

REPORT
Regular Council Meeting
1984 November 26

File: 1763

THE CORPORATION OF THE DISTRICT OF BURNABY
TRANSPORTATION COMMITTEE

HIS WORSHIP, THE MAYOR
AND MEMBERS OF COUNCIL

Madam/Gentlemen:

REPORT OF THE TRANSPORTATION COMMITTEE

A. Central Area Transportation Planning Study

Recommendations:

- (1) THAT the internal road network (Park Drive) for the north shore of Deer Lake Park area as shown on Figure 2 of this report be approved in principle.
- (2) THAT following the completion of the Park Drive and external road network, a monitoring program be instituted to determine the use of the Park Drive by commuter traffic.
- (3) THAT should the use of the Park Drive by commuter traffic not be sufficiently deterred by traffic management measures, then alternative methods to control commuter traffic be examined.
- (4) THAT an implementation schedule be prepared for the Park Drive as illustrated on Figure 2.

REPORT

Council, at the regular Council Meeting held on 1984 June 11, REFERRED Item 15, Municipal Manager's Report No. 40, 1984 June 11 respecting the Central Area Transportation Planning Study to the Transportation Committee.

Subsequently Council, on 1984 July 09, in considering a Transportation Committee report adopted the external road network for the Central Area. With regard to the internal road network (Park Drive), Council directed the Director Planning and Building Inspection to provide options for the area which would facilitate access, egress and parking requirements for the identified uses within this area and report to the Transportation Committee.

The Transportation Committee has held two meetings on 1984 October 23 and 1984 November 20 with representatives from Burnaby Village Museum Board of Directors and Burnaby Parks and Recreation Commission to review the internal road network (Park Drive).

: - AGENDA 1984 NOVEMBER 26
: - COPY - Manager
: - Director Engineering
: - Director Planning &
: Building Inspection

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REPORT
Regular Council Meeting
1984 November 26

For Council's information, the attached report of the Director Planning and Building Inspection dated 1984 November 16 forms part of this report.

Respectfully submitted,

Alderman Egon Nikolai,
Chairman

Alderman G.H.F. McLean
Member

Alderman L.A. Rankin
Member

1984 November 16

TO CHAIRMAN & MEMBERS
TRANSPORTATION COMMITTEE

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

Our File: 00.480
X-Ref: 08.226

SUBJECT: CENTRAL AREA TRANSPORTATION PLANNING STUDY

RECOMMENDATIONS:

1. THAT the Transportation Committee approve in principle the internal road network (Park Drive) for the north shore of Deer Lake Park area as shown on Figure 2 of this report.
2. THAT following the completion of the Park Drive and external road network, a monitoring program be instituted to determine the use of the Park Drive by commuter traffic.
3. THAT should the use of the Park Drive by commuter traffic not be sufficiently deterred by traffic management measures, then the measures proposed in Figure 1 of this report be instituted in order to make the Drive discontinuous.
4. THAT an implementation schedule be prepared for the Park Drive as illustrated on Figure 2.

REPORT

1.0 BACKGROUND

The Municipal Council on 1984 July 09, in considering a Transportation Committee report adopted the external road network for the Central Area. With regard to the internal road network (park drive), Council

directed the Director Planning and Building Inspection 'to provide options for the area which would facilitate access, egress and parking requirements for the identified uses within this area and report back to the Transportation Committee'.

This requested report was prepared and submitted to the Transportation Committee at an informal working meeting on 1984 October 23. A copy of this report is attached as Appendix 1

Within that report, staff reviewed nine different options including pros and cons of each against six specific objectives with the result that Option 6 (Discontinuous) was recommended as the preferred concept. This option is illustrated on the attached Figure 1.

2.0 TRANSPORTATION COMMITTEE CONSIDERATIONS

The consensus reached at the Transportation Committee meeting was that the various elements of Option 6 were supportable except for the discontinuity aspect caused by the construction of a barricade that allows for emergency vehicles to pass through within the Gilpin Street right-of-way just west of the Justice Building parking lot entrance.

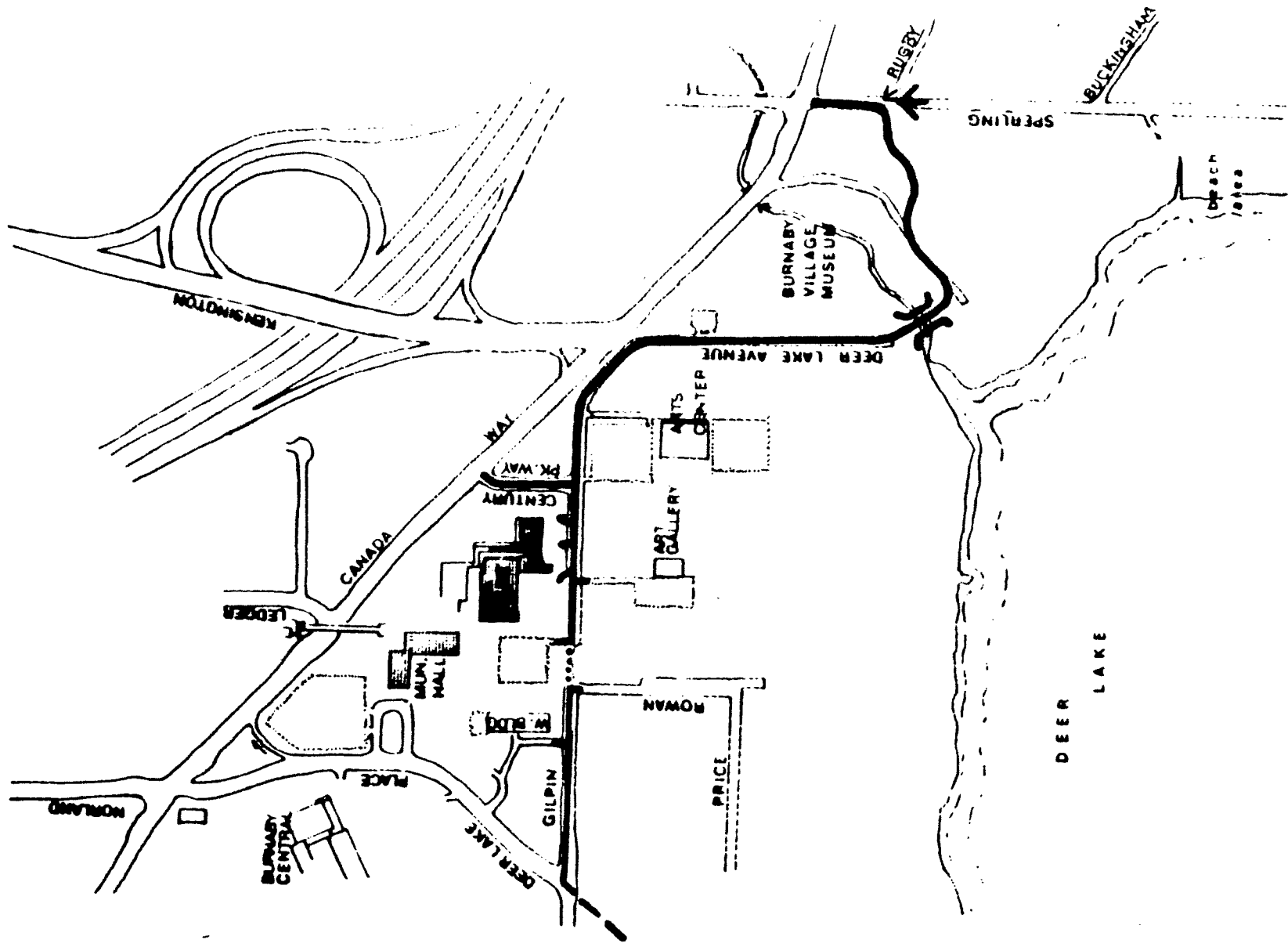
It was the opinion of the Committee that the removal of the barricade component would achieve the following:

- a) allow for vehicular accessibility from the west via Gilpin Street to the Justice Building and various park facilities
- b) improve circulation and easy access to overflow parking situated at the Municipal Hall and Burnaby Central Senior Secondary School
- c) provide easy, direct access to the proposed traffic signal at Canada Way/Deer Lake Place in lieu of making westbound traffic from the Central Area use the unsignalized intersection at Canada Way at Century Park Way.

