

RE: CORRESPONDENCE APPEARING ON THE AGENDA FOR THE 1982 APRIL 19 MEETING OF COUNCIL:

- a. LETTER FROM MR. KENNETH COX DATED 1982 APRIL 05
 - b. LETTER FROM MR. J. P. DAEM DATED 1982 APRIL 06
- TRAFFIC NETWORK IN NORTHEAST BURNABY AREA GENERALLY BOUNDED BY NORTH ROAD, BROADWAY, PRODUCTION WAY, TRANS-CANADA HIGHWAY SUB-AREAS:
- a. COMMUNITY PLANS 5 AND 10 - LOUGHEED TOWN CENTRE
 - b. SULLIVAN HEIGHTS/LYNDHURST
 - c. SIMON FRASER HILLS/STONEY CREEK
 - d. BURNABY 200 (HAROLD WINCH PARK)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning & Building Inspection be adopted.

* * * * *

TO: MUNICIPAL MANAGER
FROM: DIRECTOR PLANNING & BUILDING INSPECTION
SUBJECT: TRAFFIC NETWORK IN NORTHEAST BURNABY AREA GENERALLY BOUNDED BY NORTH ROAD, BROADWAY, PRODUCTION WAY, TRANS-CANADA HIGHWAY SUB-AREAS: a) COMMUNITY PLANS 5 AND 10 - LOUGHEED TOWN CENTRE
b) SULLIVAN HEIGHTS/LYNDHURST
c) SIMON FRASER HILLS/STONEY CREEK
d) BURNABY 200 (HAROLD WINCH PARK)

DEPARTMENT OF
PLANNING & BUILDING
1982 APRIL 15

RECOMMENDATIONS:

1. THAT Council approve the arrangements outlined in Section 3.0 of this report for a Council sponsored Public Meeting in the Cameron Elementary School Gymnasium at 19.00 h on 1982 May 12, Wednesday.
2. THAT a copy of this report be sent to those four persons representing various residents in the area who have been in recent contact with Council as outlined in Section 3.5 of this report.

REPORT

1.0 COUNCIL REQUEST FOR INFORMATION

Council on 1982 February 22, in considering a report submitted by the Traffic Safety Committee, tabled two items. These were related to requests for pedestrian activated traffic signals at the intersections of Cameron Street and Erickson Drive and traffic at the intersection of Bell Avenue at the Lougheed Highway. Council passed a motion to sponsor a public meeting in the area at which residents would be able to express any concerns they may have with respect to the overall transportation planning for the area. However, prior to holding such a meeting, Council requested that staff prepare an informational background report on the area including aspects of road patterns, land uses and densities, access and egress, and internal roads. This information and accompanying sketches follow. In addition, a larger scale composite sketch is being prepared which is intended to be available to all Council members for the meeting of 1982 April 19. This composite sketch will note the existing road pattern and land uses.

The Department of Planning & Building had also been requested to report on a letter to Council dated 1982 April 06 written on behalf of the Timberlea condominium apartments. It would not be appropriate to reply at this time to this submission separate from submissions and concerns expressed by other residents in the area and in isolation from consideration of the overall transportation network for this area. The Department of Planning & Building will take the views expressed by the Timberlea residents into consideration in the on-going transportation studies and reports to Council resulting from these studies.

The following chart is a general listing of adopted policy reports, staff submissions considered by Council, and actions taken by Council in determining the current and future traffic network for the northeast Burnaby area in the vicinity of the Lougheed Town Centre. The following list is not in strict chronological order although there is a general sequence of the earliest events in time appearing first. The list is grouped into related events where possible.

No.	Item	Available Reference Date	Comments	Traffic Network Aspects
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2.1 OVERALL COMMUNITY PLANNING ASPECTS

- a) Apartment Study Areas "G" & "H" (Apartment Study '69) (Attached Sketches 1 & 2) 1969.06 General Land Uses and densities established by Council. These have generally been achieved over the past 12 years. The Apartment Study '69 did not address any detailed road networks for the subject area.
- b) Community Plans 5 & 10 (Attached Sketch 3) 1970.07 Detailed Community Plan outlining specific development and community use sites adopted by Council. A detailed road network was outlined indicating such aspects as the Beaverbrook Dr. Extension to North Rd.; the Eastlake Dr. underpass and interchange; the closure of Bell Ave. at the Lougheed Hwy.; and the Government St. loop road. No major road network changes have been made to Community Plans 5 & 10 south of Cameron St. The Beaverbrook Dr. extension adopted on 1978.09.11 is also indicated on the updated Community Plan.
- c) Updated Community Plans 5 & 10 south of Cameron St. (Attached Sketch 4) 1982.01 Refinement and adjustment of sites have taken place with respect to land use, densities, and consolidations. Further adjustments have been made since 1978. No major concept changes have been made to the Community Plan since its inception.

2.2 ITEMS RELATED TO AREAS WEST OF STONEY CREEK

- a) Simon Fraser Hills (Lake City East) 1970 - (Attached Sketch 5) 1982 Major family oriented low density multiple housing community numbering 1006 units completed over the past 12 years. Significant roadworks constructed in conjunction with this development are a 46' wide Eastlake Drive from the Gagliardi Way underpass to just north of the Lougheed Highway, and a 46' wide Beaverbrook Dr. from Eastlake Dr. to Noel Dr. Two pedestrian bridges are provided in this area - one over Beaverbrook Dr. and the other over Beaverbrook Cres. The Province constructed the Broadway Extension between Gagliardi Way and North Rd. to an interim standard. Future upgrading to a final standard requiring extensive fill remains a Provincial responsibility.
- | | |
|----------------------|------------|
| ITEM | 8 |
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- b) Broadway Extension between Gagliardi Way and North Road 1975. 06.17 Provincial agreement to construct this extension linked to Council approval for the 282 unit Mountainwood (Quesnel Green) housing development in Simon Fraser Hills (RZ #55/74). Letter of agreement dated 75 06 17 obtained from Deputy Minister of the Ministry of Transportation and Highways.

No.	Item	Available Reference Date	Comments	Traffic Network Aspects
c)	Gaglardi/Stormont Connector from the Loughheed Highway to the Trans-Canada Highway	1979	Following a number of years of incremental pre-loading, the Province pursued the expeditious construction of this linkage in 1979.	Primary arterial extension of Gaglardi Way south from the Loughheed Hwy. to the Stormont inter-change of the Trans Canada Hwy. Cariboo Road realigned but linkage to Government St. retained.
d)	Burnaby 200 Development (Attached Sketch 6)	1976-present	Burnaby 200 (Harold Winch Park) low density multiple family development area now approximately half complete. To accommodate a total of 1370 units.	Broadway linkage between Gaglardi Way and Production Way constructed in conjunction with this development. Pedestrian overpass of Gaglardi Way also provided.
e)	Eastlake Drive Underpass of the Loughheed Highway		Some consultant work done in conjunction with the Engineering Dept. Further study required but has been a low staff priority particularly in the light of limited capital funds. (See Sketches 3 & 4)	In due course Council's approval of a recommended road alignment and permission to proceed with a detailed design would be requested. This linkage would provide a continuous internal ring road for this sector of Burnaby. The originally indicated west-oriented access loops off and onto the Loughheed Hwy. from Eastlake Dr. are not contemplated although sufficient area has been retained to protect this option.
2.3 SULLIVAN HEIGHTS AREA				
a)	Road Closures in the Sullivan Heights area - initial report (Attached Sketch 7)	1974.11.04	A traffic network alternative was outlined for Council's consideration in a report submitted by the Department of Planning and Building.	This alternative essentially outlined the closure of all streets at North Road except for Sullivan Street which was to be closed at Noel Dr.; and the closure of Martin St. at Pritchard Ave.
b)	Road Closures in the Sullivan Heights area - adopted by Council (Attached Sketch 8)	1974.12.04	After extensive discussion and consideration, various closures were adopted by Council.	The adopted road closures were the closure of Casewell St. and David Dr. at North Rd. of Martin St. at Pritchard Ave; of Sullivan St. at Noel Dr.; and Cameron St. at the centre of the Loughheed Mall driveway.

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c) Road Closures in the Sullivan Heights area - revised by Council (Attached Sketch 9)

1974.01.27 As a result of feedback received in response to the implementation of the initially adopted road closures, Council adopted revisions.

The revision entailed the removal of the Cameron St. barricade, the installation of traffic signals at the intersection of Cameron St. and North Rd., and the implementation of turning restrictions at this intersection. The closure of Sullivan St. at Noel Dr. was relocated to the North Rd. end of Sullivan St. and the Closure of Martin St. at Pritchard Ave. was removed. The road closures adopted by Council including these revisions are those in effect to the present time.

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d) Closure of Norcrest Ct. at Broadway

1980 With the connection of Norcrest Ct. to Still Creek St. as a result of further subdivision development (SD #75/74) the amount of traffic on Noel Dr. increased markedly and was the subject of resident complaints.

Closure of Norcrest Ct. at Broadway implemented in line with overall road plans for the area and compatible with the future final road standard for the Broadway arterial route.

2.4 COMMUNITY PLAN 10 - AREA "H"

a) Government St. Loop road

1975

This roadwork linked to the Glen Robin Place (McInnis Place) housing development (RZ #47/74)

The Government St. loop road constructed and the old road closed between Halston Ct. and Cardston Ct. A pedestrian overpass to the park trail system constructed across the loop road just south of Halston Ct.

