

RE: ACCESS TO BOUNDARY ROAD - MARINE WAY INDUSTRIAL AREA
 (ITEM 6, REPORT NO. 17, 1980 MARCH 03)
 (TABLED MATTER - 1980 MARCH 24 MEETING OF COUNCIL)

The following report from the Director of Planning contains information on inquiries that were made by Council in connection with a report that was considered on 1980 March 24.

RECOMMENDATION:

1. THAT this report be received for information purposes.

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TO:	MUNICIPAL MANAGER	PLANNING DEPARTMENT
		1980 April 02
FROM:	DIRECTOR OF PLANNING	
SUBJECT:	ACCESS TO BOUNDARY ROAD/MARINE WAY INDUSTRIAL AREA (Item 6, Manager's Report No. 17, 1980)	

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

BACKGROUND:

During its 1980 March 03 meeting, Council tabled Item 6, Municipal Manager's Report No. 17, 1980, concerning access to the Boundary Road/Marine Way Industrial Area and recommendations for ratification of an amendment to the development plan for the Boundary Road/Marine Way Industrial Area which provides for the eventual closure of Greenall Avenue and Roseberry Avenue at Marine Drive in order to preclude industrial traffic from filtering through the southslope residential area.

The subject was lifted from the table on 1980 March 24 when Council resolved to keep Greenall Avenue open.

This report is prepared to answer questions raised by Council in their 1980 March 24 meeting. The questions raised concerned the general land use details on both sides of Boundary Road, the intersection details of the Marine Way/Marine Drive intersection in Vancouver, and the Marine Way/Boundary Road intersection; as well as information on the detour route which will be required to accommodate traffic currently using Marine Drive and Boundary Road when construction of the Marine Drive overpass across Boundary Road is started this year.

LAND USE :

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Figure 1, attached, illustrates the generalized land-use pattern that is proposed in the area lying south of Marine Drive on both the Vancouver and Burnaby sides of Boundary Road. In Vancouver on the far west of the triangle between Marine Drive and Marine Way, the intent is "... to provide a better quality zone for mixed industrial/institutional uses that provide an acceptable transition in land-use between housing and industry. The land uses must not generate conflicts with adjacent housing. A high standard of design is required. Building design must be sympathetic to the configuration of the slope, generally compatible use scale with adjacent housing, preserve views from sites to the north and retain as many trees on the site as possible. The treed cliff edge situated near the south property boundary on Marine Way must also be preserved."

With regard to the northwest quadrant of the Marine Way/Boundary Road intersection, the intent of the Comprehensive Development District is "...to provide a comprehensive commercial services centre catering to the surrounding industrial and residential areas. This commercial zone will accommodate office and commercial uses that are attracted to serving this industrial area. This centre will also serve the surrounding residential area by providing personal services and general business uses that may have difficulty locating in other nearby commercial areas. Some convenience retail will be permitted; however, the intent is not to create a shopping plaza. Certain industrial uses are permitted provided they are compatible with the commercial activities and do not detract from the appearance of the commercial centre."

With regard to the area lying west of Boundary Road and south of Marine Way in Vancouver, the industrial district "...is to provide an industrial district schedule that permits industrial and other related uses under conditions designed to minimize conflicts with adjacent or nearby residential uses. The schedule is also intended to discourage uses that are not related to the industrial sector. While certain commercial and office uses are permitted as either outright or conditional uses, the type and scale of non-industrial uses is restricted."

With regard to the current status of the Southeast Marine Lands East Precinct Development Plan in Vancouver, we would advise that the Vancouver City Council on 1980 March 22 approved the recommendations of the standing committee on Planning and Development and the matter has yet to go to a public hearing. An extract from the Minutes of the standing committee of Council on Planning and Development dated 1980 March 20 has been obtained from Vancouver and may be perused in the Burnaby Planning Department.

INTERSECTION DETAILS:

1. Marine Way/Marine Drive Intersection - Figure 2, attached, illustrates the channelization and intersection design details. Construction of this intersection is currently in progress.
2. Marine Way/Boundary Road Intersection - Figure 3, attached, illustrates the channelization details of the intersection. It should be noted that the eastbound Marine Way to northbound Boundary Road left-turn channelization provides for two left turn lanes. This design reflects the desire to reduce delay at the major intersection and thereby encourages arterial traffic to stay on the arterial roads rather than circumvent major intersections by using residential streets. Further, by allowing two lanes to turn left at one time, less traffic signal time is required to accommodate this movement and more signal time may be assigned to the east-west traffic flow.

