

RE: LETTER FROM MR. EGIDIO SCOTTON WHICH APPEARED ON THE AGENDA FOR  
THE 1983 MARCH 07 MEETING OF COUNCIL (ITEM 4f)  
DESIGN STANDARD OF BROADWAY  
KENSINGTON AVENUE TO SPERLING AVENUE  
(ITEM 1, REPORT NO. 14, 1983 JANUARY 04)

ITEM	4
MANAGER'S REPORT NO.	19
COUNCIL MEETING	1983 03 14

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER

83 03 09

FROM: DIRECTOR ENGINEERING

SUBJECT: DESIGN STANDARD OF BROADWAY,  
KENSINGTON AVENUE TO SPERLING AVENUE

RECOMMENDATION:

1. THAT Mr. Egidio Scotton of 6634 E. Broadway, Burnaby, B.C., be sent a copy of this report.

REPORT:

Reference the submission and attached petition from Egidio Scotton of 6634 E. Broadway, Burnaby, B.C., V5B 2Y5, regarding the design width of Broadway between Kensington and Sperling Avenues.

An informational report was submitted to Council at its meeting of 1983 01 04 under the Manager's Report No. 1, Item 14 (copy attached), which addressed the standard of the proposed Broadway improvement.

As noted in the aforementioned report the principal reason for the 14 m width is to accommodate the numerous weaving and turning movements at the three intersections, namely, Kensington, Broadway connector, and Sperling; because the width will be used for moving traffic there will be fairly extensive parking prohibitions required on both sides of each of these three intersections. On the attached sketches LA and LB we have shown the proposed lane usage necessary to provide moving traffic an opportunity to select the proper designated lane on the approach to each decision intersection. Without this opportunity to be placed in a selected lane, traffic movements at the three intersections in question will not only be difficult to control but could be extremely hazardous.

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In addition to the lane usage we have also indicated those portions of the curb lane that we have established for on-street parking. This length of permitted parking is in our opinion the maximum that we can allow bearing in mind the existing volumes of traffic that will be taking advantage of the dispersed grid to gain access to both Sperling and Kensington Avenues. Should the larger percentage of this traffic establish one origin/destination to the Sperling intersection the allowable parking shown on Sketch LA may have to be further reduced or eliminated.

In summary it is the opinion of your Engineering Department that the presently proposed width of 14 metres on Broadway between Kensington and Sperling Avenues is vital for the orderly and safe movement of existing and future traffic volumes.



DIRECTOR ENGINEERING

HB/ch

c.c. ( ) Traffic Supervisor  
( ) Director Planning and Building Inspection

RE: LETTER FROM HELMUT E. HEIM,  
6675 BROADWAY, BURNABY, B.C., V5B 2Y8  
BNR GRADE SEPARATION - BROADWAY ROAD IMPROVEMENTS

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 82 12 28  
FROM: DIRECTOR ENGINEERING  
SUBJECT: BNR GRADE SEPARATION - BROADWAY ROAD IMPROVEMENTS

RECOMMENDATIONS:

1. THAT this report be received for information purposes.
2. THAT a copy of this report be forwarded to Mr. H.E. Heim, 6675 Broadway, Burnaby, B.C., V5B 2Y6.

SUMMARY:

This report summarizes the background of how the portion of Broadway between Kensington and Sperling Avenues became part of the BNR Grade Separation project.

REPORT:

The Council is in receipt of a letter from Mr. H.E. Heim, of 6675 Broadway, dated 82 12 07, which raises a number of concerns with respect to the proposed widening and upgrading of Broadway between Kensington and Sperling Avenues.

Council will recall the lengthy discussions and numerous reports during the latter part of 1979 which led to the eventual adoption of a Comprehensive Transportation Plan for Burnaby; the Plan discusses the principal details of the BNR Grade Separation. The report also discusses the proposal to assign major collector status to both Sperling and Kensington Avenues north of Broadway and that, although neither roadway would be a truck route, both would be developed to an 11-metre standard rather than the arterial classification which had been planned in earlier studies.

In order to provide the abutting property-owners with as much detailed information as possible on how individual properties would be affected, the Engineering Department sent out form letters, as soon as detailed design plans were available, to each of the property-owners on Broadway between Kensington and Sperling Avenues. One of the principal purposes of the letter was to advise them that the proposed widening and upgrading works would involve some construction work within the private properties. Although no properties were actually being acquired, such things as excavation cuts and/or fills, landscaping, and driveway reconstruction would occur outside the road allowance itself. For this reason, we felt that if we were able to secure some feedback from the affected property-owners with respect to landscaping and driveway

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treatment on their respective properties prior to awarding a construction contract, we would then be in a position to minimize disruption during the construction period and be in a better position to advise the contractor, through the contract documents, "up-front" rather than later on at the work site, how best to complete the restoration works.