2.5 COMMUNITY PLAN 5 - AREA G

a) Cameron Library and Recreation Centre (Attached Sketch 10)

1977.12.12

Site for the Cameron Library and Recreation Centre established by Council, the Library Board, and the Parks and Recreation Commission. The Phase I site acquired and building constructed.

10' widening for Cameron St. obtained as part of Phase I site consolidation.

b) Beaverbrook Dr. Extension - initial report. (Attached Sketch 11)

1978.06.12

Alternative 8A was submitted to Council for consideration in a report submitted by the Dept. of Planning & Building. This alternative was considered to be compatible with the Cameron Library and Recreation Centre, and to meet the Sullivan Heights Ratepayers Associations' concerns.

This alternative indicated a new Beaverbrook Dr. extension road between Sullivan St. and Cameron St. which did not go through to North Rd. but which turned south and joined Cameron St. in the vicinity of the Reese Ave. alignment at the entrance to the Loughheed Mall.

Available Reference Date

Traffic Network Aspects

Comments

c) Beaverbrook Dr. Extension-adopted by Council (Attached Sketch 12)

1978.09. After extensive discussion and consideration, Council adopted Alternative 7A.

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This alternative did not provide a new east-west collector street between Cameron St. and Sullivan St. but indicated the diagonal extension of Beaverbrook Dr. into the Cameron St. alignment and the widening of Cameron St. from a 36' to a 46' pavement width. The Capital Improvement Program indicates that the acquisition of the balance of property required to accommodate the Beaverbrook Dr. Extension is scheduled for 1982 with construction of the linkage scheduled for 1983.

d) Municipal Property between Sullivan and Cameron Streets (Attached Sketch 10)

1972-1980

Extensive property is owned and/or was acquired by the Municipality in the area bounded by Sullivan St. North Rd. Cameron St. and Noel Dr.

The greater proportion of property required to accommodate the adopted Beaverbrook Dr. extension has been acquired. The key properties remaining to be acquired to permit basic construction of this linkage are those at 9311, 9337, 9355 and 9423 Cameron St. Additional rights-of-way required to accommodate the widening of Cameron St. (i.e. the property at 9375 Cameron St.) would be acquired in due course.

e) Reese Ave. Walkway

1980.03 31

The Reese walkway right-of-way is being created as a separate publicly owned lot restricted to walkway purposes. The walkway is currently under construction and is to be completed by summer.

Council directed that the Reese alignment accommodate a public walkway only and no roadworks. However, sufficient right-of-way width is provided to protect a variety of long range future possibilities.

f) Bell Ave. Status

Bell Ave. is currently open to the Loughheed Hwy. with motorists currently using all turning movements at this intersection. The adopted Community Plans 5 and 10 indicates the eventual closure of Bell Ave. which is desired by the Ministry of Highways and Transportation. On an operational level, the Planning Dept. has indicated to Council that it would endeavour as a minimum to retain emergency access off the Loughheed Hwy. at Bell Ave. to meet Fire Dept. concerns.

Alternatives to the Bell Ave. access off the Loughheed Hwy. into this general area include North Rd., Production Way to Eastlake Dr., and any future Eastlake Dr. underpass of the Loughheed Hwy. Continued left-hand turns onto Bell Ave. from east-bound Loughheed Hwy traffic are desired by area residents but are considered questionable from a traffic safety point of view.

Available
Reference
Date

Comments

Traffic Network Aspects

2.6 OVERALL TRANSPORTATION ASPECTS

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- a) Conceptual Trans- 1978.08. Council adopted an overall conceptual transportation plan for Burnaby as a result of the work of the Transportation Committee - a Committee composed of Council members, community representatives, and municipal staff.

This plan reaffirmed the arterial routes in the area including Broadway between North Rd. and Gagliardi Way and the major collector road status of Eastlake/Beaverbrook/Cameron and Government Rd. between Austin Rd. and Cariboo Rd.

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- b) Lougheed Mall
Bus Interchange

A major bus interchange for feeder buses from various parts of Burnaby and other surrounding municipalities has been established on the Lougheed Mall site. Commuter fast bus service to downtown Vancouver is provided.

Accessibility to, from and within this sector of Burnaby is not solely dependent on private vehicles. A high level of public transit is available to the concentrated population within the area.

- c) Lougheed Highway
Status

Lougheed Highway has sufficient right-of-way width to accommodate an additional travelled lane in each direction. However, we are not aware of any plans of the Ministry of Transportation and Highways to pursue pavement widening

The increase in vehicular capacity of the two major east-west highways - Lougheed and the Trans-Canada in the area would in the short run lower traffic pressures on the secondary road network in the area.

- d) ALRT Status -
Phase II

A second phase extension of the ALRT line from New Westminster to the Burquitlam area would provide for a transit station along the North Rd. alignment in the vicinity of Lougheed Mall.

This public transit initiative will assist in enhancing the overall efficiency of the traffic network in the area.

2.7 REMAINING DEVELOPMENT SITES

- a) Remaining
Development
sites in Apartment Area "G"
(along Cameron St.)

Cameron Street widening required

- ii) Cameron Library and Recreation Centre - future possible expansion

Cameron Street widening required

- iii) Commercial site - north side of Cameron St. and east of the Reese walkway - future site consolidation and rezoning

Cameron Street widening required

- 1982 iv) Commercial site - North Rd. and Cameron St. - northwest corner-RZ #151/81 - granted Second Reading

Cameron St. right-of-way and pavement widening being obtained as part of this rezoning

- v) Commercial site - North Rd. and Cameron St. - southwest corner

No.	Item	Available Reference Date	Comments	Traffic Network Aspects
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b) Remaining Development sites in Apartment Area "H"
 1) Two low density multiple housing sites are designated between Horne St. and Halston Ct. Keswick Ave. between Horne St. and Halston Ct. would be closed and Horne St. would be extended west to Government St. in conjunction with the development of these sites.

1980.03.ii) Rezoned high density apartment site accommodating two towers and terraced residences northeast of Carrigan Ct. and Cardston Ct. - RZ #37/74

1981.12.21 iii) Rezoned high density apartment site accommodating three towers northeast of Manchester Dr. and Government St. RZ #25/80

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3.0 COUNCIL SPONSORED PUBLIC MEETING

In setting up a public meeting, Council may wish to use the following suggestions:

3.1 Place: Cameron Elementary School Gymnasium

This gymnasium is considered the largest available assembly space central to the subject area. No stage is available. A maximum of 300 people can be accommodated.

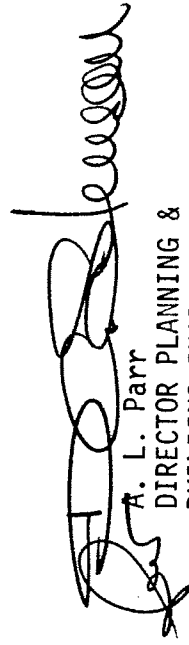
3.2 Time: 19:00 h
 Wednesday, May 12.

This time has been arranged with the Principal of the Cameron School and does not appear to conflict with any meetings of Council, Commissions or Boards.

3.3 Public Notice to be placed in:
 Burnaby Today (Columbian)
 Vancouver Sun
 The Province

3.4 Notice to be given to:
 a) Cameron Library and Recreation Centre
 b) Lyndhurst School
 c) Stoney Creek Community School
 d) Cameron School
 e) Lougheed Mall (Shopper News)