DETOUR ROUTE:

Figure 4, attached, illustrates the detours which will be in effect during the construction of the Marine Drive overcrossing of Boundary Road and before completion of the Marine Way route to Byrne Road and on to the New Westminster boundary.

Except for the detour routing related directly to Boundary Road traffic, the routing illustrated in Figure 4 will be in effect until the Ministry of Transportation and Highways opens Marine Way to east-west traffic east of Greenall. The Ministry advises that it does not plan to complete Marine Way east of Greenall to a paved standard until it can be paved in conjunction with Stage Two of the Marine Way project. Stage Two would extend Marine Way from Byrne Road to the New Westminster boundary. It is the opinion of the Planning and Engineering Departments that it is undesirable to retain the east-west traffic detour route for a period extending to two or more years; nor is it desirable to return through traffic to Marine Drive following completion of the Marine Drive overpass. Staff will discuss with the Ministry the possibility of advancing the paving program on Marine Way in order to declassify Marine Drive as soon as possible.

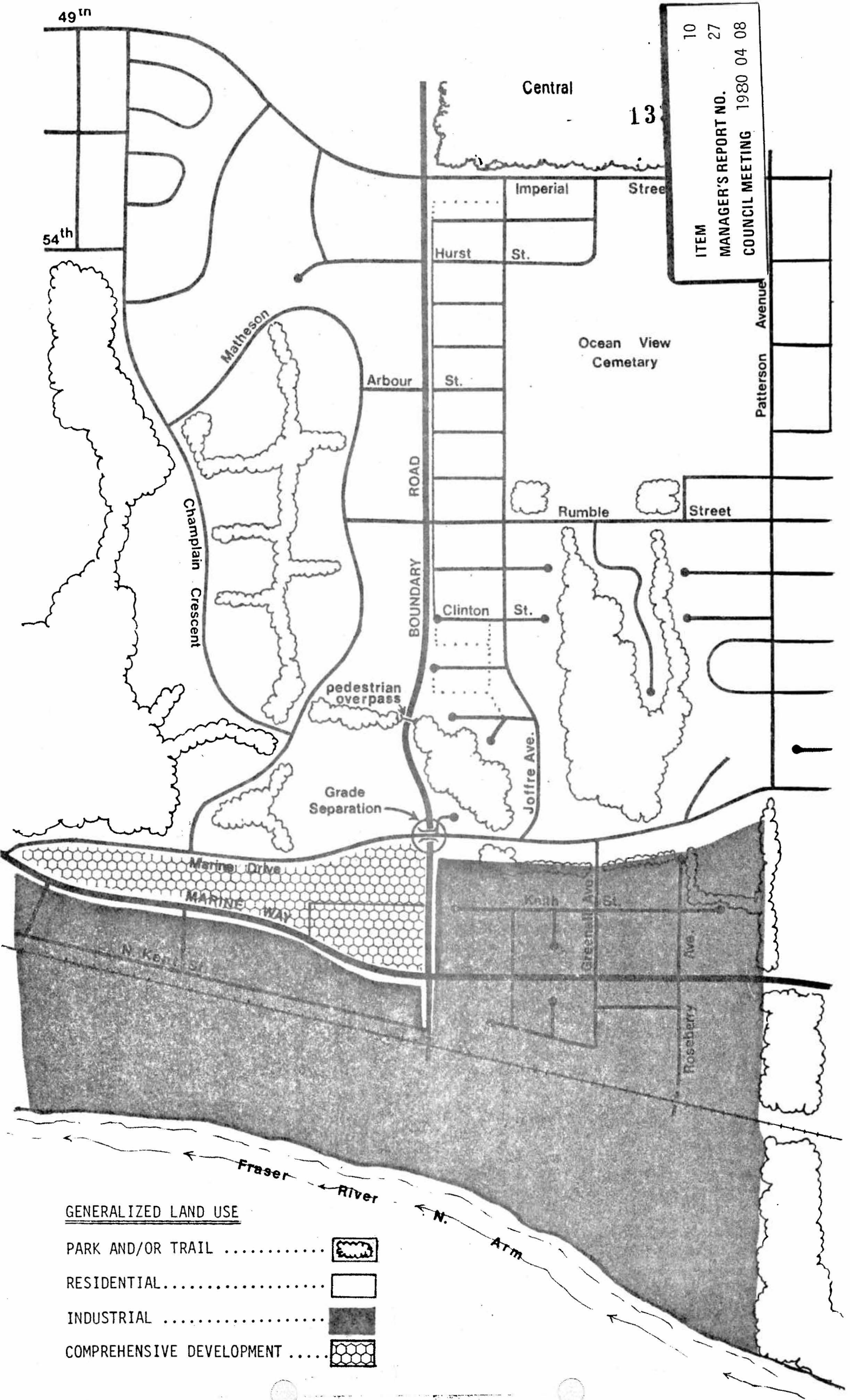
This report is for the information of Council.