The letter from Mr. Heim indicates that the property-owners had no knowledge of the proposal to make Broadway a collector or feeder route to the proposed overpass at the time they purchased their properties. Broadway has always been looked upon as being at least a neighbourhood collector street and its role with the overpass was clearly stated with the adoption of the Comprehensive Transportation Plan. With respect to the writer's comment regarding steeper driveways, this is a fact because, as a roadway is widened, less distance is available in which to adjust back to existing driveway grades. The problem is really created when the driveways are first built because they are sloped so far out into the road allowance without regard to future grades or widening plans.

The principal reason for the 14 m width is to accommodate the numerous weaving and turning movements at the three intersections, namely, Kensington, Broadway connector, and Sperling; because the width will be used for moving traffic, there will be fairly extensive parking prohibitions required on both sides of each of these three intersections.

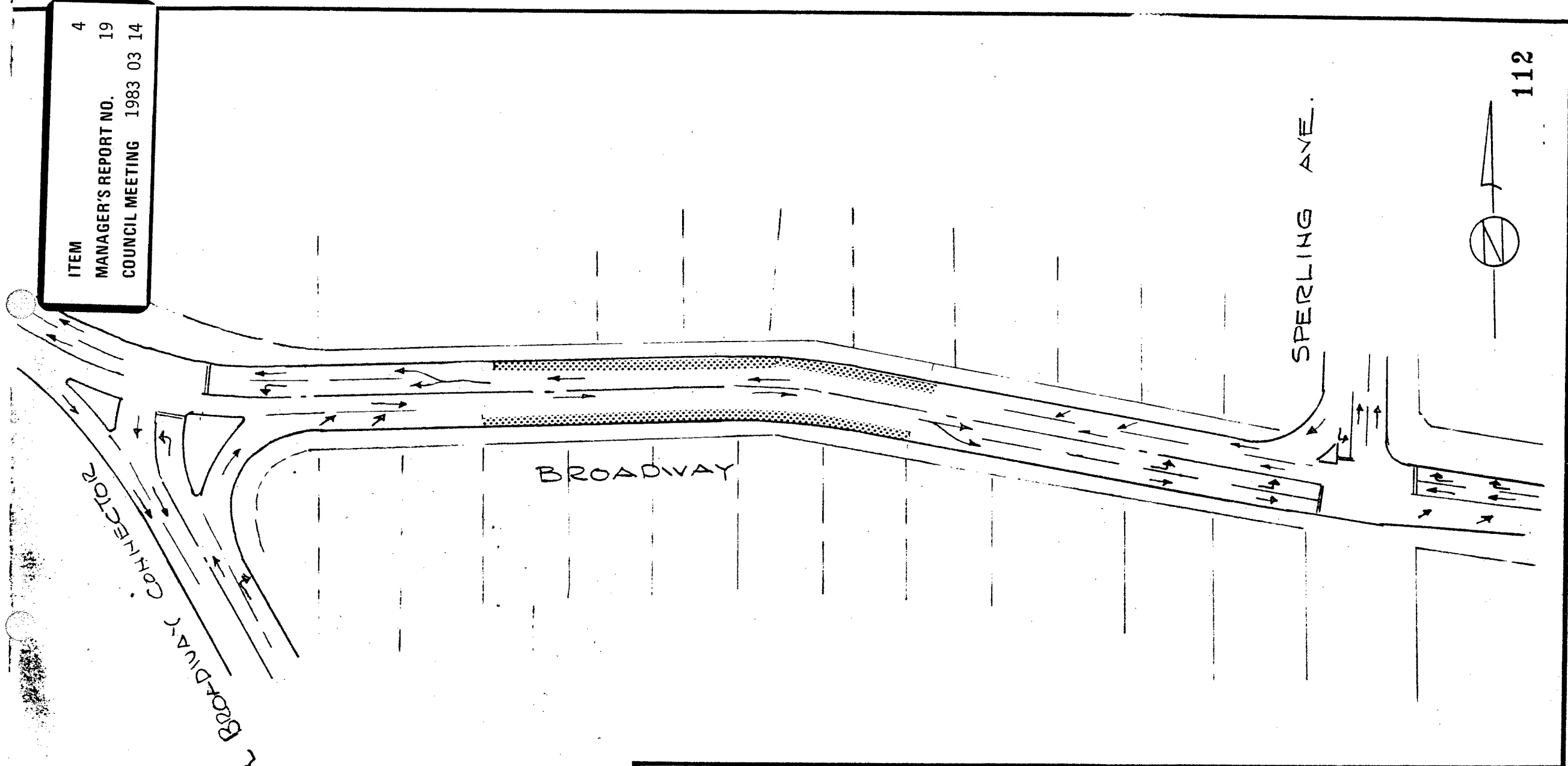
With respect to the writer's proposal to relocate the Broadway connector to the Sperling alignment, we would comment that this would physically be extremely difficult because of the severe grade changes and the relatively short distance available. Secondly, this type of proposal would defeat the inherent currently-approved "dispersed grid" system by directing all north/south traffic to Sperling. The Comprehensive Transportation Plan, in effect, rejects the use of just one major north/south road to the exclusion of the others and instead recognizes a "sharing" of north/south traffic between the several available north/south streets.