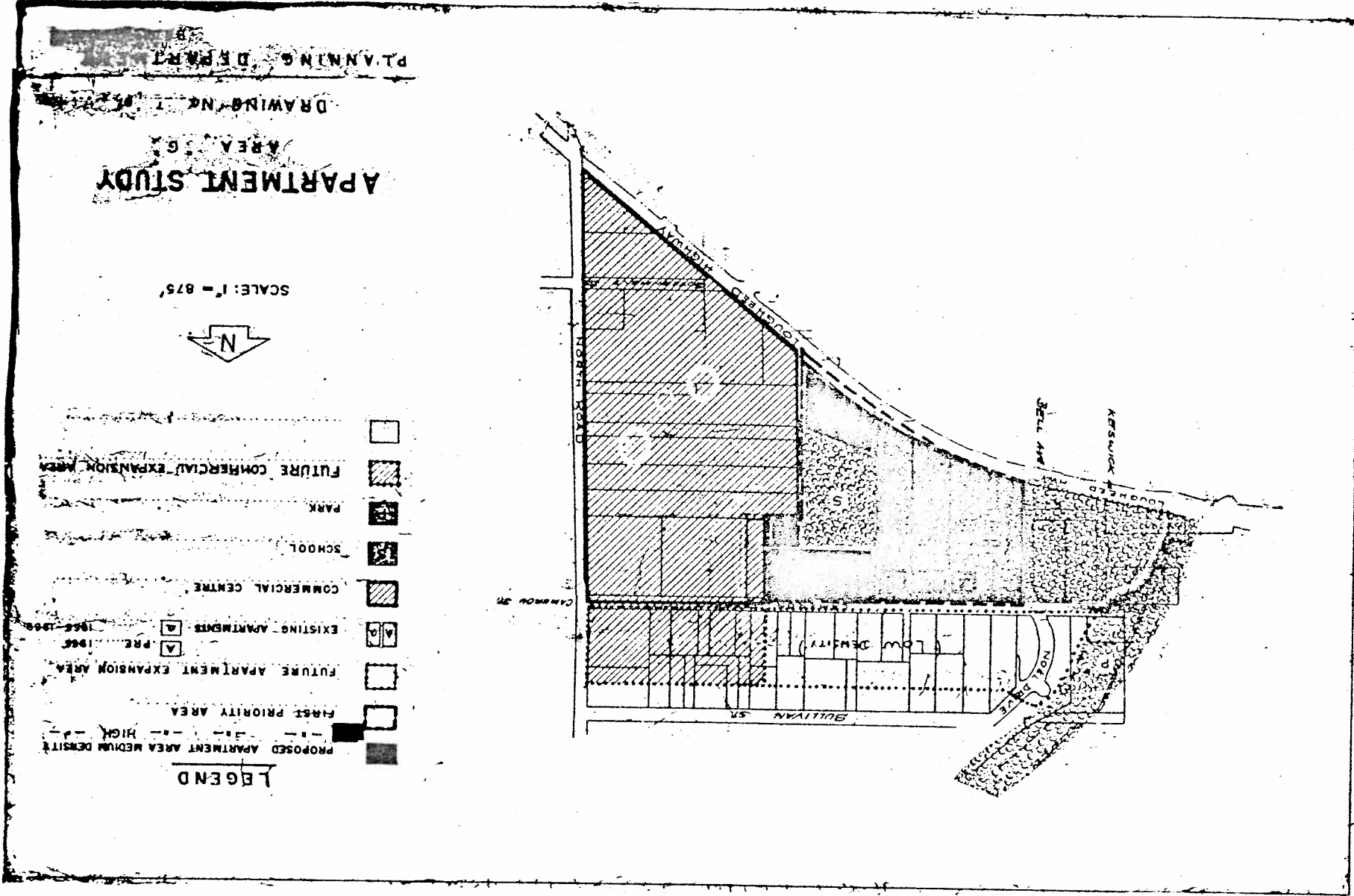
3.5 Notice to be given to the following residents who have been in recent contact:
 a) Sullivan Heights Ratepayers Association, Mr. Kenneth Cox
 b) Simon Fraser Area Association, Ms. C. Elliott
 c) Mary Ann Willey, 9939 East Broadway
 d) Timberlea - Owners Strata Plans N.W. 319, 475 and 519.
 Mr. J. P. Daem


 A. L. Parr
 DIRECTOR PLANNING &
 BUILDING INSPECTION

KI/nb
 Atts
 cc: Municipal Clerk
 Director Engineering
 Director Recreational & Cultural Services
 Director - Fire Services

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SKETCH 1



ITEM

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COUNCIL MEETING

1982 04 19

SKETCH 2

APARTMENT STUDY

AREA "H"







