportation related problems. For example, successive administrators of the Heritage Village Museum have been concerned about parking and accessibility relative to that facility. Similarly, the ultimate use of the Riley House is contingent upon resolution of questions of accessibility and parking relative to that property. These and other transportation related issues, however, are interdependent and therefore cannot be resolved in isolation.

Accordingly, the attached terms of reference have been prepared for a comprehensive transportation study of the area. The terms of reference have been considered and agreed to by the Parks and Recreation Commission at its meeting of 1980 November 05.

The Parks and Recreation and Planning Departments believe that this work should be pursued as a matter of urgency in view of the pressing nature of the problems that exist and are projected to arise. Although this study has been on the Planning Department's work program for some time, the availability of staff resources relative to other pressing work items precludes the completion of this work in-house. It is proposed, therefore, that a consultant be retained to carry out the required work and a sum of \$15,000 has been placed in the Planning Department's Recast 1980 Budget.


 A. L. PARR
 DIRECTOR OF PLANNING

PL:lf
 Attachment
 cc: Municipal Engineer
 Municipal Treasurer
 Parks and Recreation Administrator

BURNABY CENTRAL AREA TRANSPORTATION STUDY

142

TERMS OF REFERENCE

INTRODUCTION

The Municipality of Burnaby has an extensive cultural, recreational and civic complex in Central Burnaby in the vicinity of the Kensington Avenue interchange of the Trans Canada Highway. Although centrally located, some of the functions within this area are perceived to have a poor level of accessibility from both Regional and major Municipal road networks. Additionally, there is concern regarding vehicular as well as pedestrian circulation in the immediate area and the adequacy of existing car parking facilities.

A number of long term transportation and land use issues in the area must be resolved by the Municipality, including the development of a secondary transit interchange in the area as well as the implementation of a major east-west collector. How this collector would relate to Canada Way and the Kensington interchange of the Freeway is an unresolved issue between the Municipality and the Ministry of Transportation and Highways.

A comprehensive approach is required to determine the scope of existing and potential problems, and to develop alternative strategies for the resolution of those problems in both a short term and long term. Accordingly, the Departments of Planning and Parks & Recreation have agreed to jointly retain a qualified consultant to carry out the requisite study.

STUDY AREA

Attached as Figure 1 is a map showing the central area of Burnaby and delineating the major land use/study areas. The area of primary concern is highlighted and includes the following major existing uses/functions:

- I. Central Administrative Area
 - i. Municipal Hall
 - ii. Municipal Hall Annex
 - iii. Justice Building (Courts, R.C.M.P.)

- II. Century Park
 - i. Art Gallery
 - ii. Burnaby Arts Centre (Administering Studios, Cowan Theatre)
 - iii. Heritage Village Museum
 - iv. Park

- III. Deer Lake Park
 - i. Swimming Beach
 - ii. Boat Rental
 - iii. Park

The above list is not meant to be all-encompassing as the proposed study must address short term and long term changes/expansions in use. For example, the plans for recycling the historically significant "Riley" property have been stalled by a lack of a comprehensive approach to the traffic problem.

It is expected that the zone of influence for this study will extend considerably beyond the delineated area of primary concern both in terms of defined problems and proposed solutions.

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PLANNING CONTEXT

The proposed study must be carried out within the framework of existing Municipal policies and plans. The major guides to land use planning in the area are the "Central Administrative Area Development Concept" and "Deer Lake Park - A Plan for Development" (March 1977). Some of the detail of proposals contained therein have been overtaken by more recent initiatives.

The Municipality's transportation planning is to be carried out in the context of Council adopted policies: "Transportation Policies for Burnaby" (1979 April) and the "Burnaby Comprehensive Transportation Plan" (1979 July). Attached as Figure 2 is a map of the Conceptual Transportation Plan which is an integral part of the overall plan.

SCOPE OF STUDY

A. In order to define the extent of the existing and potential problem, the consultant will be expected to collect and analyse data required to:

- determine travel patterns in the study area
- establish parking requirements for individual land uses
- inventory existing parking facilities and usages
- establish the deficiencies and special accessibility requirements of individual land uses
- gauge the effectiveness of the existing and proposed pedestrian circulation systems
- establish whether there are deficiencies in public transport services to/within the area
- estimate future demand for all transportation services and estimate potential deficiencies in the supply of transportation facilities.

B. The consultant will be expected to propose alternative short and long term strategies that will meet the transportation needs of the Central Area in accordance with Municipal policies and plans (and propose amendments to these policies where considered appropriate).

