

ITEM	1
MANAGER'S REPORT NO.	21
COUNCIL MEETING	1981 05 04

Re: WILLINGDON AVENUE BETWEEN MAYWOOD STREET AND IMPERIAL STREET

Following is a report from the Director of Planning regarding traffic planning matters in the subject area.

RECOMMENDATIONS:

1. THAT the recommendation of the Director of Planning be adopted; and
2. THAT a copy of this report be sent to those persons who have corresponded with Council on this subject.

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PLANNING DEPARTMENT
1981 APRIL 23

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

SUBJECT: WILLINGDON AVENUE BETWEEN MAYWOOD STREET AND IMPERIAL STREET

RECOMMENDATION:

1. THAT the proposed treatment of Willingdon Avenue between Maywood Street and Imperial Street be amended by relocating the proposed cul-de-sac from Maywood Street to Imperial Street; and providing a connection at the north end to the Willingdon - Patterson collector.

Introduction

During March and April of this year, Council received several items of correspondence from residents of 6689 Willingdon Avenue, (the strata high rise development bounded by Patterson, Imperial and Willingdon), indicating concerns on traffic matters and the impact of the proposed Community Plan Two street pattern (see attached sketch 1) on accessibility to their development and their travel freedom.

The particular concerns expressed were that:

1. The proposed "dead-ending" of Willingdon Avenue at Maywood will create difficulties for eastbound traffic wishing to enter Imperial Street.

2. The proposed Patterson and Willingdon road construction will result in increased congestion and commuter traffic.
3. Parking problems will result from construction of the Willingdon collector.
4. There is too much highrise development in the area.

REPORT

In response to the above concerns, the Planning Department would comment as follows:

Item 1. - The intent of the proposal to develop a cul-de-sac at the Willingdon intersection with Maywood Street is to maintain the existing residential classification of that portion of the street between Maywood and Imperial by prohibiting its increasing use by traffic that could use the street as a collector route to and from the south slope; a function which can be better served by Patterson south of Imperial due to its location on the boundary of the Sussex - Nelson residential area and the cemetery land use located west of Patterson. In other words, the cul-de-sac was seen as a protective measure.

Given the concern of the residents, there are two alternatives that could be considered; one is to replace the cul-de-sac with a link to the Willingdon-Patterson collector as shown on the attached sketch 2, and leave the street open at Imperial; the other as shown on attached sketch 3 is to reverse the proposed cul-de-sac by linking the street to the Willingdon - Patterson collector at its north end, and closing the connection to Imperial Street at the south end. Of these two alternatives shown on sketches 2 and 3, the cul-de-sac at Imperial Street is preferred as this maintains the protective nature of the initial proposal.

Item 2. - The decision of the Transportation Committee, to confirm the Patterson - Willingdon link as a part of the Burnaby Transportation Plan, was accompanied by a decision to recognize the concern of residents by declassifying the street from an arterial to a collector status, and eliminating its southerly connection to Marine Way.

This decision which reduced the street from four to two travelling lanes (one in each direction) and disconnected it from the new Marine Way arterial route, effectively reduced congestion and limited its use by commuter traffic, while at the same time maintaining its extremely important function as a collector route linking the southwest residential areas with Metrotown. The use of this route as part of the overall public transportation network, by providing for more direct bus routing between residential and commercial areas, is seen as a vital element in the need to develop a major transit focus in Metrotown served by bus and A.L.R.T.

Item 3. - No parking problems are foreseen with the construction of the road as the collector classification provides for on-street parking, while all new development is required to provide off-street parking, in accordance with municipal by-laws.

Item 4. - The recent residential growth management study for Burnaby concluded that the total multiple family housing stock potential could be reduced by approximately 10 percent. This is to be achieved by an increase of approximately 11 percent in medium density apartment accommodation, while the overall high density

potential decreases by approximately 22 percent. In numbers of units, this translates into approximately 4,500 fewer highrise apartment units under the revised residential development framework. However, even with the overall decrease in highrise apartment development, the Regional Town Centre role intended for Metrotown necessitates the continued development of high density housing in this general location, in order to provide for an estimated increase over the next twenty years of 7,000 apartment units and 12,000 persons.

As a related comment, the major commercial role planned for Metrotown in itself demands the development of an adequate and effective road and public transportation system.

