

RE: LETTERS FROM MRS. MURIEL K. FAIRHEAD AND MRS. A SUSAN WATSON, 3278 NOEL DRIVE, BURNABY, B.C., V3J 1J7, MRS. CLAIRE DOLPHIN, 3361 NOEL DRIVE, BURNABY, B.C., V3J 1J7, MR. AND MRS. J. GERULAT, 3250 NOEL DRIVE, BURNABY, B.C., V3J 1J8 AND MR. AND MRS. P. MANNING, 3337 NOEL DRIVE, BURNABY, B.C., V3J 1J7

LETTER FROM ROSS DUNBAR AND J. HENDERSON WHICH APPEARED ON THE AGENDA FOR THE 1983 JUNE 27 MEETING OF COUNCIL (ITEMS 2b AND 4g)
NOEL DRIVE SOUTH OF BEAVERBROOK DRIVE
COMMUNITY PLAN 5, APARTMENT AREA "G"

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1983 JUNE 29

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: CORRESPONDENCE FROM J. HENDERSON DATED 1983 JUNE 20 AND DELEGATION BY MR. ROSS DUNBAR DATED 1983 JUNE 27
NOEL DRIVE SOUTH OF BEAVERBROOK DRIVE
COMMUNITY PLAN 5, APARTMENT AREA "G"

RECOMMENDATION:

1. THAT a copy of this report be sent to J. Henderson, 3311 Noel Drive, Burnaby, B.C., V3J 1J7, to Mr. Ross Dunbar, 3249 Noel Drive, Burnaby, B.C. V3J 1J7 and to the other correspondents on this topic whose letters appear elsewhere in this agenda.

REPORT

The Planning & Building Inspection Department has been requested to submit a report with respect to an item of correspondence from a J. Henderson, resident at 3311 Noel Drive, which was on the Council agenda of 1983 June 27, and also to the delegation by Mr. Ross Dunbar, on 1983 June 27.

As background, it is noted that the road configurations and traffic in the area of Cameron Street, Noel Drive and Beaverbrook Drive have been the subject of numerous reports to Council spanning a number of years. As a result of further extensive examinations, a staff report dated 1983 May 04 was submitted to Council on 1983 May 09. Council at that time adopted an adjustment to the Community Plans 5 and 10, related to the area in the vicinity of Noel Drive and Beaverbrook Drive, as outlined in Diagram F of Sketch 1 and Sketch 2 (attached).

The inquirer J. Henderson asks that a cul-de-sac be instituted at Noel Drive south of Beaverbrook Drive and suggests a 3-way stop be placed at the Noel Drive and Beaverbrook Drive intersection. It is noted that the adopted adjustment does not include any cul-de-sac at Noel Drive between Cameron Street and Beaverbrook Drive. On a traffic generation basis, there would be no difference between cul-de-sacing this short stretch of Noel Drive at the Cameron Street end or the Beaverbrook Drive end. The possibility of cul-de-sacing Noel Drive between Cameron Street and Beaverbrook Drive was considered within the context of the 1983 May 04 report and reported on as follows:

CORRESPONDENCE FROM J. HENDERSON
NOEL DRIVE SOUTH OF BEAVERBROOK DRIVE
COMMUNITY PLAN 5 APARTMENT AREA "G"

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"One of the natural local resident traffic flows is from the Loughheed Highway via Bell Avenue using Noel Drive into the Sullivan Heights neighbourhood and via Beaverbrook Drive into the Simon Fraser Hills neighbourhood. Residents strongly supported the Bell Avenue access for those neighbourhoods. The cul-de-sacing of Noel Drive (Diagrams G and E of Sketch 1) will result in a route considered overly circuitous within a short length of road from a traffic engineering viewpoint. Staff recommend that Noel Drive remain a connected street in this area."

One of the aims of the adopted adjusted Community Plan is to increase the amount of available road network rather than to decrease the network in order to avoid too much focusing of traffic at specific points. The adopted adjustment promotes a matrix of interconnecting roads with a desirable tendency of distributing rather than focusing traffic.