PLANNING DEPARTMENT

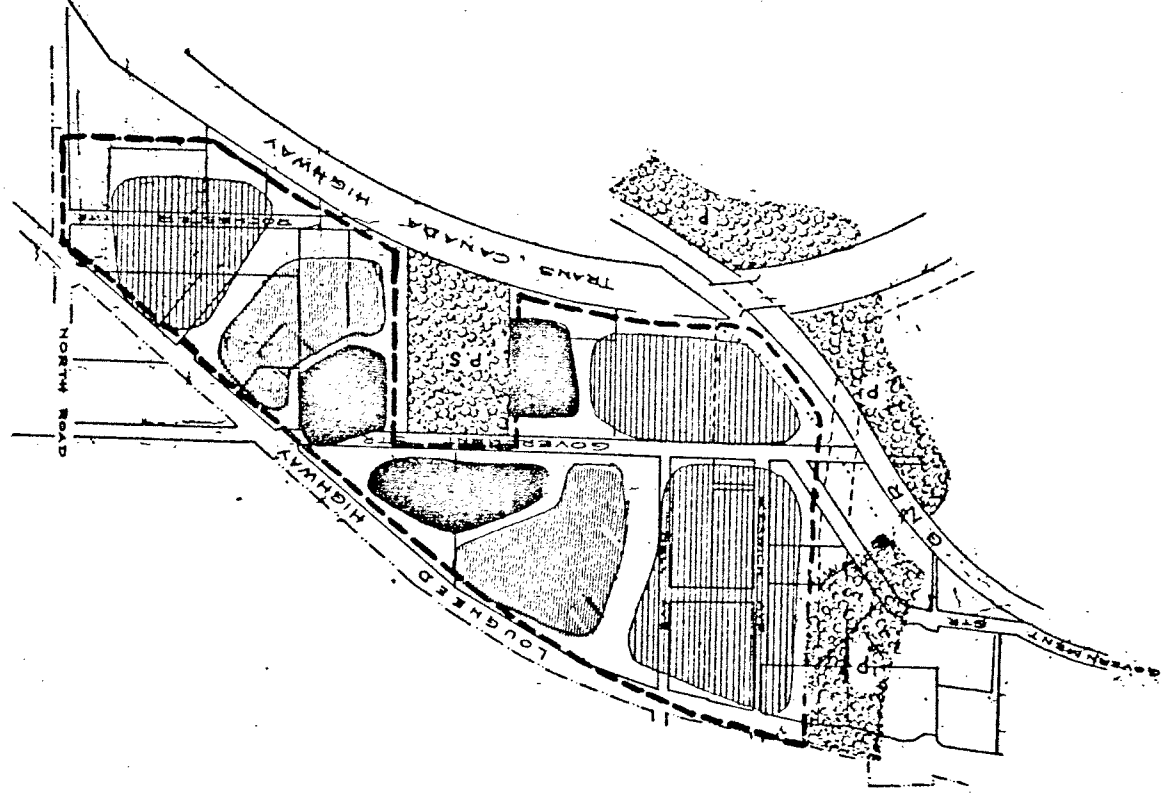
DATE: 1982

DRAWING NO. 2 of 11

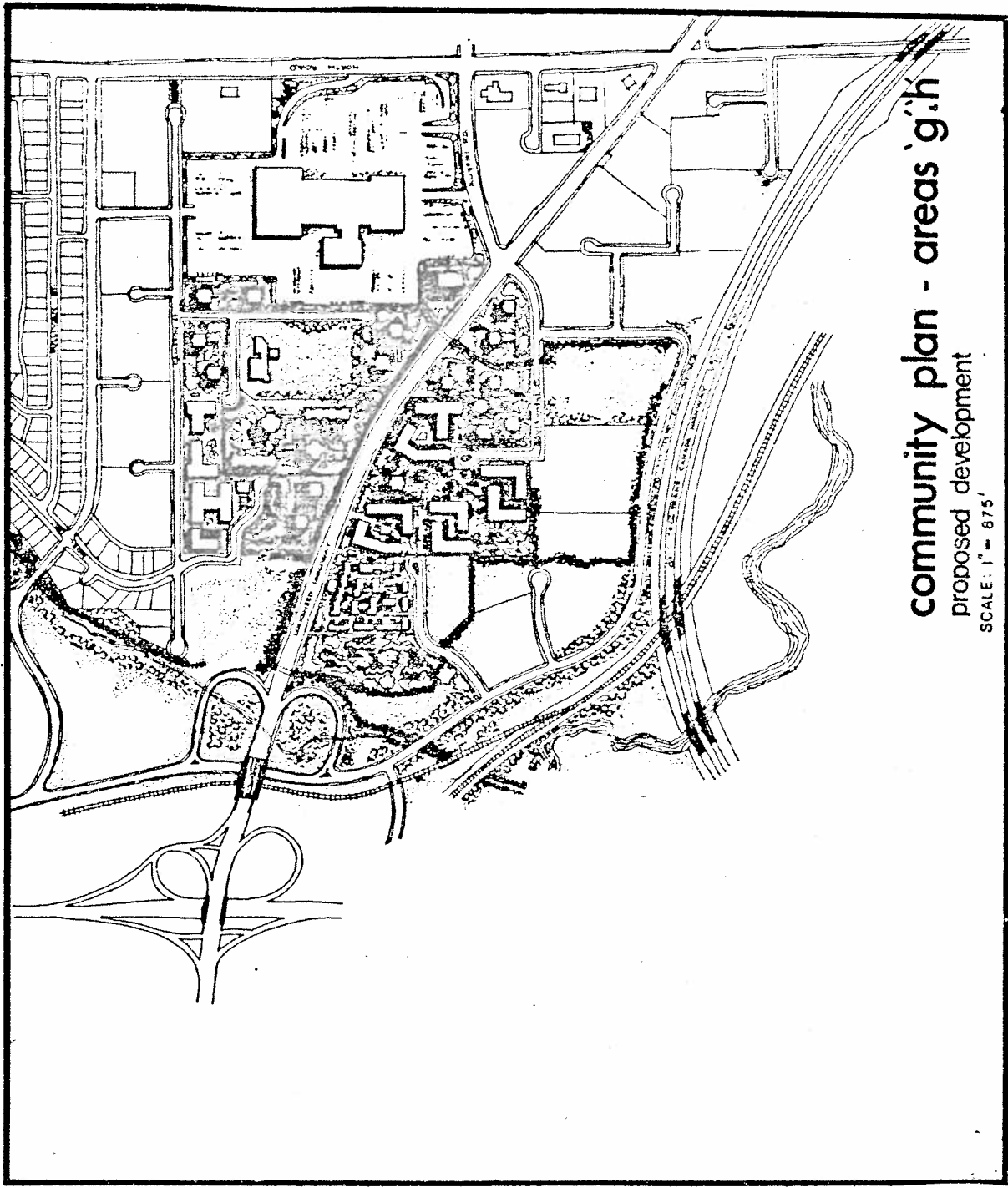
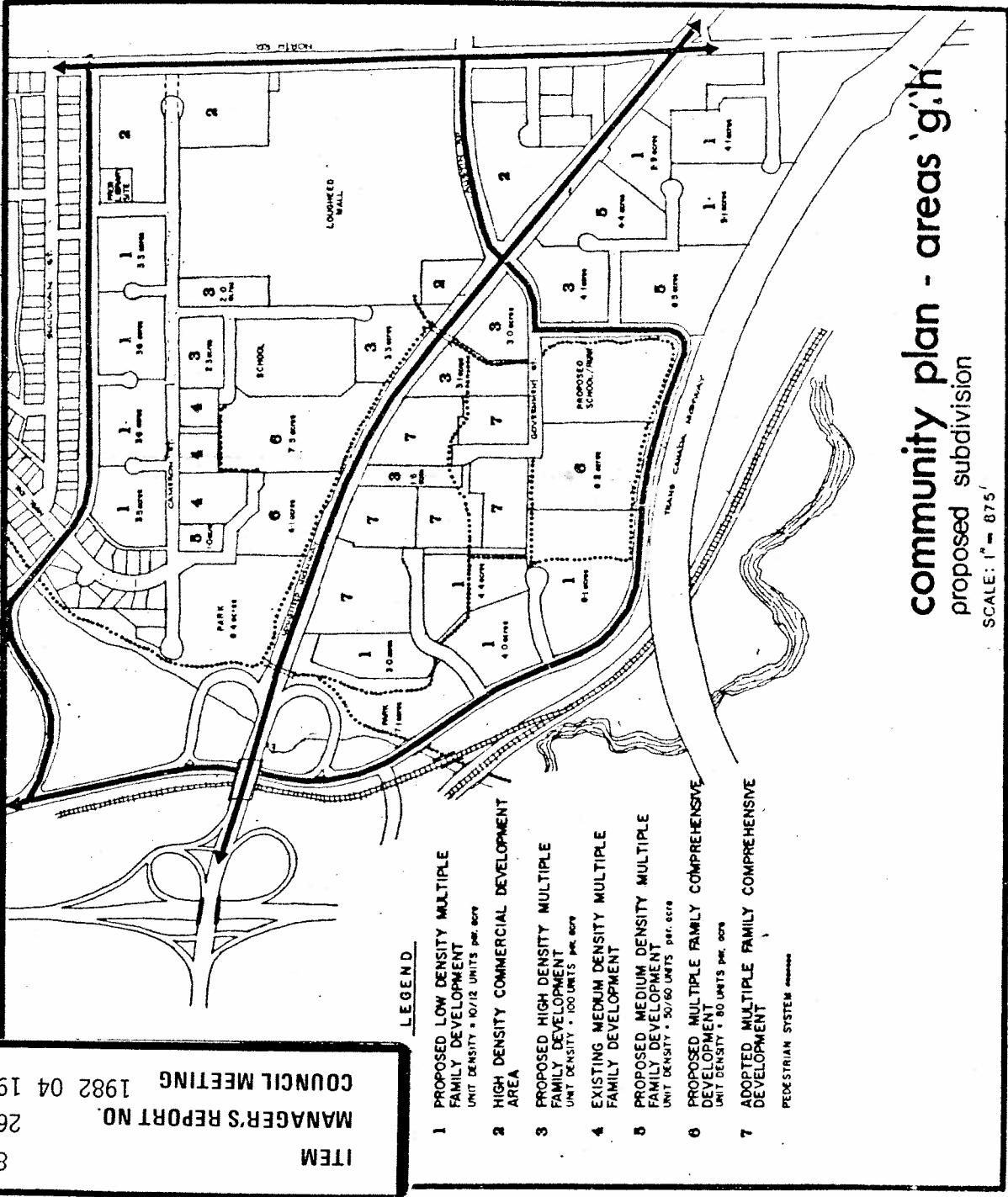
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- LEGEND**
- PROPOSED APARTMENT AREA - LOW DENSITY 
 - MEDIUM 
 - HIGH 
 - FIRST PRIORITY AREA 
 - SCHOOL 
 - PARK 

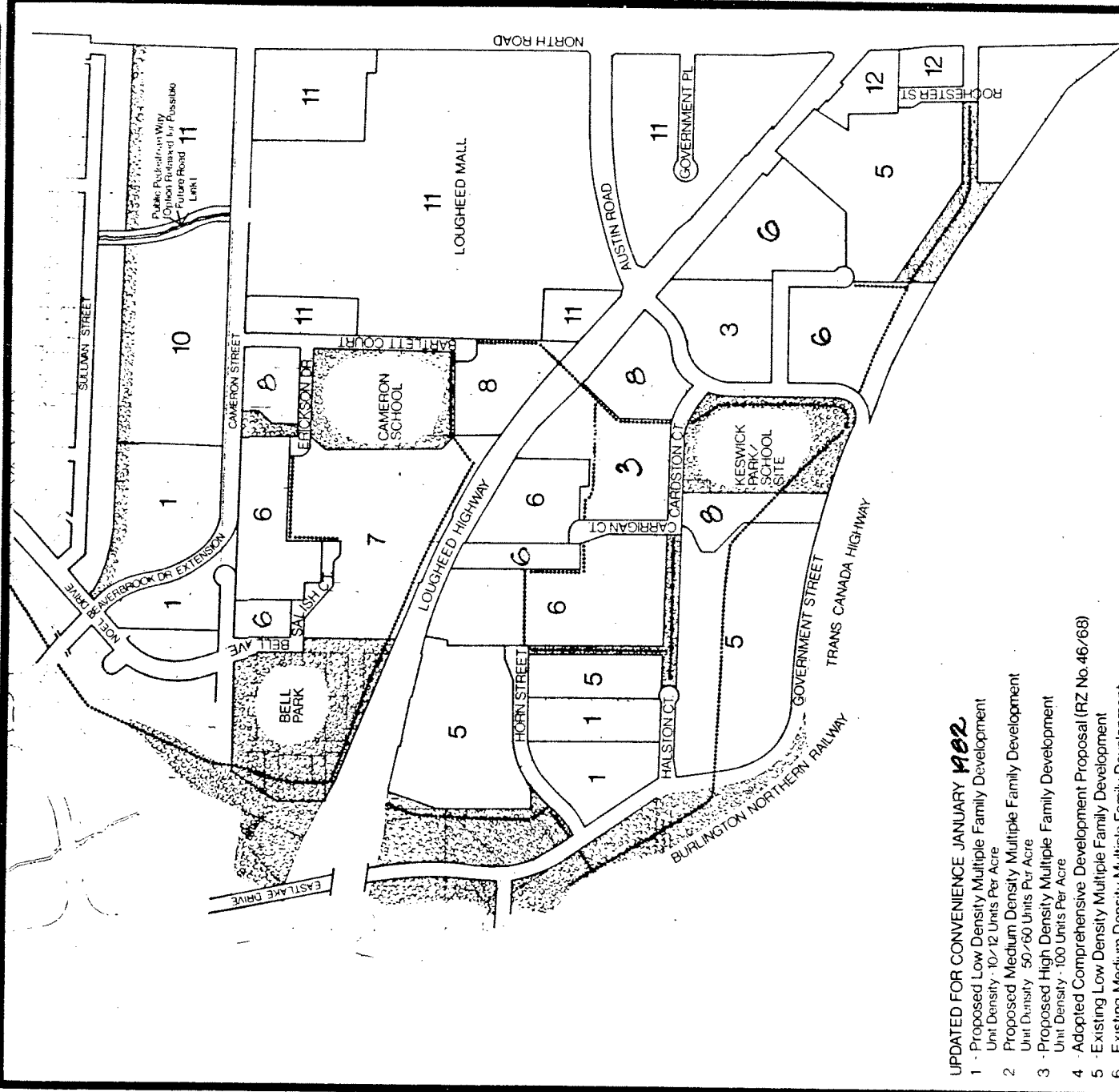


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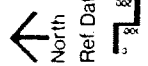
SKETCH-3

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- UPDATED FOR CONVENIENCE JANUARY 1982
- 1 - Proposed Low Density Multiple Family Development
Unit Density - 10-12 Units Per Acre
 - 2 - Proposed Medium Density Multiple Family Development
Unit Density - 50-60 Units Per Acre
 - 3 - Proposed High Density Multiple Family Development
Unit Density - 100 Units Per Acre
 - 4 - Adopted Comprehensive Development Proposal (RZ No. 46/68)
 - 5 - Existing Low Density Multiple Family Development
 - 6 - Existing Medium Density Multiple Family Development (Furniture Apartments)
 - 7 - Existing Medium Density Multiple Family Development
Unit Density - 80 Units Per Acre
 - 8 - Existing High Density Multiple Family Development