Conclusion

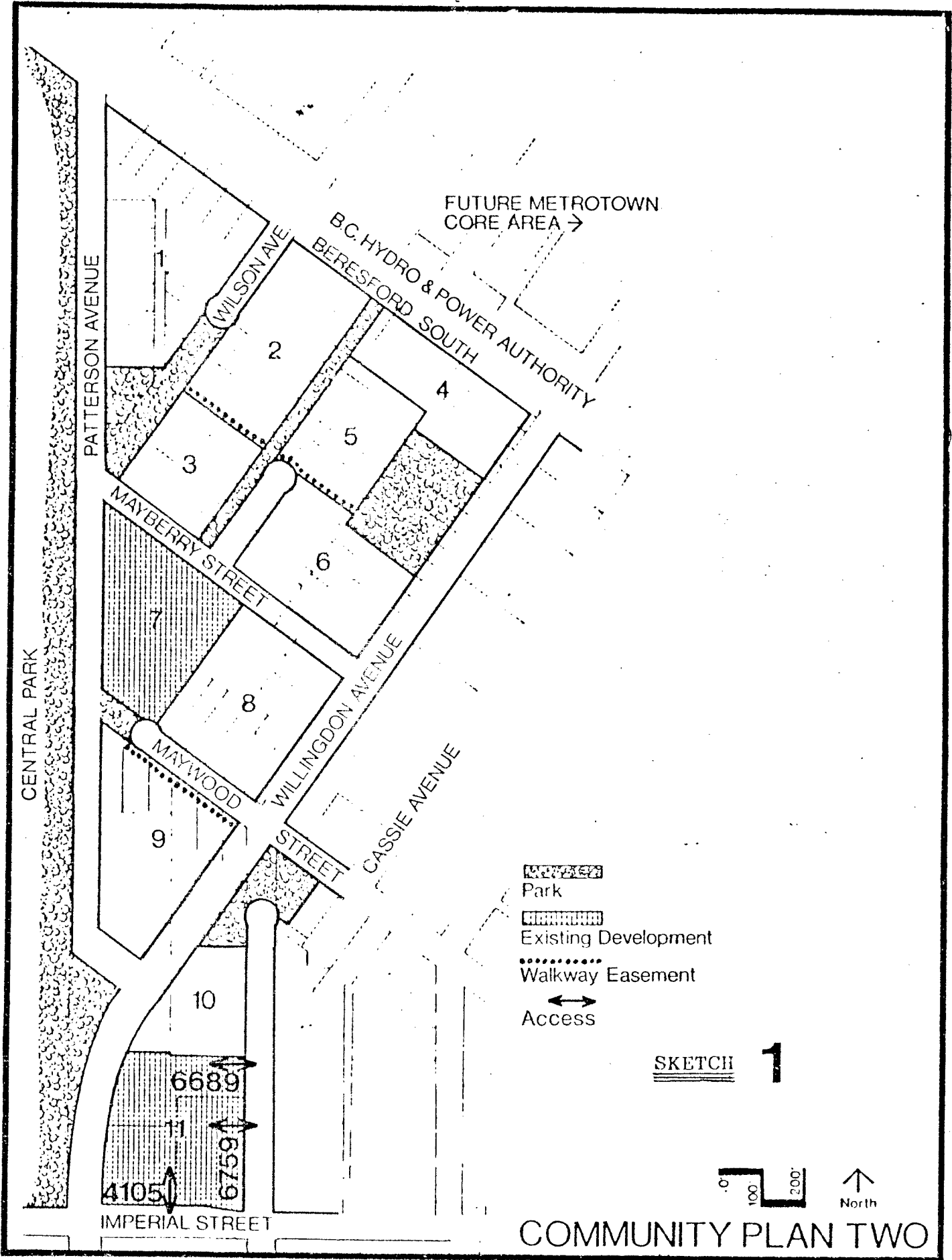
In general terms, the concerns of residents in relation to increasing traffic and residential densities, have been taken into account in the two major transportation and residential studies recently completed; but the decision to designate Metrotown as the major commercial focus for the municipality means that some increased traffic and higher residential densities is inevitable, and an improved transportation network a necessity.

In more specific terms as shown on sketch 3, it is possible to link Willingdon into the Willingdon - Patterson connector at Maywood, and maintain the residential classification of the street between Maywood and Imperial by constructing a cul-de-sac at Imperial.



A. L. Parr,
DIRECTOR OF PLANNING.

ALP:bp
Attach.



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