The implication resulting from the removal of the Gilpin Street barrier is that commuter traffic potentially could continue to use Century Park Way and Gilpin Street as a short cut to the Canda Way/Deer Lake Place route. It was the Committee's opinion that traffic management measures could adequately address this concern. Direction was given to staff to prepare a further report for the Transportation Committee outlining these measures. This report provides the requested information.

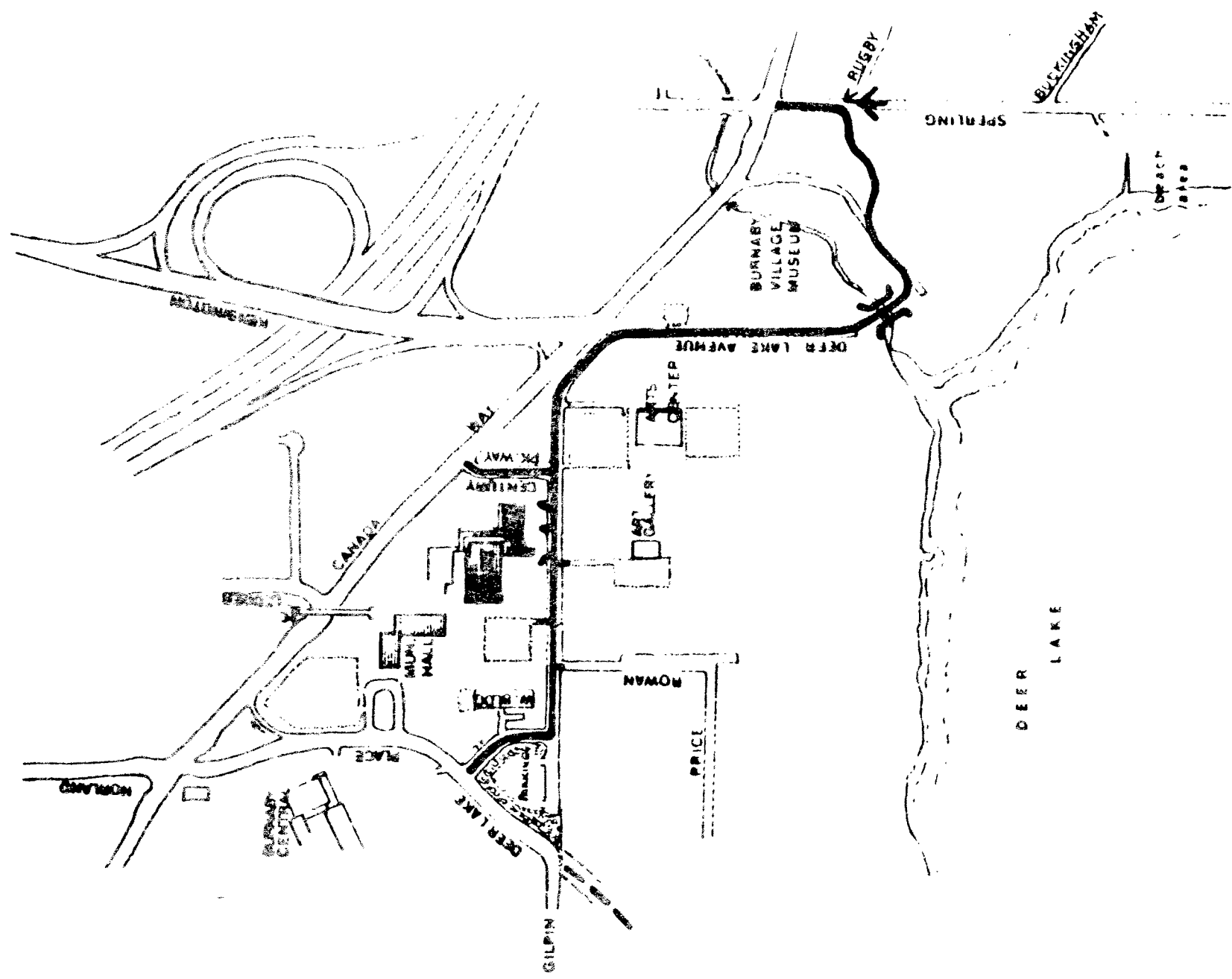
3.0 TRAFFIC MANAGEMENT MEASURES

The characteristics of the traffic management measures associated with the recommended concept as illustrated on the attached Figure 2 are as follows:



Option 6 (Discontinuous)

FIGURE 1.



RECOMMENDED INTERNAL (PARK DRIVE) ROAD CONCEPT

FIGURE 2 .

3.1 Gateways

Traffic management treatments are provided at the eastern and western gateways as a way of discouraging commuter through movements through the park itself and adjacent residential areas.

The eastern gateway treatment is as shown on the attached Figure 3. The intersection of the Park Drive with Sperling Avenue is located north of Rugby Street with no provision for southerly access. Northbound access from Rugby Street and Sperling Avenue remains as presently exists with the current one-way restriction on Sperling Avenue. This will preclude commuter and park traffic from utilizing any of the local roads within the Buckingham neighbourhood.