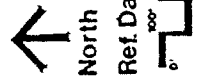
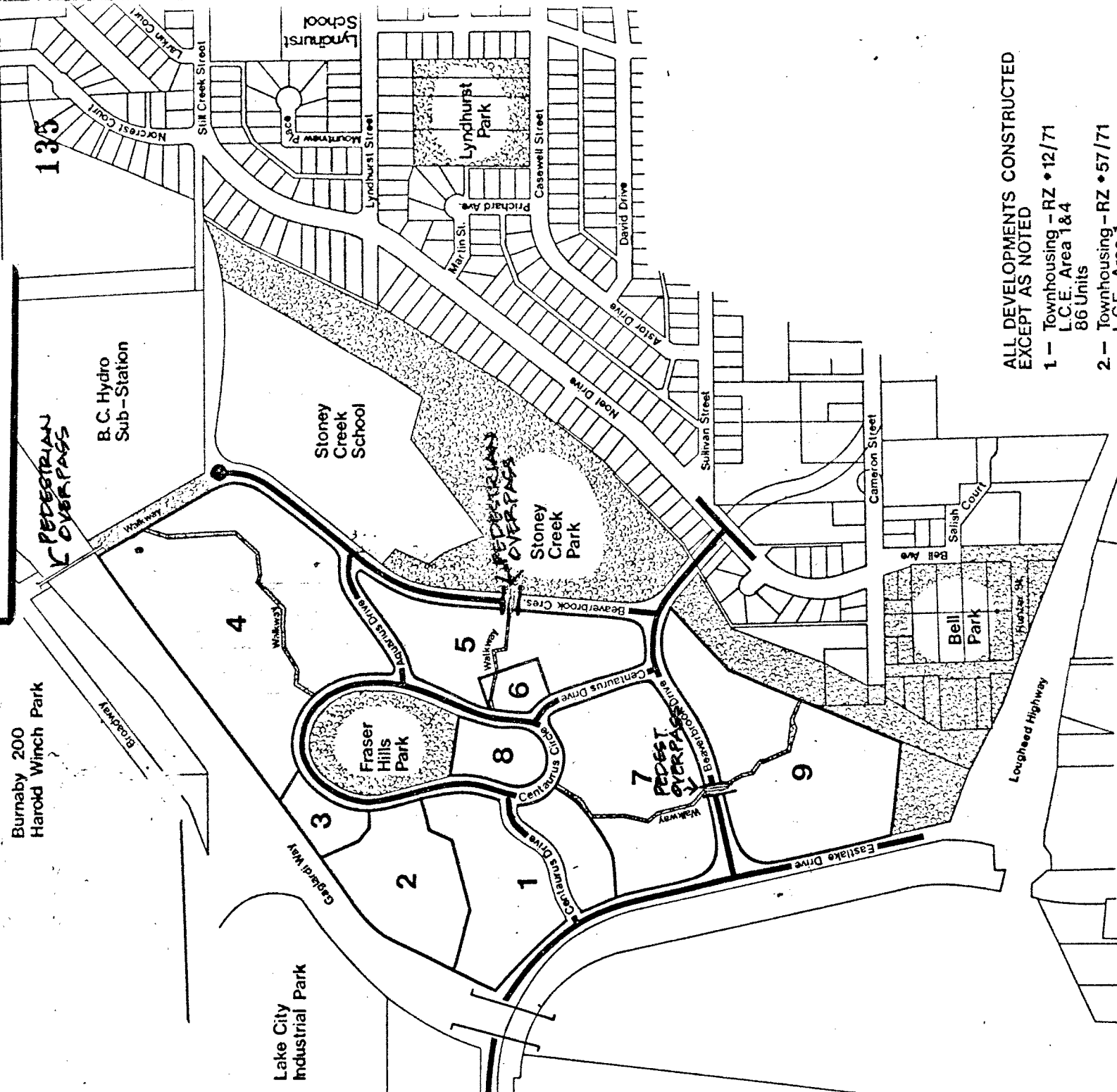
- 10 - Proposed Library/Recreation Centre Complex
 - 11 - High Density Commercial Development Area
 - 12 - Existing Low Density Neighbourhood Commercial Development Area
- Pedestrian System



COMMUNITY PLANS FIVE & TEN

SKETCH 4

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LAKE CITY EAST (L.C.E.) (SIMON FRASER HILLS)

- ALL DEVELOPMENTS CONSTRUCTED EXCEPT AS NOTED
- 1 - Townhousing - RZ • 12/71
L.C.E. Area 1&4
86 Units
 - 2 - Townhousing - RZ • 57/71
L.C.E. Area 1
74 Units
 - 3 - Garden Apartment - RZ • 57/71B
L.C.E. Area 1
24 Units
 - 4 - Garden Apartment - RZ • 55/74 & RZ • 50/71
L.C.E. Area 2
282 Units
 - 5 - Townhousing - RZ • 57/71A
L.C.E. Area 3
102 Units
 - 6 - Proposed RM1 Residential Under Rezoning 17/80
30 units
 - 7 - Townhousing - RZ • 27/71
L.C.E. Area 4
165 Units
 - 8 - Proposed 3 Storey Residential Under Rezoning 18/80
54 units
 - 9 - Townhousing - RZ • 37/70
L.C.E. Area 6
189 Units

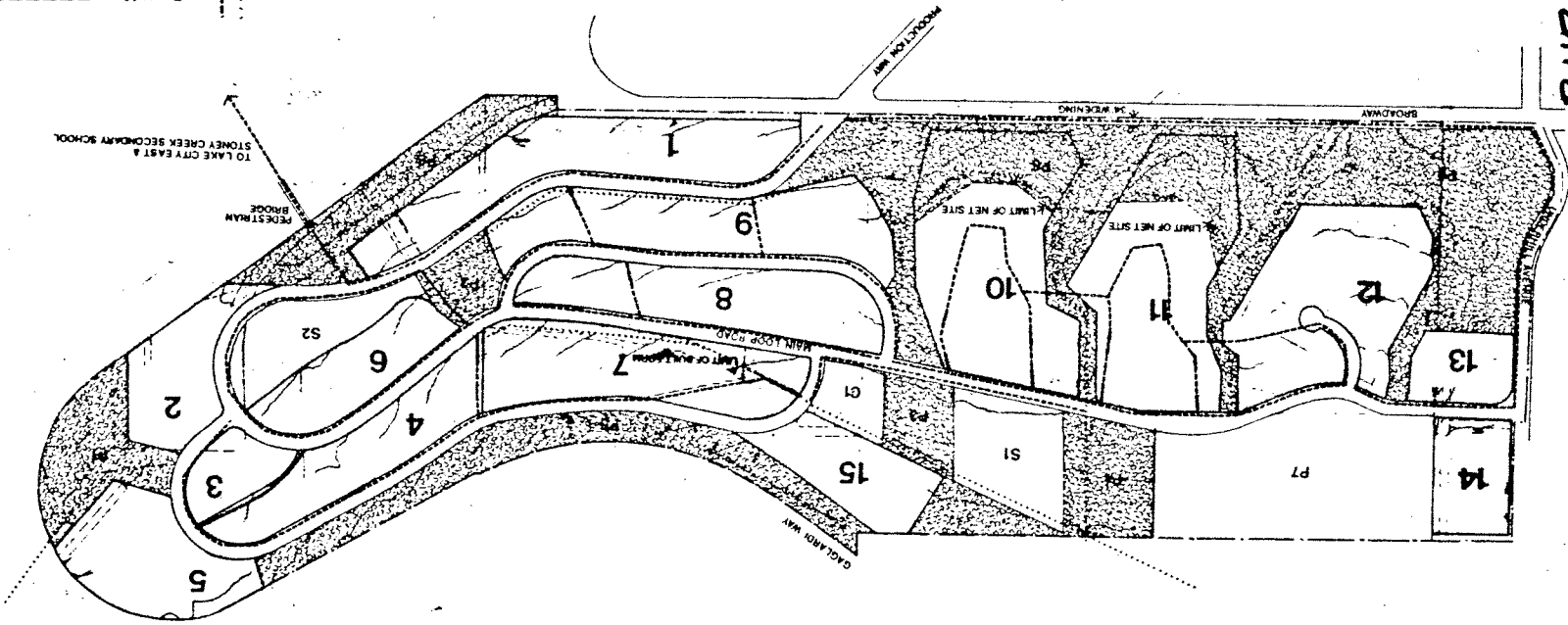
UPDATED FOR CONVENIENCE
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 1006 TOTAL units

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- 1-15 Residential Areas
- P1 East Park
- P2 Central Park
- P3 } West Parks
- P4 }
- P5 Conservation Buffer Area
- P6 Ravine Conservation Area
- P7 GVWD Property
- P8 Road Reservation or Possible Buffer Zone
- S1 West School Site
- S2 East School Site
- C1 Community Commercial / Day Care Centre