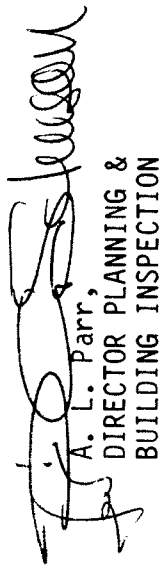
The Director Engineering has prepared a sketch (Sketch 3, attached) indicating the intersection traffic control signs that are intended to be put in place upon implementation of the road improvements in accordance with Council's approved street pattern. This system reflects one of the suggestions made by Mr. Dunbar in his presentation and recognizes the residential character of Noel Drive by stopping traffic travelling on that route.

This is for the information of Council.

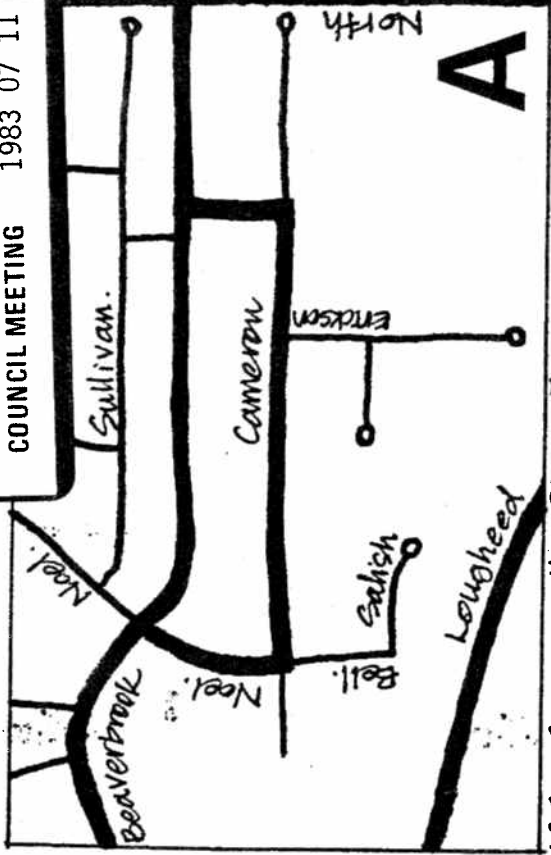

KI/g1

Attachments

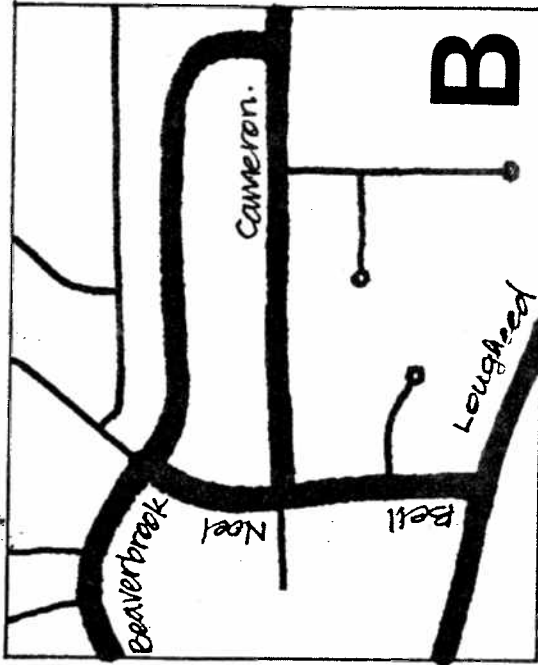
cc: Director Engineering
Transportation Planner
Municipal Clerk