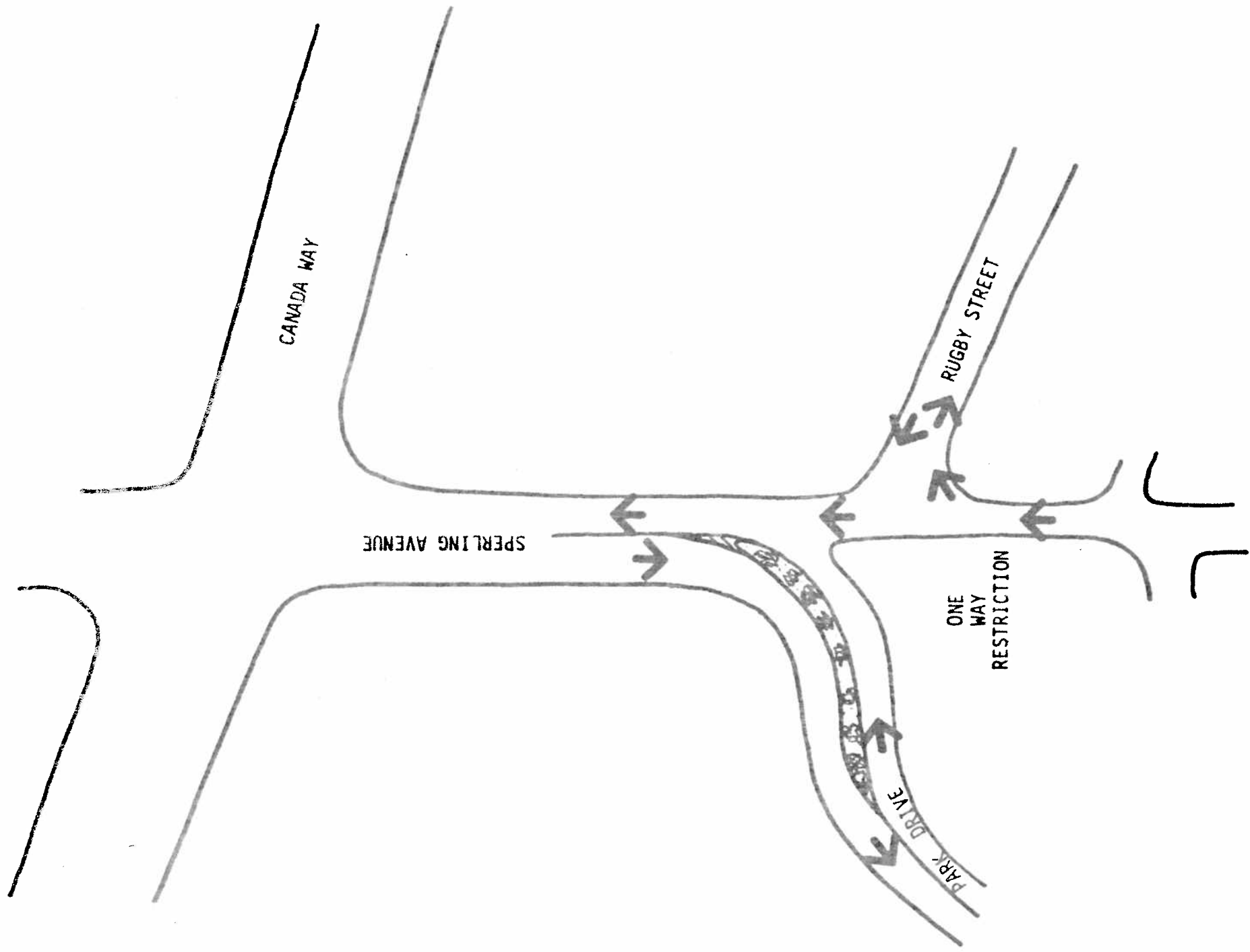
The western gateway is illustrated on the attached Figure 4. The connection from Gilpin Street northward to Deer Lake Place is intended to make it more difficult to use Gilpin Street as a short-cut through route. Under this arrangement, park traffic seeking westbound access onto Canada Way can gain easy access to the proposed signalized Canada Way/Deer Lake Place intersection. Potential commuter through traffic wishing to use the park drive via Gilpin Street would no longer have as direct a connection. This in conjunction with the proposed improvements to Deer Lake Place and the Deer Lake Place/Canada Way intersection would assist in reducing commuter flows through the park drive.

3.2 Park Drive Design

As a means of reducing the desirability of using the park drive as a through route, necklace parking along a meandering park drive is proposed as a deterrent. This approach portrayed on the attached Figure 4, combined with a posted speed limit of 30 km/h will further assist in reducing commuter movements.

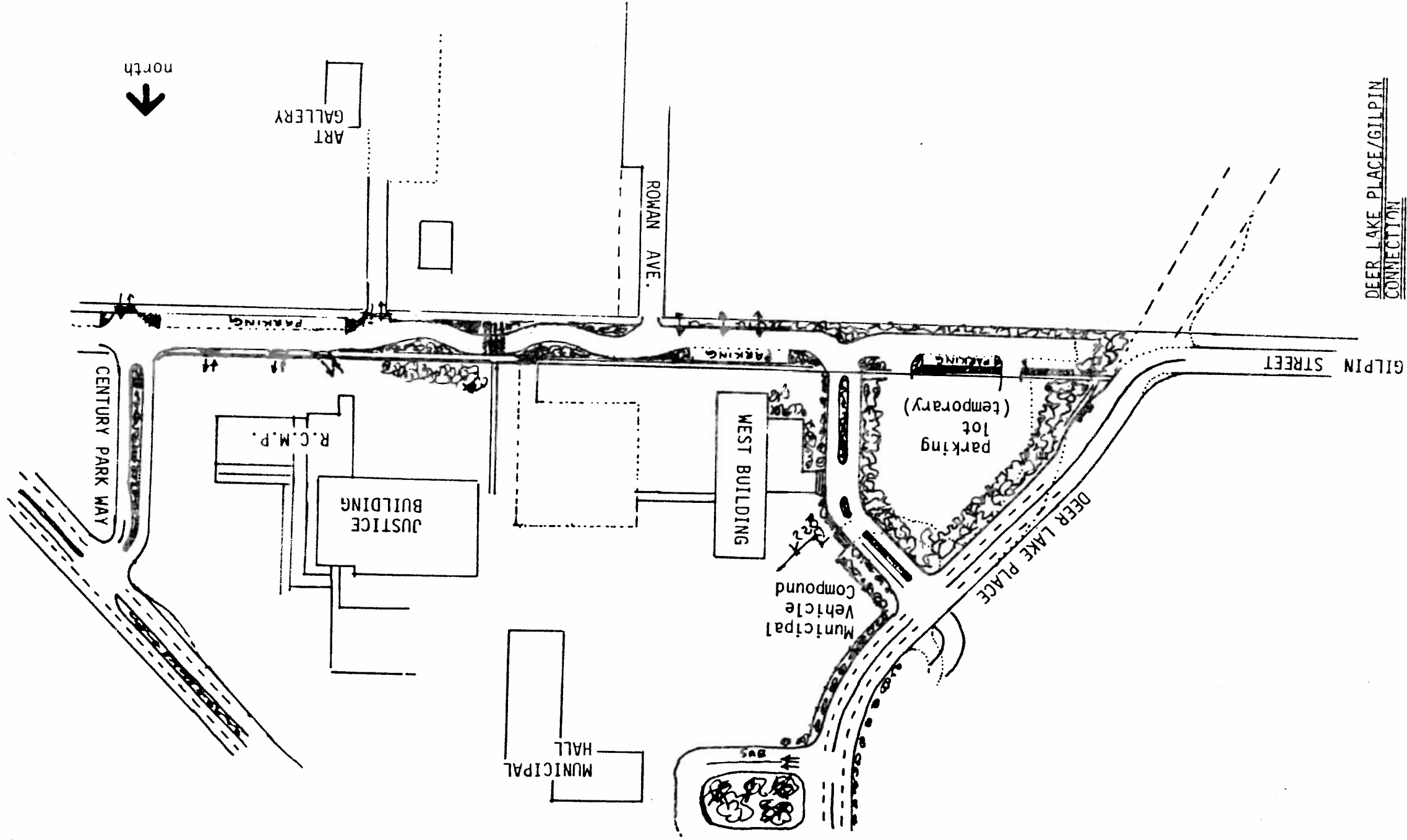
4.0 MONITORING OF THROUGH TRAFFIC

It was agreed by the Transportation Committee that in the event that traffic management measures proved unsuccessful in deterring commuter movements through the park, then the Gilpin Street barricade included within Option 6 would be instituted. It would be imperative therefore that a program be instituted to monitor through traffic movements through the park drive once the various road improvements have been completed.



PARK DRIVE/SPERLING AVE.
INTERSECTION

FIGURE 3.



DEER LAKE PLACE/GILPIN CONNECTION

FIGURE 4.

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5.0 CONCLUSION

Upon review, staff share the preference for the adoption of the park drive alignment as shown on Figure 2 in conjunction with the traffic management measures discussed in this report. It relates well to the six objectives outlined in our earlier report of 1984 October 22 if assuming the measures proposed are effective in deterring through commuter movements. Staff therefore recommend adoption of this concept on the understanding that the Gilpin Street barricade will be introduced should commuter traffic movements not be sufficiently deterred by the proposed traffic management measures.