..... Sidewalks/Walkways
 Wilderness Trails

┌ Main Undisturbed Natural Zones
 in Residential Areas



STATUS AS OF
 MARCH 1982
 BUILT 386 UNITS
 UNDER
 CONST. 339 UNITS
 PROPOSED 645 UNITS.
 TOTAL 1370 UNITS

REVISED
 NOVEMBER 1979
 SCALE

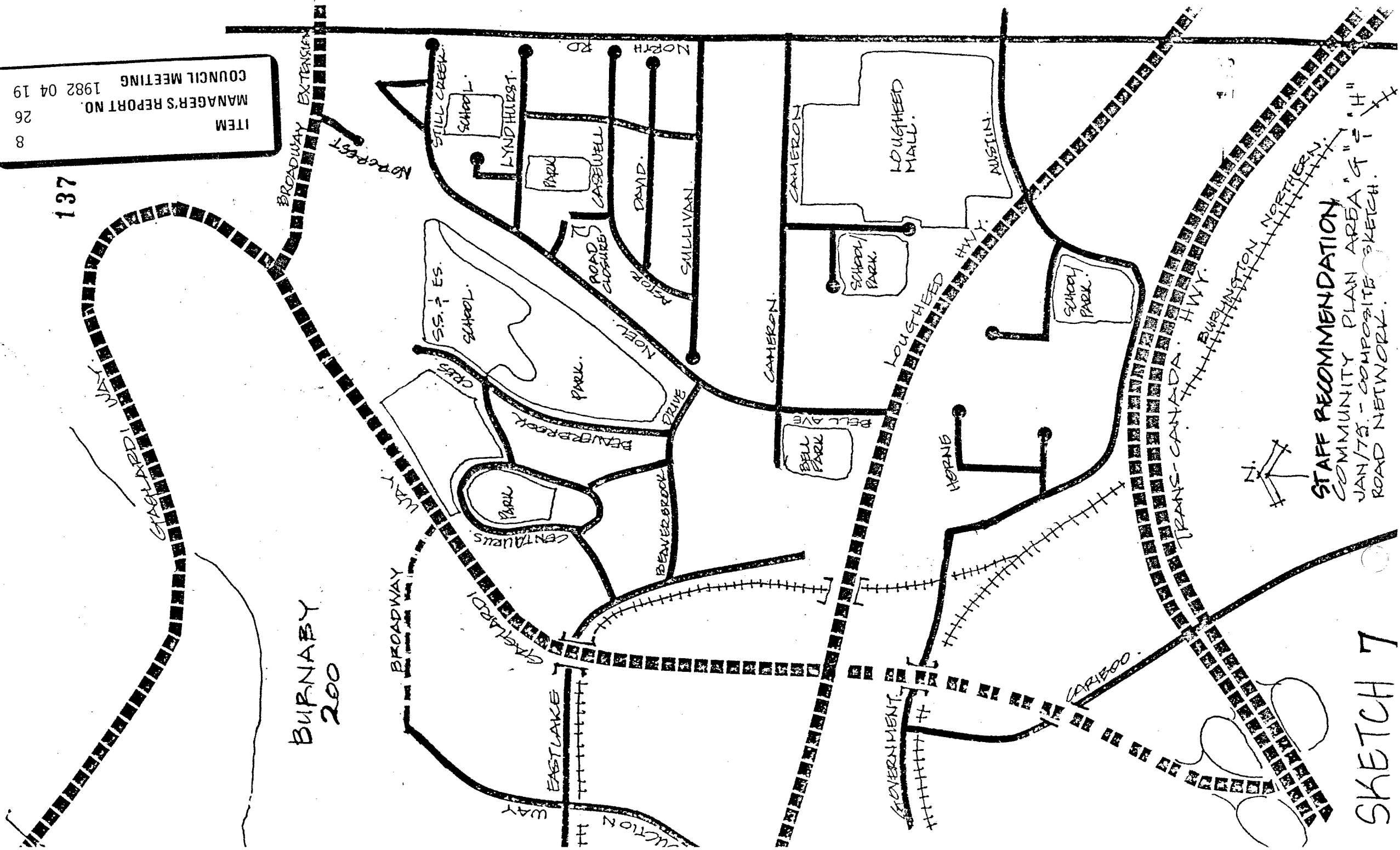
BURNABY 200
 COMMUNITY PLAN

SKETCH 6

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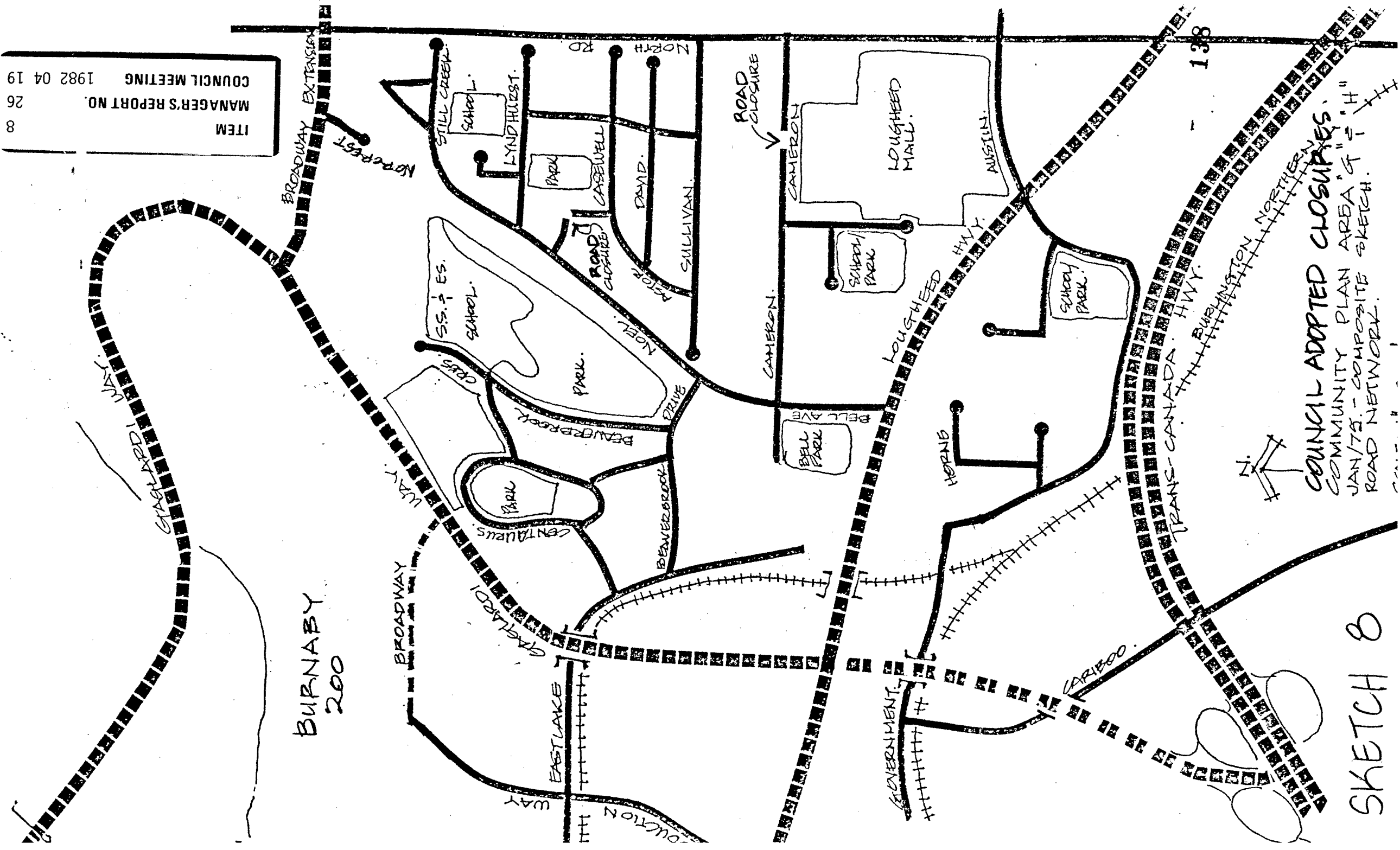
BURNABY
200



STAFF RECOMMENDATION
COMMUNITY PLAN AREA "G" & "H"
JAN/78. - COMPOSITE SKETCH.
ROAD NETWORK.