*EEOks*  
DIRECTOR ENGINEERING

EEO:VNW:sp

cc: ( ) Director Planning & Building Inspection

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B.N.R. BROADWAY CONNECTOR

BROADWAY

SPERLING AVE.

PERMITTED PARKING

BROADWAY  
 B.N.R. to SPERLING  
 TRAFFIC LANE MARKING

CORPORATION OF THE DISTRICT OF BURNABY  
 ENGINEERING DEPARTMENT  
 TRAFFIC DIVISION

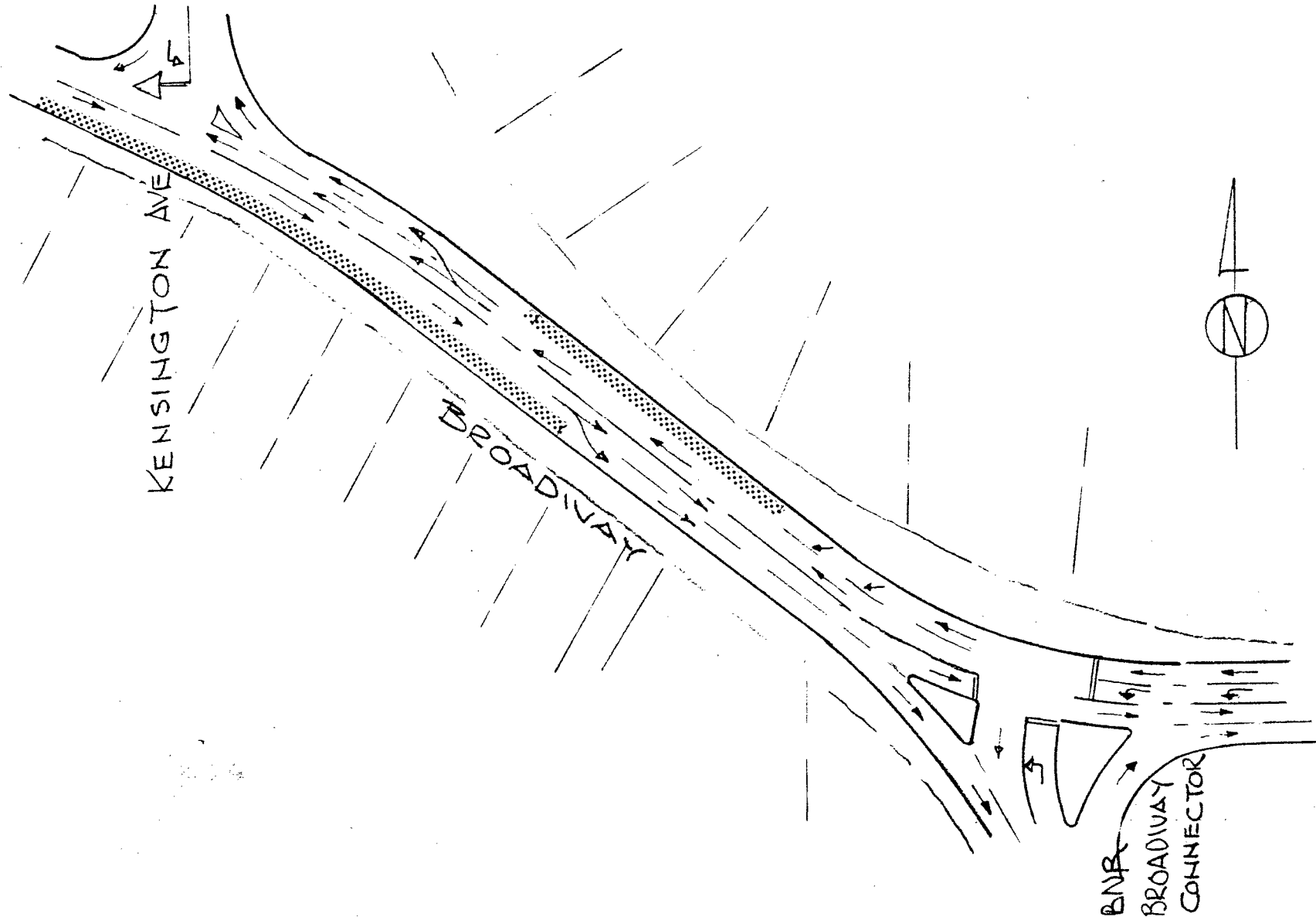
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 CHECKED BY .....  
 APPR'VD BY .....

SCALE .....  
 DATE .....  
 DRWG NO. L.A.

DATE	REVISION	APPR'VD
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..... PERMITTED PARKING

BROADWAY  
B.N.R. to KENSINGTON  
TRAFFIC LANE MARKING

CORPORATION OF THE DISTRICT OF BURNABY  
ENGINEERING DEPARTMENT  
TRAFFIC DIVISION

DESIGNED BY .....  
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