A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

JSB/BL/WSS/jce
Attach.

cc Director Recreation & Cultural Services
Director Engineering
Director Burnaby Village Museum

TO: CHAIRMAN AND MEMBERS
TRANSPORTATION COMMITTEE

1984 October 22

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

Our file: 00.480
X-Ref: 08.126

SUBJECT: CENTRAL AREA TRANSPORTATION PLANNING STUDY

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RECOMMENDATIONS:

It is recommended:

1. THAT the Transportation Committee approve in principle Option 6 (Discontinuous) as shown on the attached Figure 2 as the basis for the internal road network for the north shore of the Deer Lake Park area.
2. THAT the Transportation Committee forward Option 6 (Discontinuous) to the Burnaby Village Museum Board and Parks and Recreation Commission for their review and comment.
3. THAT following receipt and consideration of the comments of the Burnaby Village Museum Board and Parks and Recreation Commission, the Transportation Committee forward their recommendation to the Municipal Council.

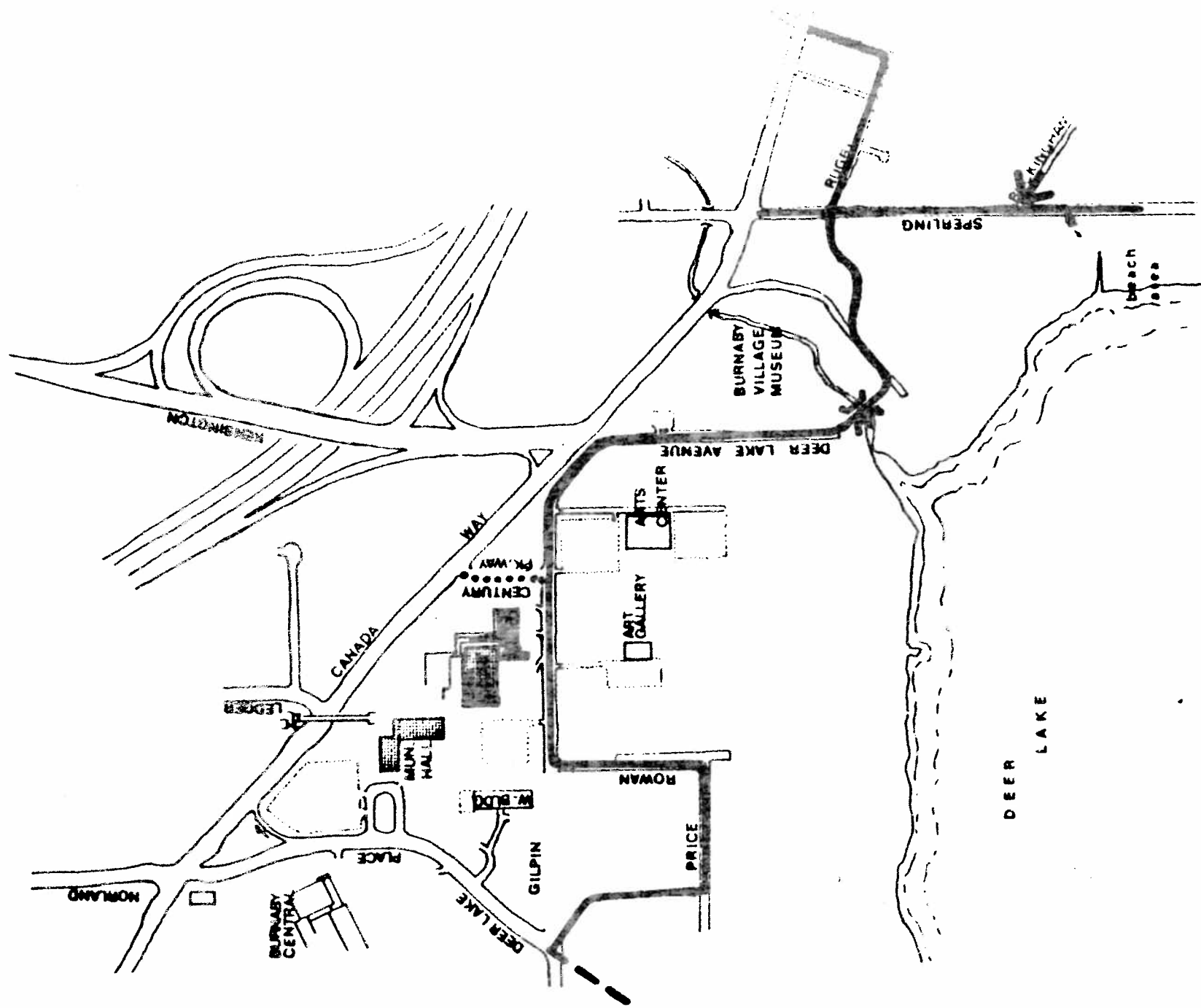
R E P O R T

1.0 BACKGROUND AND SUMMARY

The Municipal Council on 1984 July 09 in considering a Transportation Committee report adopted the external road network for the Central Area. With regard to the internal road network (park drive), Council directed the Director Planning and Building Inspection 'to provide options for the area which would facilitate access, egress and parking requirements for the identified uses within this area, and report back to the Transportation Committee'. The subject area relates to the north shore of Deer Lake Park which extends from Deer Lake Place to Sperling Avenue as shown on the attached Figure 1.

This report has reviewed 9 options and recommends a park drive option that:

- a) Has no impact on residential areas.
- b) Will not be used by commuter traffic.
- c) Provides the public and the police with direct access to the RCMP and Justice buildings via Century Park Way.
- d) Meets the accessibility and parking needs of the park facility users.
- e) Is technically relatively easy to implement and phase.



ORIGINAL RECOMMENDED CONCEPT

FIGURE 1.

To achieve the above, the implementation of some of the components of the original proposal are not possible. These are:

- a) Park drive continuity through the park to interconnect facilities.
- b) A signalized intersection at the east end of the park drive which would assist left turns onto Canada Way.
- c) A potential solution to the Clayton/Rayside access/egress problems through a four leg signalized intersection at Clayton Avenue and Canada Way.

However, on balance, the recommended Option 6 (Discontinuous) as shown on the attached Figure 2 is considered to best address the concerns and objectives identified. Approval in principle to this option is being recommended to the Transportation Committee.

A summary matrix of the various options presented has been prepared and included as Appendix 5 of this report to assist the Committee in its comparative review of the options.

2.0 THE ORIGINAL PROPOSAL

The park drive as previously recommended by staff and approved by the Parks and Recreation Commission and the Burnaby Village Museum Board is shown on Figure 1. The Municipal Council and the Transportation Committee requested a review of alternate options because of the following possible ramifications:

- a) Traffic impact on the residential areas.
- b) The use of the park drive by commuter traffic.
- c) Restricted direct public access to the R.C.M.P. and Justice Buildings from Canada Way.