A. L. PARR
DIRECTOR OF PLANNING

WSS:lf

Attachments

cc: Municipal Engineer
Municipal Clerk



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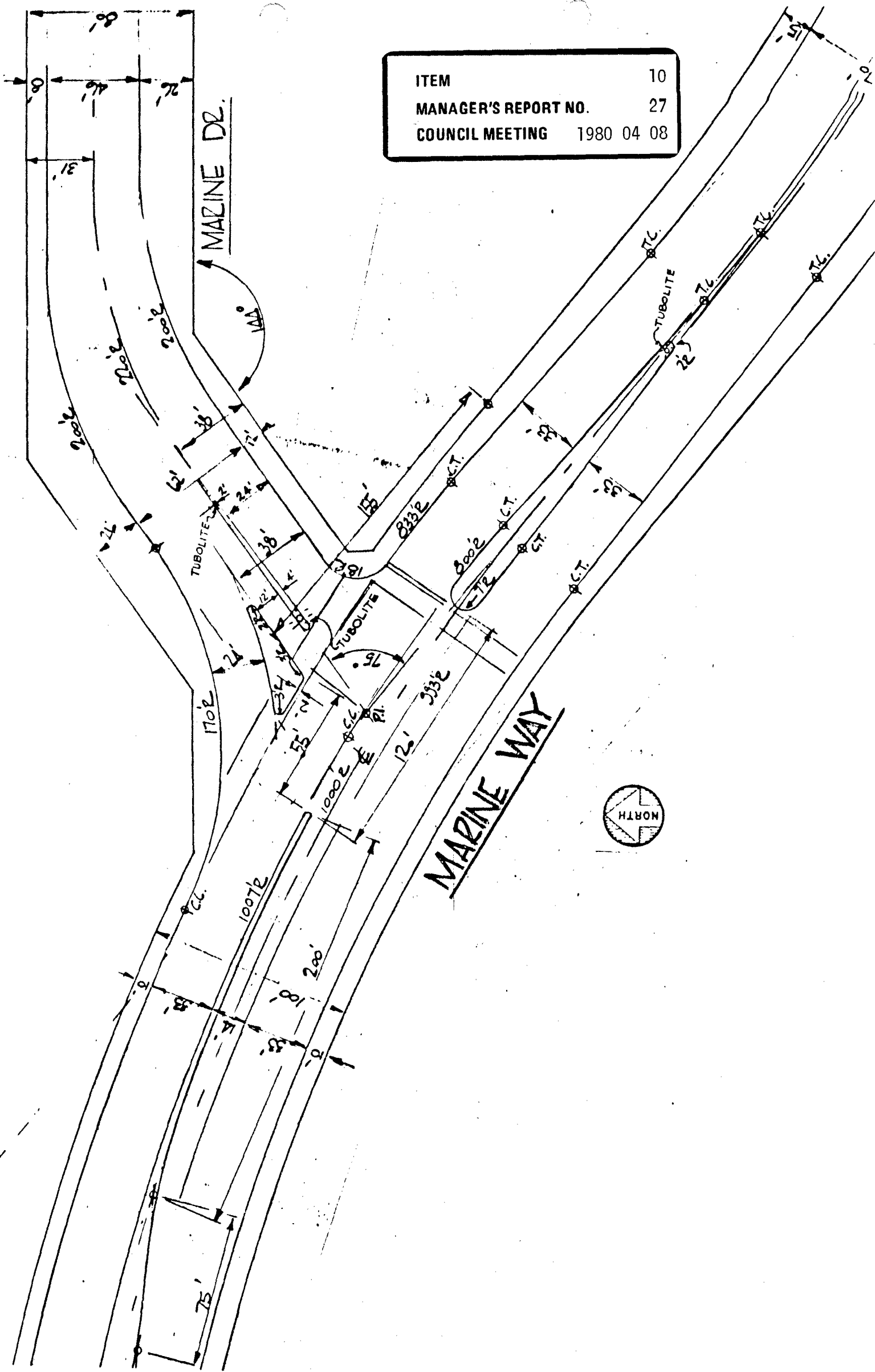
GENERALIZED LAND USE

