

ITEM	6
MANAGER'S REPORT NO.	17
COUNCIL MEETING	1980 03 03

RE: ACCESS TO BOUNDARY ROAD - MARINE WAY INDUSTRIAL AREA

The following report from the Director of Planning contains information on an inquiry that was made by Council on 1980 February 11.

RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1980 FEBRUARY 26
 FROM: DIRECTOR OF PLANNING
 SUBJECT: ACCESS TO BOUNDARY ROAD - MARINE WAY INDUSTRIAL AREA

RECOMMENDATION:

1. THAT Council ratify the amendment to the development plan for the Boundary Road-Marine Way Industrial Area which provides for the eventual closure of Greenall and Roseberry Avenues at Marine Drive, as shown on the attached Figure 4.

REPORT

At the Council meeting of 1980 February 11, an enquiry was made with respect to the chronology of actions leading to the proposed closure of Greenall and Roseberry Avenues at Marine Drive as shown on the attached Figure 4.

The Municipal Council at a special meeting on 1979 August 20 passed the following motion:

"THAT Council adopt the Conceptual Transportation Plan as outlined in the report 'A Comprehensive Transportation Plan for Burnaby' and portrayed on Figure 1 of that report together with the policy recommendations and implementation actions as contained in the report 'Transportation Policies for Burnaby' (1979 April) as the combined basis for the Comprehensive Transportation Plan for the Municipality of Burnaby and THAT the Transportation Committee be asked to give the Kensington Overpass priority."

In the preparation of the Conceptual Transportation Plan, the Transportation Committee specifically deleted the previously proposed connection of Patterson Avenue north of Marine Drive and Roseberry Avenue south of Marine Drive via the proposed Roseberry Avenue diversion. This action was taken to help discourage the possible influx of industrial traffic into the Patterson Avenue residential area north of Marine Drive.

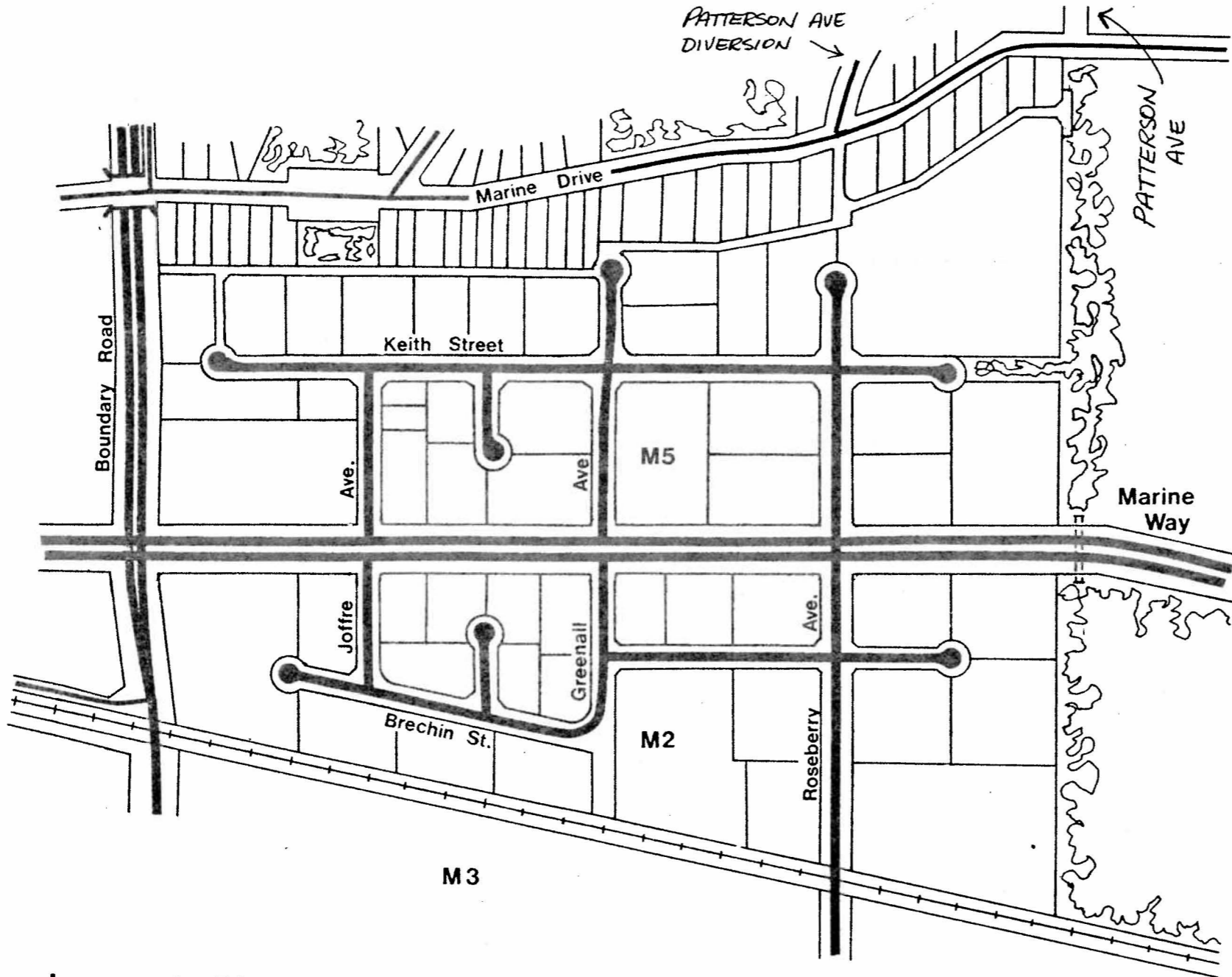
With the proposed eventual closure of Roseberry Avenue at Marine Drive and no decision having been made with respect to Greenall Avenue being reopened in the development plan, there was a need for staff to review the whole question of access to the Boundary Road-Marine Way Industrial Area. With the Transportation Committee's objectives in mind, it was felt that the eventual closure of Greenall Avenue at Marine Drive would be in keeping with the desire to minimize commuter and industrial flows through the residential area to the north. It was further felt that Marine Way and Boundary Road when completed to full standard combined with Nelson Avenue providing a lesser role to the east as a major collector would provide adequate access to the Boundary Road-Marine Way Industrial Area. While it is recognized that the eventual closure of Greenall and Roseberry Avenues would lessen the degree of access between the industrial areas below Marine Drive and potential employees who happen to reside in the residential area immediately to the north, it is felt that on balance the development plan as proposed provides the most appropriate circulation pattern for the subject area.


A. L. PARR
DIRECTOR OF PLANNING

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Attachment

C.C. Municipal Engineer



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Figure 4



1979 Sept.

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Proposed Development Plan
Boundary Road - Marine Way Industrial Area