A comprehensive approach is to be taken to the recommendation of a transportation plan for the area that will fully address the issues raised in the problem definition stage.

C. Throughout the study, the consultant will be expected to work closely with Municipal staff and liaise with other agencies as required.

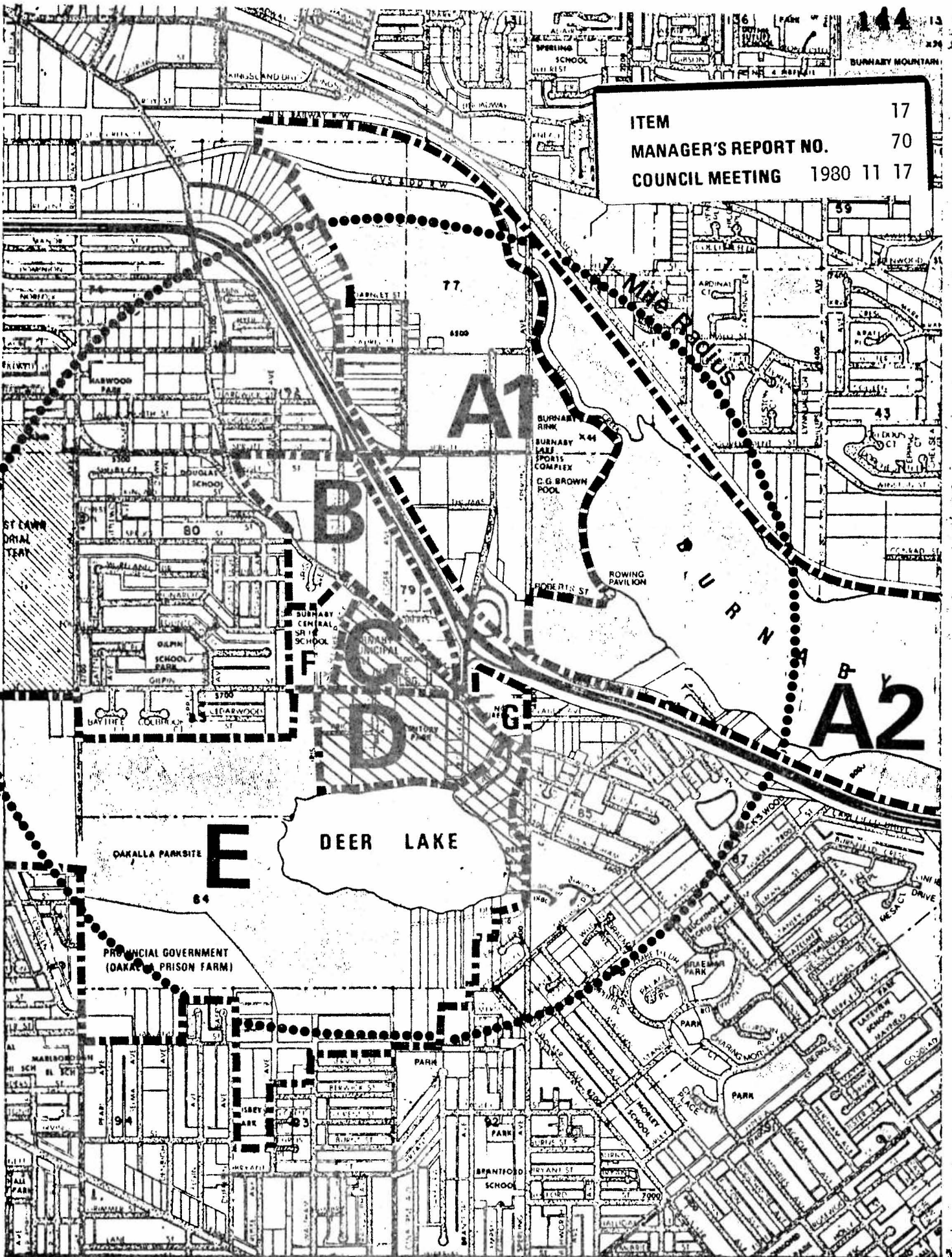

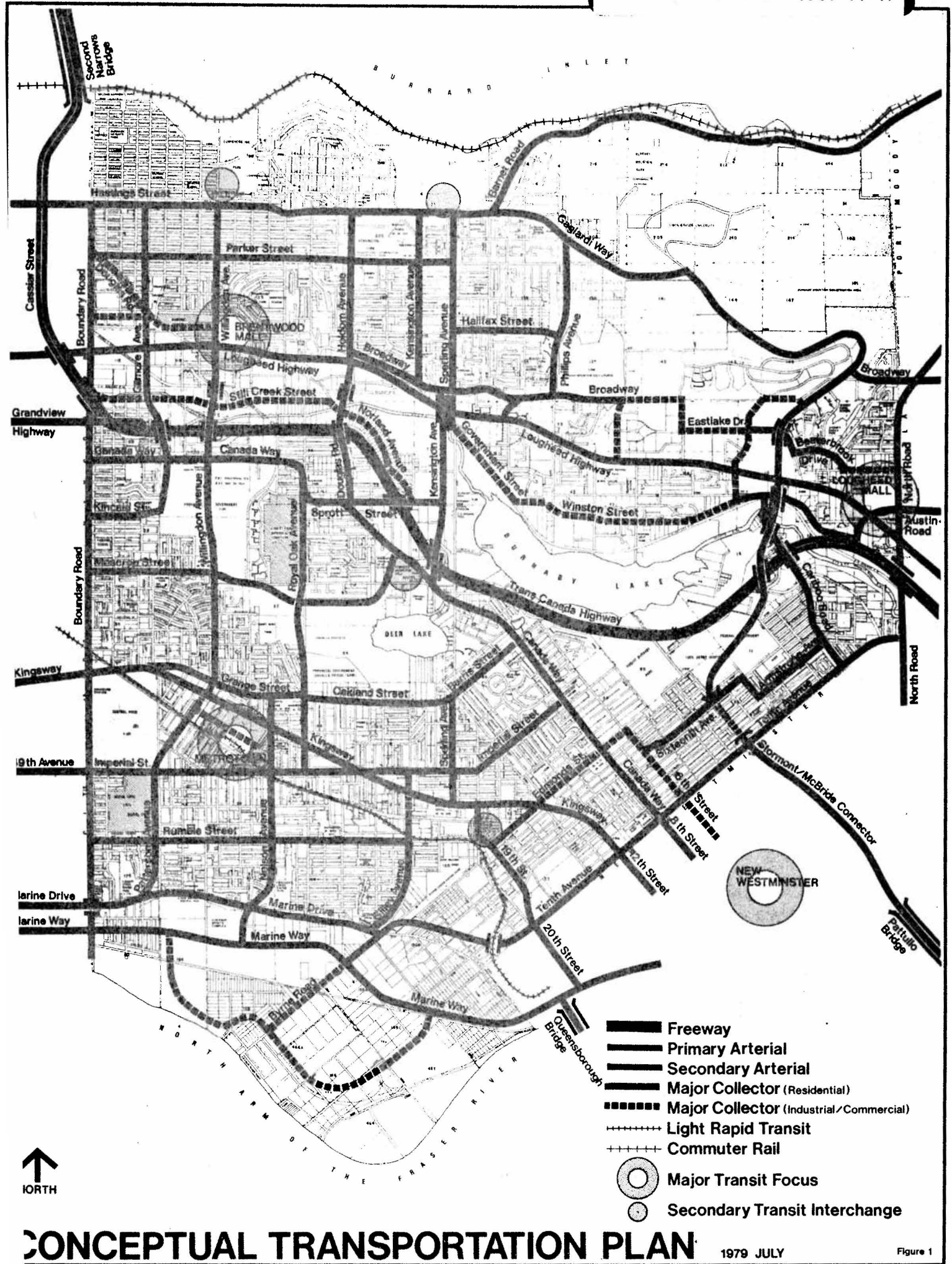


FIGURE 1

CENTRAL BURNABY

- A - BURNABY LAKE REGIONAL PARK
- A1 - Burnaby Lake Sports Complex
- A2 - Western Continuation of Burnaby Lake Regional Park
- B - CENTRAL ADMINISTRATIVE AREA
- C - MUNICIPAL ADMINISTRATIVE AREA
- D - CENTURY PARK - MUNICIPAL CULTURAL AREA
- E - DEER LAKE PARK
- F - BURNABY CENTRAL SECONDARY SCHOOL
- G - FIRE DEPARTMENT AND PARK USE
-  - AREA OF PRIMARY CONCERN

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CONCEPTUAL TRANSPORTATION PLAN

1979 JULY

Figure 1

FIGURE 2: BURNABY CENTRAL AREA TRANSPORTATION STUDY