- PARK AND/OR TRAIL [dotted pattern]
- RESIDENTIAL [white box]
- INDUSTRIAL [dark grey box]
- COMPREHENSIVE DEVELOPMENT [hatched pattern]

Figure 1

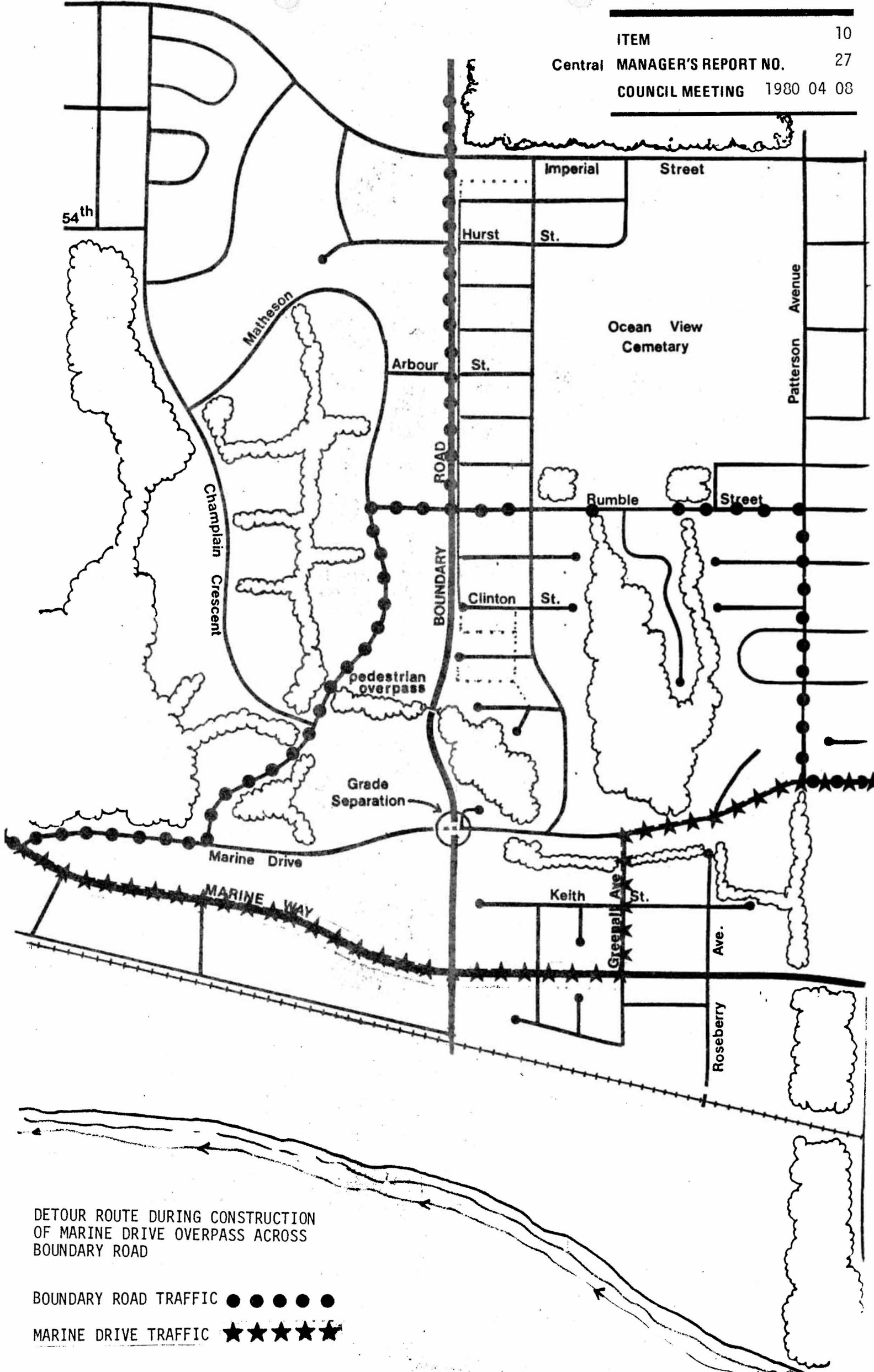
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MARINE WAY-MARINE DRIVE INTERSECTION DETAILS

Figure 2



DETOUR ROUTE DURING CONSTRUCTION OF MARINE DRIVE OVERPASS ACROSS BOUNDARY ROAD

BOUNDARY ROAD TRAFFIC ● ● ● ● ●
 MARINE DRIVE TRAFFIC ★ ★ ★ ★ ★

Figure 4