A. L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

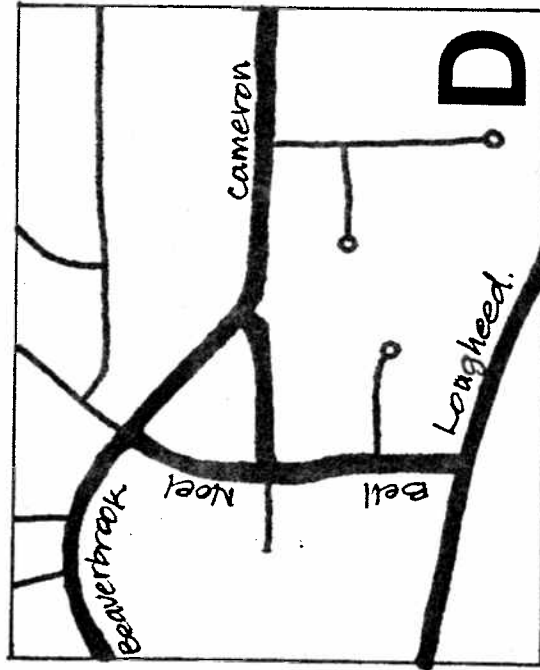
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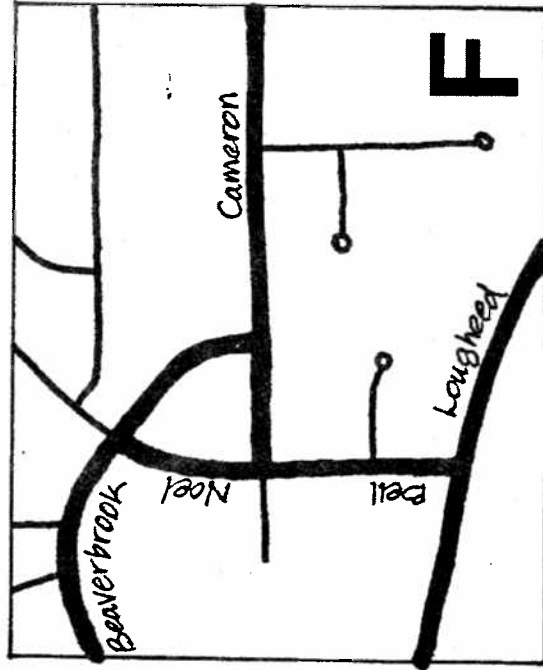
1970 Community Plan 5 - Area "G"



1978 JUNE INITIAL COUNCIL ADOPTED REVISION (NO BELL ACCESS IN ORIGINAL)



Variant of "C" - No Cameron cul-de-sac



T-intersection of Beaverbrook at Cameron

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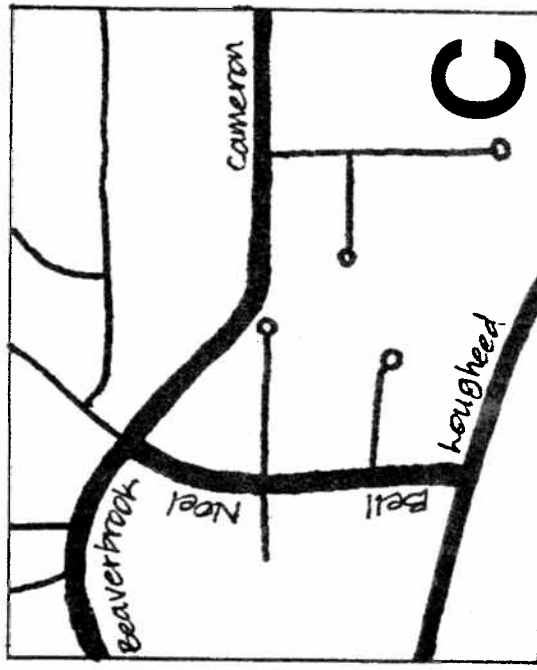
DIAGRAMS OF ROAD PATTERNS