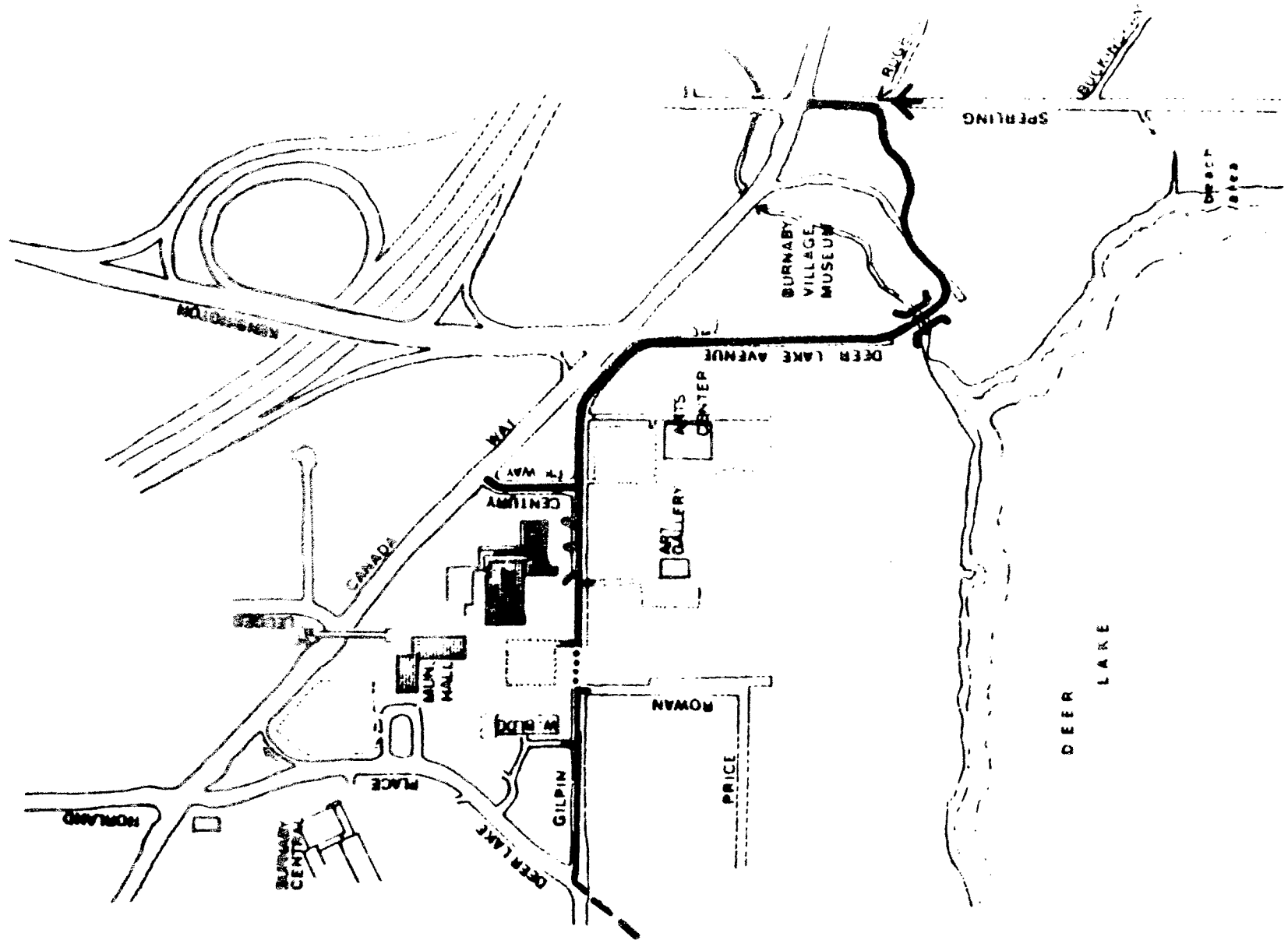
3.0 THE OBJECTIVES

Six objectives have been developed from the Council directive and a desire to alleviate the potential ramifications identified from the recommended concept on Figure 1. These objectives are:

- a) Discourage the use of the park drive by commuter traffic.
- b) Restrict park and commuter traffic from residential neighbourhoods.
- c) Meet the accessibility and parking needs of the park facility users and administrative complex.
- d) Provide a vehicle and circulation system that is sensitive to the existing and future character of the park.
- e) Ensure the efficient operation of the external road network.
- f) Ease of implementation.

4.0 THE OPTIONS

Two sets of options have been developed. One is based on the concept of a 'continuous' park drive and the other on a 'discontinuous' concept.



PREFERRED CONCEPT - Option 6 (Discontinuous)

FIGURE 2

The continuous concept reflects the objective of having a continuous park drive road that extends from Deer Lake Place through to Sperling Ave. The discontinuous concept, on the other hand, does not provide for this through function. This is to preclude the park drive from being used as a commuter by-pass through route by incorporating a physical break in the continuity of the park drive.

The continuous and discontinuous concepts are therefore reflective of two differing prime objectives. On the one hand is the objective of continuous park access, and on the other, protecting the use of the park drive from becoming used as a commuter by-pass facility.

Based on each of these concepts, nine alternatives (four continuous and five discontinuous) have been prepared that address the objectives in varying degrees. A description of these alternatives and a summary of the pros and cons of each has been prepared and is included as Appendix 1 to this report.

5.0 THE PREFERRED OPTION

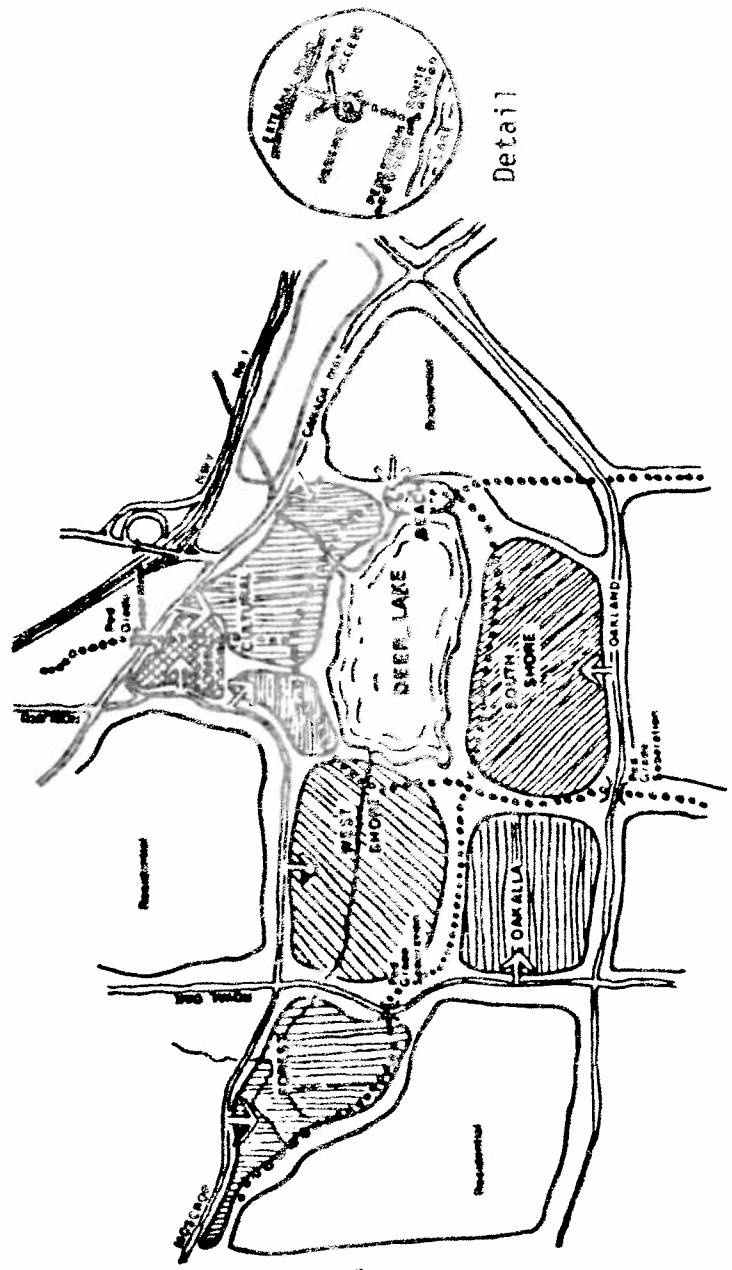
In reviewing the description and pros and cons of each option, it is readily apparent that each option has its own particular characteristics, merits and implications. These have been summarized in Appendix 5 to assist the Committee in its review of the various options.

