

ITEM 3
MANAGER'S REPORT NO. 15
COUNCIL MEETING 1983 02 28

RE: LETTER FROM C. G. DEVONSHIRE WHICH APPEARED ON THE AGENDA FOR THE
1983 FEBRUARY 21 MEETING OF COUNCIL (ITEM 5c)
GILMORE WAY AT SANDERSON WAY AND WILLINGDON AVENUE AT MOSCROP STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER

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FROM: DIRECTOR ENGINEERING

SUBJECT: GILMORE WAY AT SANDERSON WAY AND WILLINGDON
AVENUE AT MOSCROP STREET

RECOMMENDATION:

1. THAT Mr. C.G. Devonshire, 4311 Carleton Avenue, Burnaby, B.C., V5G 3B7, be sent a copy of this report.

REPORT:

The latter of the two captioned intersections is currently under investigation regarding the possible installation of separate left-turning phases. In conjunction with this investigation we will be conducting vehicle volume and turning movement studies. The information which we will be gathering will allow us to be better able to assess the requests, contained within Mr. Devonshire's letter, for this intersection. One item though, the marking of lane lines on Moscrop east of Willingdon for eastbound traffic has already been approved and is awaiting good weather to permit pavement markings.

The parking within the Discovery Park site adjacent Willingdon Avenue is, under the 80 09 15 community plan, copy of appropriate section attached, to be prohibited. Initially we had banned the parking near the intersections of Gilmore Way at Canada Way and Sanderson Way at Willingdon Avenue to ensure safe and efficient traffic movement. We have now requested our sign installation crew to complete the prohibition throughout the Park site as the first stage of construction is complete.

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This parking prohibition does not include that portion of Kincaid Street between MacDonald Avenue and the Discovery Park site. Other than a short section adjacent the main driveway entrance to the hospital for vision clearance we are reluctant to prohibit the parking as without parked vehicles on both sides there may be a tendency for motorists to "speed" along this section. The width between curbs is 11 metres which is sufficient for a travel lane in each direction and a parking lane on both sides.

On the sketch attached to Mr. Devonshire's letter he makes reference to the "...unusual configuration of street layout at this intersection...", MacDonald Avenue at Kincaid Street. MacDonald Avenue was to have been closed off under the original proposal but this is currently under review. According to our accident records there has not been a reported accident at this location since the extension of Kincaid was completed. As such we see no need, except for the aforementioned signed driveway clearance, of changes to the intersection at this time.


DIRECTOR ENGINEERING

DE/ch
Att.

c.c. () Traffic Supervisor

Director Planning & Building Inspection

5.0 Parking Areas and Access Roads

A vital factor to consider within the objective of maintaining a significant amount of open green space and quality development is the extent of permissible surface parking. Surface parking lots within the development site should be minimized so as not to seriously detract from the quality of the development and be a wasteful and inefficient use of valuable land in the precinct. The following formula as well as the Appendix "A" statistics comprise a maximum guide for establishing the extent of surface parking.

Extent of permissible surface parking = 10% of net remaining site after building is located on the site (driveways not included).

The remainder of the required parking would be suitably located underground. Convenient visitor parking should be provided. Any surface parking areas should be broken up at random but frequent intervals by planted openings of substantial size. Concrete curbs should separate all paving from landscaped areas.

In maintaining the concept of a landscape park development and low profile access road, no vehicular parking will be allowed on Sanderson Way to Willingdon Avenue and Gilmore Way to Sanderson Way. The construction of these public streets by the developer will be accompanied by an appropriate high quality landscaped boulevard treatment within the rights-of-way with continued maintenance of landscaping the responsibility of Discovery Parks Incorporated.

Parking structures will be permitted only in the sense that they would be classed as buildings and would be subject to the maximum permitted floor area and site coverage, and to the cluster building concept. Such parking structures should have a facing material to screen all vehicles completely from view and have a quality architectural appearance compatible with other Discovery Park buildings.

PROHIBITION PARKING

6.0 Parking Requirements

The Burnaby Zoning By-law at this time includes the following parking requirements for specified uses:

Research Laboratories

- 1 for each 3 employees or 1 for each 93m² (1,001.08 sq. ft.) of gross floor area, whichever is the greater.

Business, Administrative and Professional Offices

- 1 for each 46m² (495.16 sq. ft.) of gross floor area.