RELATED TO:
NOEL/CAMERON/BEAVERBROOK TRIANGLE

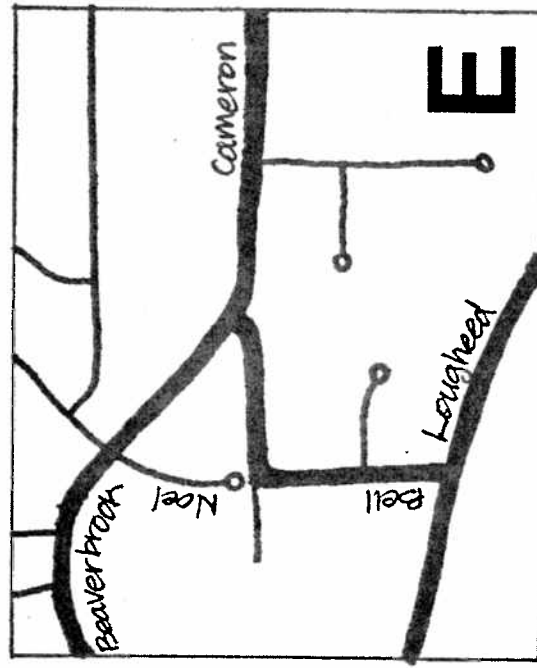
COMMUNITY PLAN 5 - AREA "G"