In formulating its recommendation to the Transportation Committee, this Department considered the following criteria to be the most important in responding to the objectives as outlined in Section 3.0 of this report:

- a) The park drive not to have the potential to be used as a commuter through route.
- b) The park drive should have, if possible, no traffic impact on the existing residential areas in the immediate area.
- c) The system should satisfactorily meet the accessibility and parking needs of the park facility users.
- d) The public and the police should be provided with direct access to the RCMP and Justice Buildings via Century Park Way.
- e) The RCMP and emergency vehicles should be provided with access in both an easterly and westerly direction from their facility on Gilpin Street.
- f) The proposal should be relatively easy to implement and phase from a technical viewpoint.

Upon review of the continuous and discontinuous concepts and the alternatives that have been developed from those concepts, it is the opinion of this Department that from an overall viewpoint, Option 6 (Discontinuous) best meets the criteria identified.

This option also reflects the concept of Deer Lake Park being comprised of a number of separate but interrelated zones as outlined in the sketch on the next page.



DEER LAKE PARK ZONES AND ACCESS CONCEPT

The various zones within the park are linked internally by connecting pedestrian routes. Vehicle access to each of these zones is gained from a number of strategic gateways entering from the external road network. Option 6 (Discontinuous) fits into that context.

Option 6 (Discontinuous) does not change the boundaries of Burnaby Village Museum as approved by the Museum Board. From an operational aspect, the Museum Director considers this option as meeting the Museum's requirements.

The Director Recreation & Cultural Services supports Option 4 (Continuous). The only difference between Option 6 (Discontinuous) and Option 4 (Continuous) is that:

- a) In Option 6 (Discontinuous), Century Park Way is used as a public gateway to the R.C.M.P./Justice Buildings and to the park. In Option 4 (continuous) Century Park Way is designated only for police and emergency vehicle use.
- b) In Option 6 (Discontinuous), a barricade with provision for police and emergency vehicles to pass through is located on Gilpin Street just west of the Justice Building parking entrance. In Option 4 (Continuous), Gilpin Street is maintained as a "through" road from Deer Lake Place to Sperling Avenue. Option 6 does not provide for this continuity specifically to preclude the possible use of the park drive for commuter through traffic.

The Officer-in-Charge of the R.C.M.P. considers public access from Canada Way as extremely important to his operation. This Officer-in-Charge has confirmed that Option 6 (Discontinuous) would meet his operational requirements.

Based on this review, it is recommended that the Transportation Committee approve in principle Option 6 (Discontinuous) as the basis for the internal road network for the north shore of the Deer Lake area leading to the preparation of a recommendation to the Municipal Council.

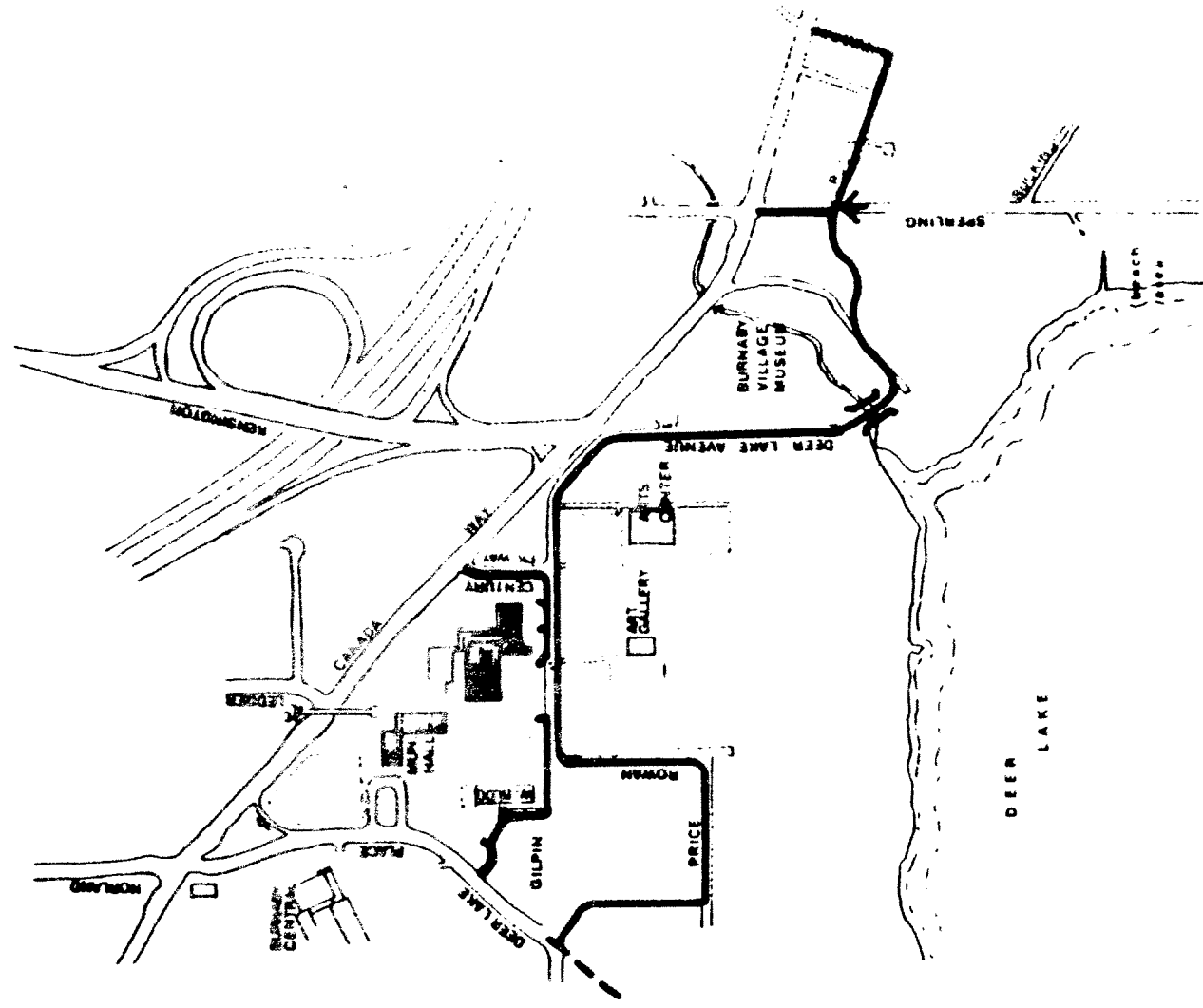
6.0 THE NEXT STEPS

The Central Area Transportation Plan concept as shown on Figure 1 had been approved by the Burnaby Village Museum Board and the Parks and Recreation Commission. Accordingly, any change by the Transportation Committee to the original concept in Figure 1 should be forwarded to the Burnaby Village Museum Board and the Parks and Recreation Commission for their review and comments. Following receipt and consideration of their comments it is proposed that the Transportation Committee forward their recommendation to the Municipal Council.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

cc: Municipal Manager
Director Recreation & Cultural Services
Museum Director
Officer-in-Charge R.C.M.P.
Director Engineering

Option 1 (Continuous)APPENDIX 1Description

1. Continuous two-way park drive from Deer Lake Place to Sperlino Avenue.
2. Use of Rowan Avenue and Price Street rather than Gilpin Street to provide more circuitous park drive to help deter through commuter traffic.
3. Two gateways to the north shore area of the park. The western one from Deer Lake Place and the eastern one from Sperlino Avenue.
4. Eastern end of park drive intersects with Sperlino Avenue at Rugby Street. (See Appendix 2)
5. Possible to use Rugby and Chiselhampton Streets for access and egress to a future signalized intersection on Canada Way. (See Appendix 2).