SKETCH 7

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 8



BURNABY
 200

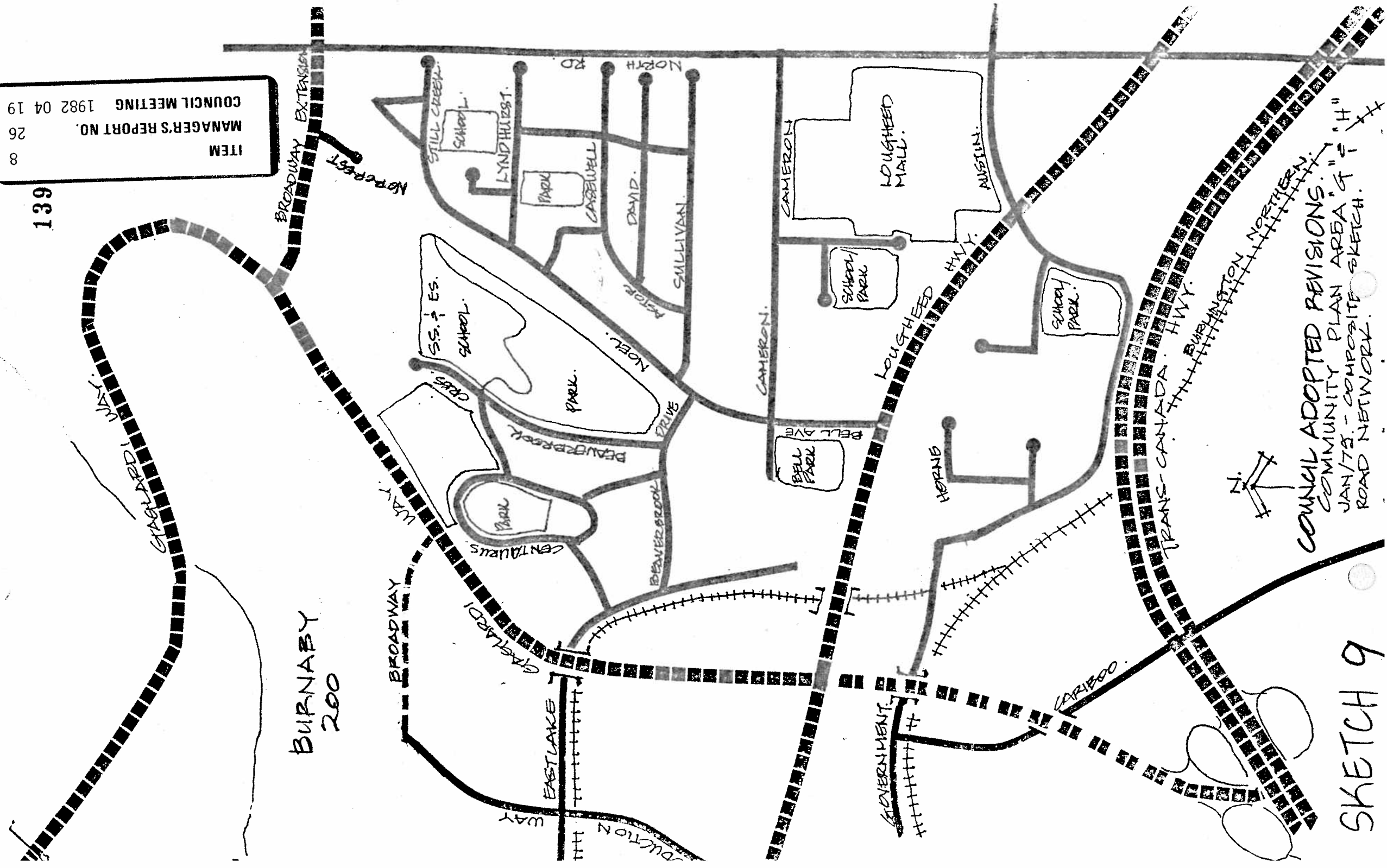
COUNCIL ADOPTED CLOSURES.
 COMMUNITY PLAN AREA "H"
 JAN/78. - COMPOSITE SKETCH.
 ROAD NETWORK.

SKETCH 8

ITEM
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BURNABY
 200



COUNCIL ADOPTED REVISIONS:
 COMMUNITY PLAN AREA "G" & "H"
 JAN/75 - COMPOSITE SKETCH.
 ROAD NETWORK.

SKETCH 9

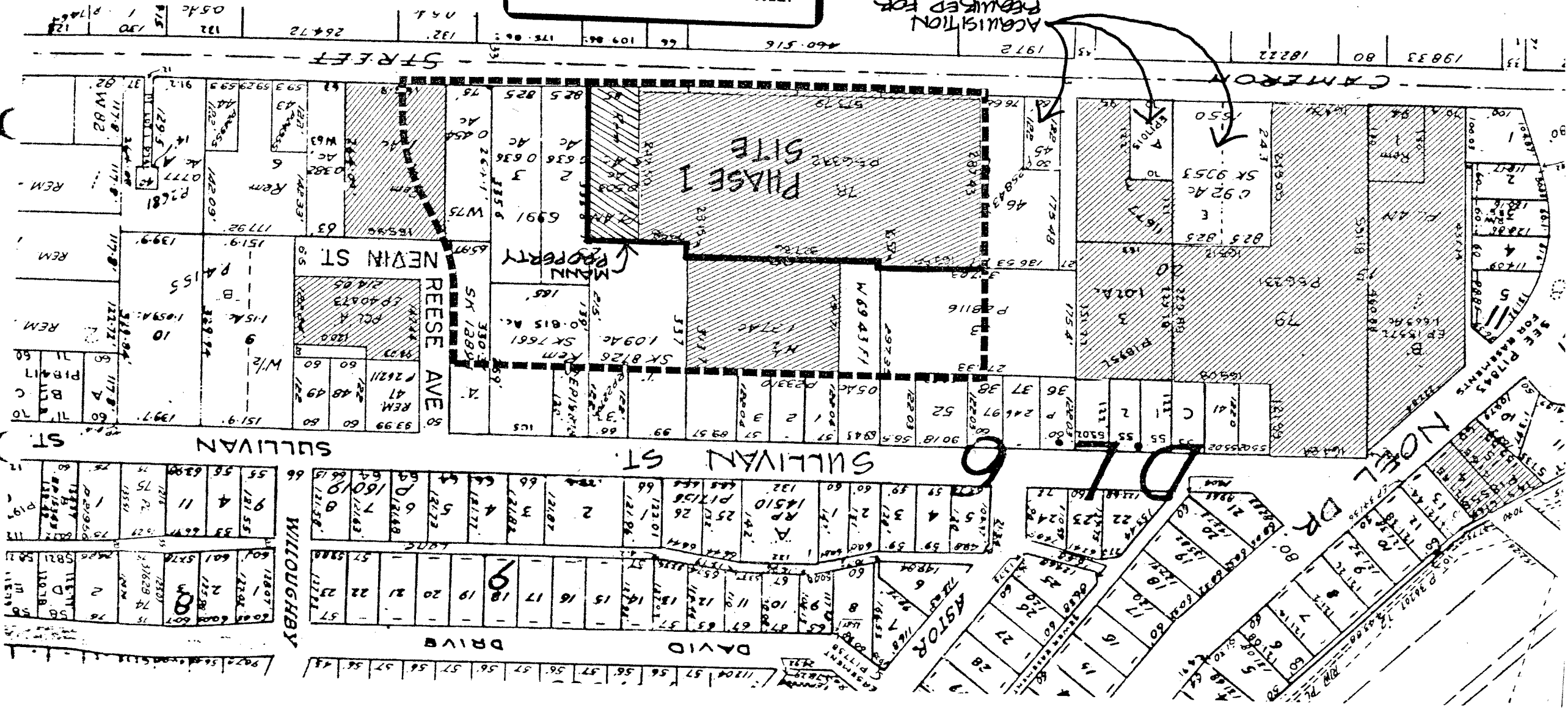
SCALE: 1" = 200'
 1980 JAN. 16
 SKETCH 10

SUB-AREA OF AREA 9
 BETWEEN SULLIVAN & CAMERON

MUNICIPALLY OWNED PROPERTY
 BOUNDARIES OF OVERALL LIB/REC. CENTRE SITE

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ACQUISITION
 REQUIRED FOR DR. BEAVERBROOK
 EXTENSION.



SEE P17045
 FOR EASEMENTS

DAVID DRIVE

ASTOR

WILLOUGHBY

NOVELL DR

SULLIVAN ST

SULLIVAN ST

REESE AVE

NEVIN ST

OWN PROPERTY

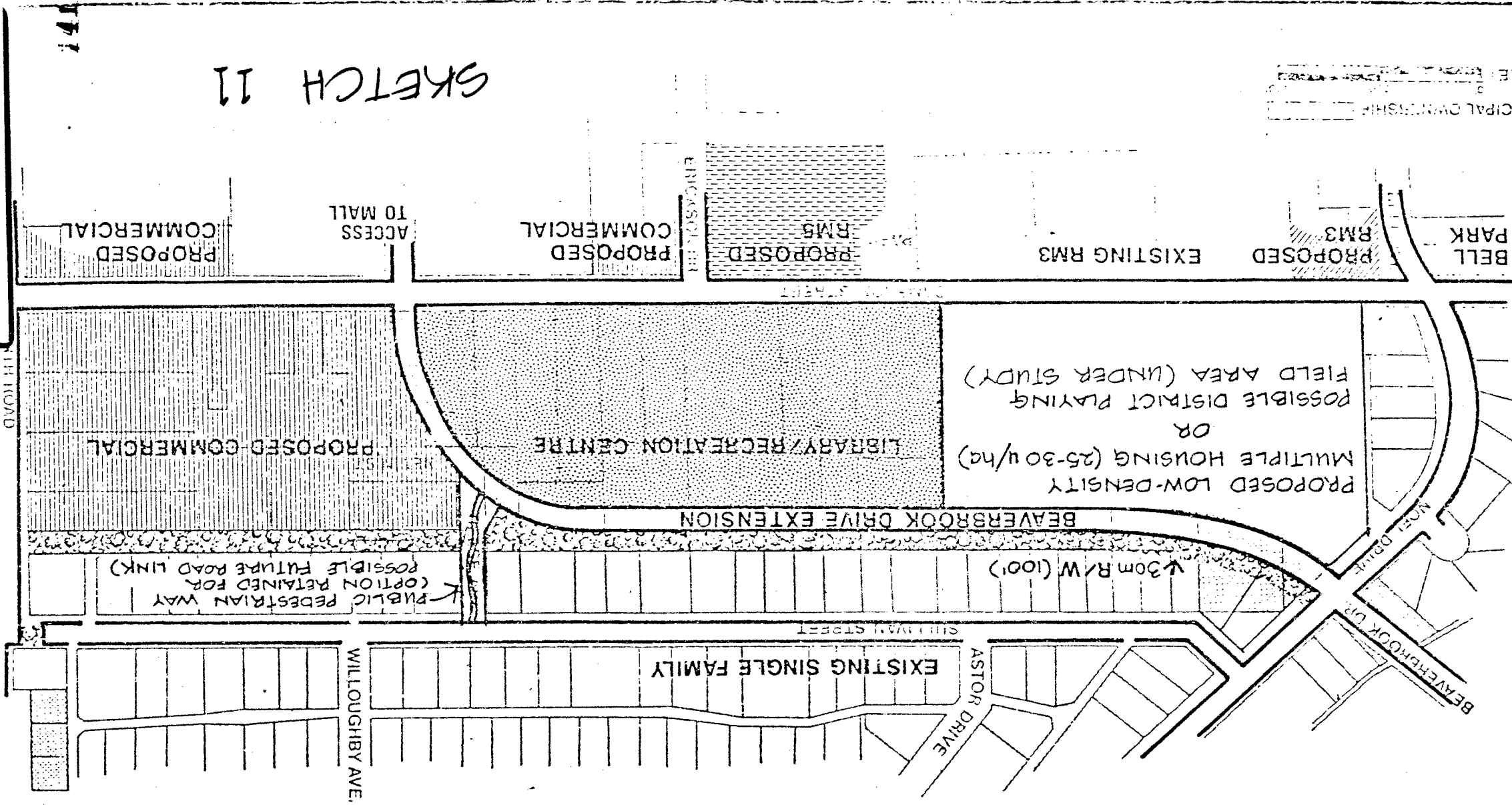
PHASE I
 SITE

CAMERON

STREET

1001

Revised Community Plan - Alternative 3a
 CAMERON/SULLIVAN/NORTH/NOEL (PART OF AREA "G")
 (originally titled as SKETCH 8A)