83.04
North

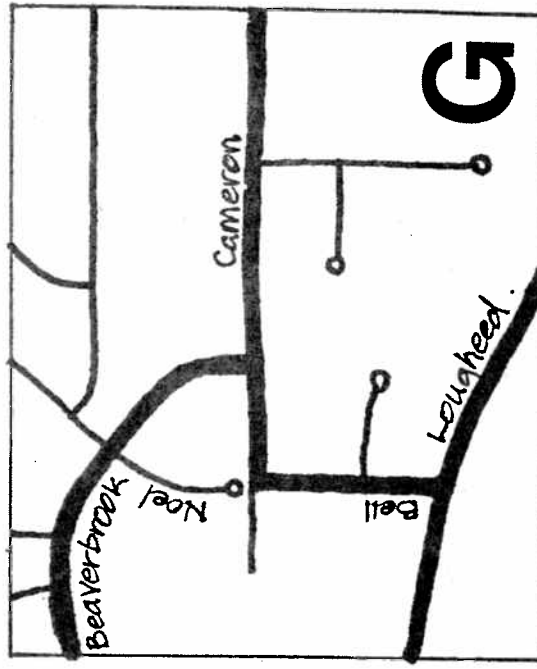
SKETCH 1



1978 SEPT CURRENT COUNCIL ADOPTED REVISION (NO BELL ACCESS IN ORIGINAL)



Variant of "C" - Cul-de-sac Noel



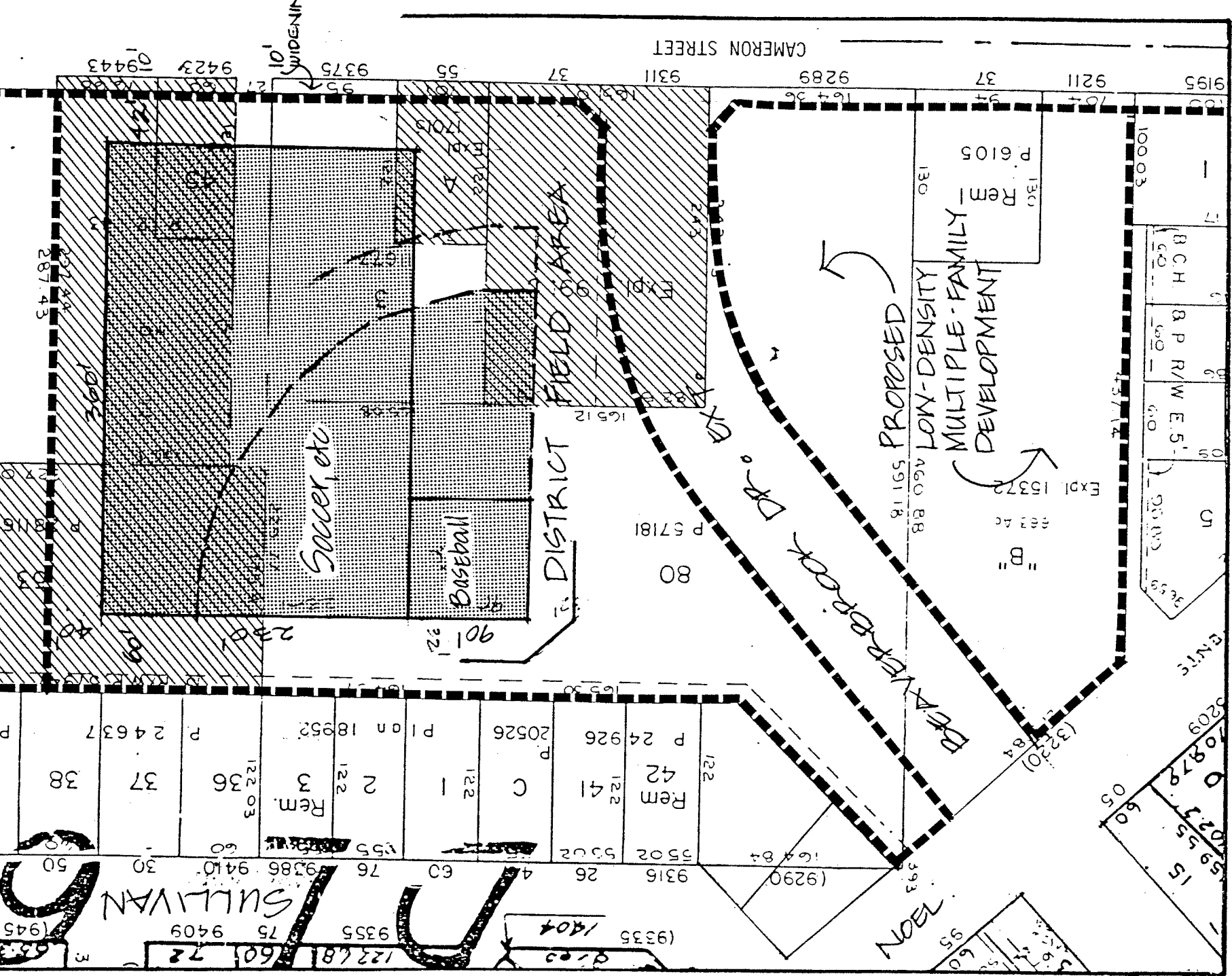
Variant of "F" - Cul-de-sac Noel

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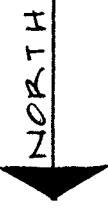
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CAMERON LIBRARY
 A RECREATION
 CENTRE SITE.

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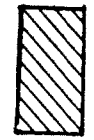
Burnaby Planning Department



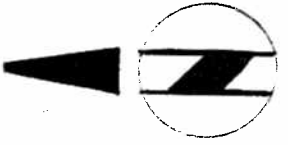
BASED ON DIAGRAM F OF SKETCH 1
 PROPOSED LAND USE ABUTTING THE
 BEAVERBROOK DR. EXTENSION
 SCHEMATIC LAYOUT OF DISTRICT FIELD
 FOR BASEBALL, SOCCER, ETC ILLUSTRATED

SKETCH 2

PRIVATE PROPERTIES TO BE ACQUIRED
 EVENTUALLY FOR PUBLIC PURPOSES



Date APR. 83.
 Scale 1" = 100'
 Drawn By



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DRIVE

SULLIVAN ST

NOEL

BEAVERBROOK

CR.

CAMERON ST.

ST.

STOP

STOP

STOP

STOP

STOP

STOP

STOP

AVENUE

WILLIAM

SKETCH 3

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No.	DATE	REVISION
CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT TRAFFIC DIVISION		
DESIGNED BY	SCALE 1" = 100'	L.
DRAWN BY	DATE	
CHECKED BY	DRWG NO.	
APPRVD BY		
TRAFFIC CONTROL NOEL/BEAVERBROOK		