6. One-way restriction on Sperling Avenue to remain 'as is'. (See Appendix 2)
7. A vehicle/pedestrian bridge to be constructed across Deer Lake Brook.
8. R.C.M.P. and Justice building have their own independent access/egress system from Canada Way with no connection to park drive.
9. Deer Lake Place will provide access/egress to Municipal Hall complex.
10. Deer Lake beach access will continue to be via Burris and Buckingham Avenues.

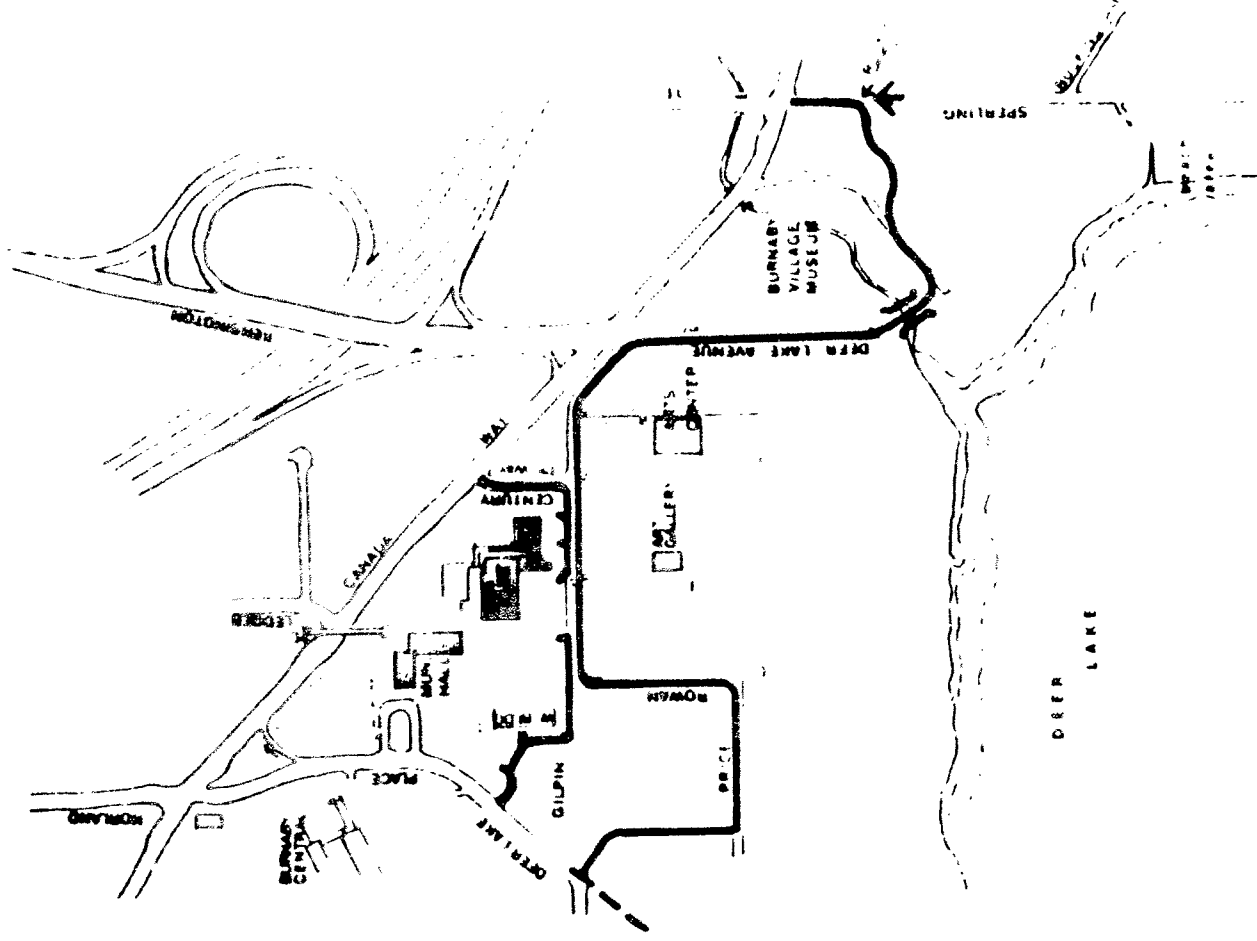
Pros

1. Interconnects park facilities on the north shore of Deer Lake by way of a continuous road link.
2. Continuous park drive enables park user to reach all park facilities from either gateway.
3. Direct public access to R.C.M.P. and Justice building from Canada Way via Century Park Way.
4. An option that provides the possibility of a Provincially approved signalized intersection for the east end of the park as well as addressing the access/egress requirements of the Clayton/Rayside area.
5. Vehicular beach access will continue via Burris Street and Buckingham Avenue which has been generally accepted by the neighbourhood.

Cons

1. Possible use of park drive, Rugby and Chiselhampton Streets by commuter traffic.
2. No direct central park access possible from Canada Way via Century Park Way.
3. Some impact of traffic on residences on Price Street and Rowan Avenue until park acquisitions completed.
4. Loss of potential parking on Gilpin Street between Justice building parking lot and R.C.M.P. Building because of required dual road system on Gilpin Street to independently provide access to the park and the Justice complex.
5. Additional road improvement costs required to provide revised access to R.C.M.P. and Justice Buildings.
6. Westbound emergency access for R.C.M.P. not possible along Gilpin Street. Police vehicles would have to use Century Park Way and Canada Way for westbound access.

Option 2 (Continuous)

Description

1. Continuous two-way park drive from Deer Lake Place to Sperling Avenue.
2. Use of Rowan Avenue and Price Street rather than Gilpin Street to provide more circuitous park drive as a deterrent to commuter through traffic.
3. Two gateways to the north shore area of the Park. The western one from Deer Lake Place and the eastern one from Sperling Avenue.
4. Eastern end of park drive intersects with Sperling Avenue north of Rugby Street with no provision for southerly access. Northbound only access from Rugby Street and Sperling Avenue remains as presently exists with the current one-way restriction on Sperling Avenue. (See Appendix 3)

5. One-way restriction on Sperling Avenue to remain 'as is'. (See Appendix 3)
6. R.C.M.P. and Justice building have their own independent access/egress system from Canada Way at Century Park Way with no connection to park drive.
7. Access to Municipal Hall Complex via Deer Lake Place.
8. A vehicular/pedestrian bridge to be constructed across Deer Lake Brook.
9. Westbound traffic leaving park area from eastern gateway will have to make left turn at unsignalized Sperling Avenue/Canada Way intersection.
10. Deer Lake Beach access continues to be via Burris Street and Buckingham Avenue.