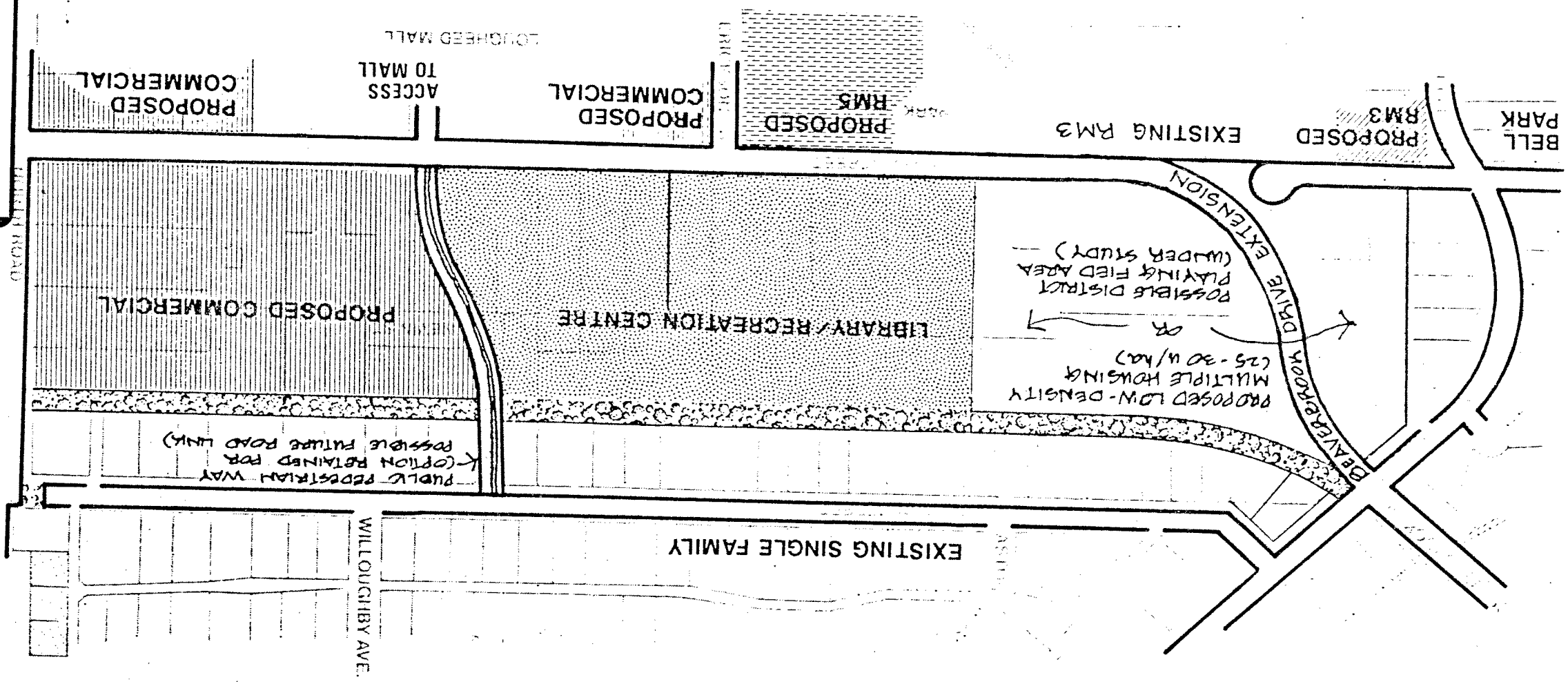
SKETCH 11

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MUNICIPAL OWNERSHIP
 SCALE: 1:1000

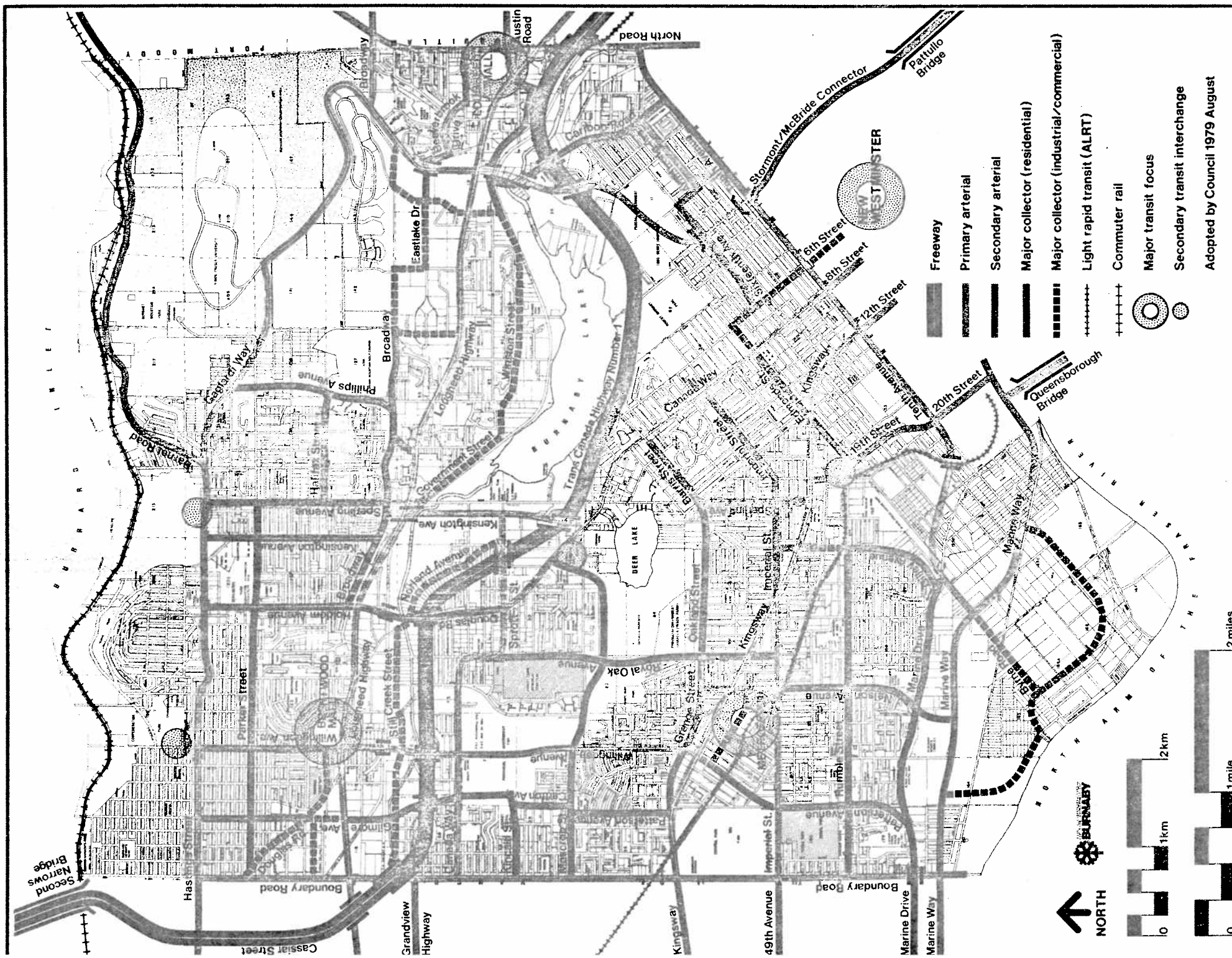
Revised Community Plan (1978 SEPT)
 CAMERON/SULLIVAN/NORTH/NOEL (PART OF AREA "G")
 (ORIGINALLY TITLED AS SKETCH 7A)












SKETCH 12

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-  Freeway
-  Primary arterial
-  Secondary arterial
-  Major collector (residential)
-  Major collector (industrial/commercial)
-  Light rapid transit (ALRT)
-  Commuter rail
-  Major transit focus
-  Secondary transit interchange



Adopted by Council 1979 August
 Amended by Council 1980 April
 Printed 1981 August

Burnaby Conceptual Transportation Plan

SKETCH 13