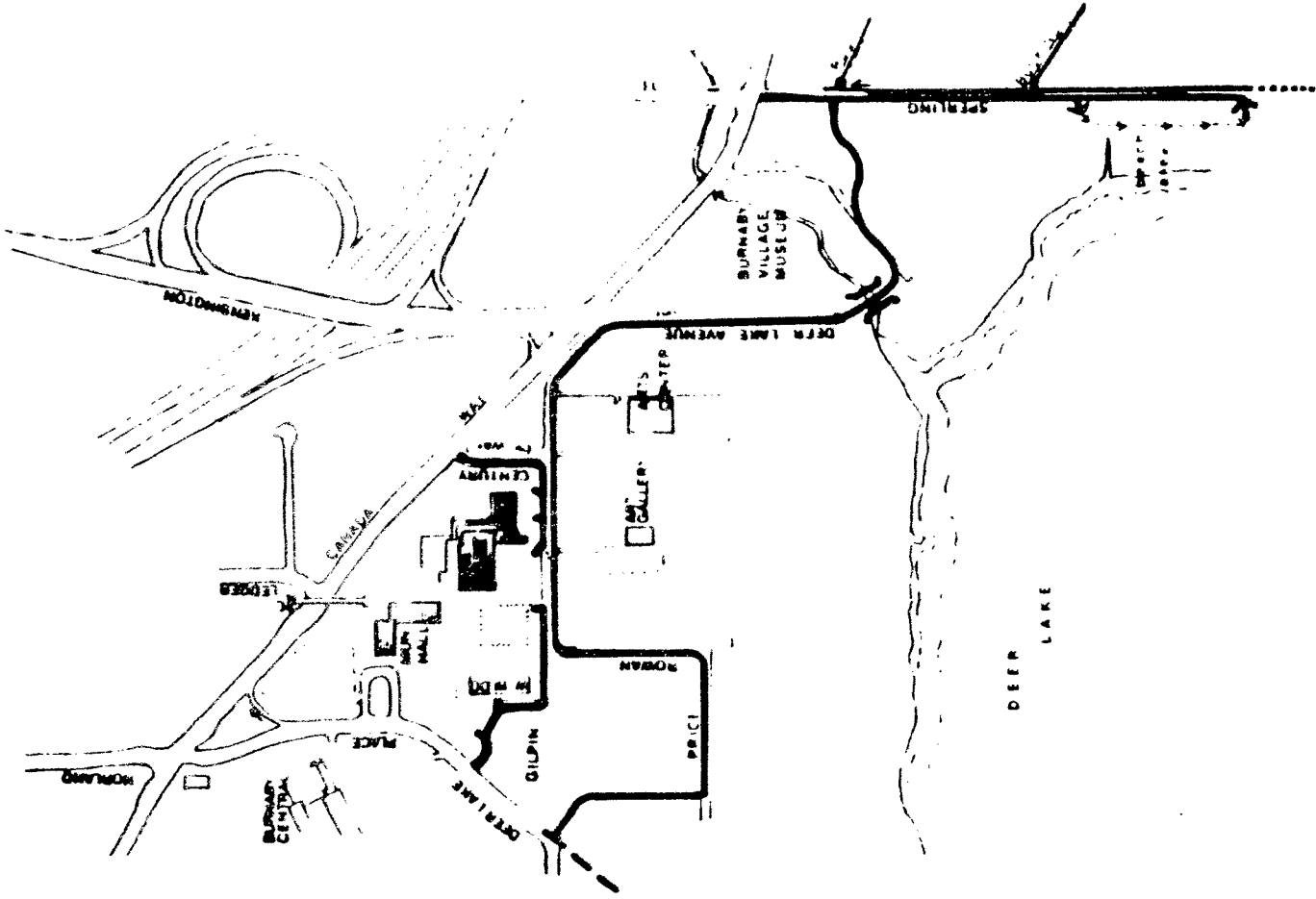
Pros

1. Interconnects park facilities on the north shore of Deer Lake by way of a continuous road link.
2. Design of intersection at Sperling Avenue prevents potential through traffic movements on Rugby Street and Chiselhampton Street or through Buckingham Avenue neighbourhood.
3. Continuous park drive enables park user to reach all north shore park facilities from either gateway.
4. Direct public access to R.C.M.P. and Justice Building from Canada Way via Century Park Way.
5. Vehicular beach access to continue via Burris Street and Buckingham Avenue which has been generally accepted by the neighbourhood.

Cons

1. Possible use of park drive by commuter traffic.
2. No direct central park access possible from Canada Way via Century Park Way.
3. Some impact of traffic on residences on Price Street and Rowan Avenue until park acquisitions completed.
4. Westbound left turns at Sperling Avenue and Canada Way made without benefit of a signalized intersection.
5. Loss of potential parking on Gilpin Street between Justice Building parking lot and R.C.M.P. Building because of required dual road system on Gilpin Street to independently provide access to the park and the Justice Complex.
6. Additional road improvement costs required to provide revised vehicular access to R.C.M.P. and Justice Building.
7. Westbound emergency access for R.C.M.P. not possible along Gilpin Street. Police vehicles would have to use Century Park Way and Canada Way for westbound access.

Option 3 (Continuous)

Description

1. Continuous two-way park drive from Deer Lake Place to Sperling Avenue and Deer Lake beach.
2. Use of Rowan Avenue and Price Street rather than Gilpin to provide more circuitous park drive as a deterrent to commuter through traffic.
3. One-way restriction on Sperling Avenue to be removed and replaced with a two-way access road to Deer Lake beach and a frontage road for properties on the east side of Sperling Avenue as shown on Appendix 4.

4. Two gateways to the north shore area of the Park. The western one from Deer Lake Place and the eastern one from Sperling Avenue.
5. R.C.M.P. and Justice Building have their own independent access/egress system from Canada Way at Century Park Way with no connection to park drive.
6. Access to Municipal Hall Complex via Deer Lake Place.
7. A vehicular/pedestrian bridge to be constructed across Deer Lake Brook.
8. Westbound traffic leaving park area from eastern gateway will have to make left turn at unsignalized Sperling Avenue/Canada Way intersection.

Pros

1. Interconnects park facilities on the north shore of Deer Lake by way of a continuous road link.
2. Design of frontage road system and intersection at Sperling Avenue prevents potential through traffic movements on Rugby Street and Chiselhampton Street.
3. Continuous park drive enables park users to reach all north shore park facilities from either gateway.
4. Direct public access to R.C.M.P. and Justice Building from Canada Way via Century Park Way.
5. Vehicular beach access via Sperling Avenue can occur from both the park drive and Canada Way which is a more direct, straightforward route than via Burris Street and Buckingham Avenue.

Cons

1. Possible use of park drive by commuter traffic.
2. No direct central park access possible from Canada Way via Century Park Way.
3. Some impact of traffic on residences on Price Street and Rowan Avenue until park acquisitions completed.
4. Requires immediate acquisition of the private properties on west side of Sperling Avenue, which are presently in the longer term park acquisition category, to accommodate dual road system.
5. Westbound left turns at Sperling Avenue and Canada Way made without benefit of a signalized intersection.
6. Relatively high expense associated with construction of twin road system on Sperling Avenue.

7. Loss of potential parking on Gilpin Street between Justice Building parking lot and R.C.M.P. Building because of required dual road system on Gilpin Street to independently provide access to the park and the RCMP/Justice Complex.
8. Additional road improvement costs required to provide revised vehicular access to R.C.M.P. and Justice Building.
9. Westbound emergency access for R.C.M.P. not possible along Gilpin Street. Police vehicles would have to use Century Park Way and Canada Way for westbound access.

4. Eastern end of park drive intersects with Sperling Avenue north of Rugby Street with no provision for southerly access. Northbound access from Rugby Street and Sperling Avenue remains as presently exists with the current one-way restriction on Sperling Avenue. (See Appendix 3)
5. One-way restriction on Sperling Avenue to remain 'as is'. (See Appendix 3)
6. R.C.M.P. and Justice Building accessed from park drive by public. Century Park Way to be used for police vehicle access only to preclude commuter traffic shortcutting.
7. Access to Municipal Hall Complex via Deer Lake Place.
8. Vehicular/pedestrian bridge to be constructed across Deer Lake Brook.
9. Westbound traffic leaving park area from eastern gateway will have to make left turn at unsignalized Sperling Avenue/Canada Way intersection.
10. Deer Lake beach access continues to be via Burris Street and Buckingham Avenue.

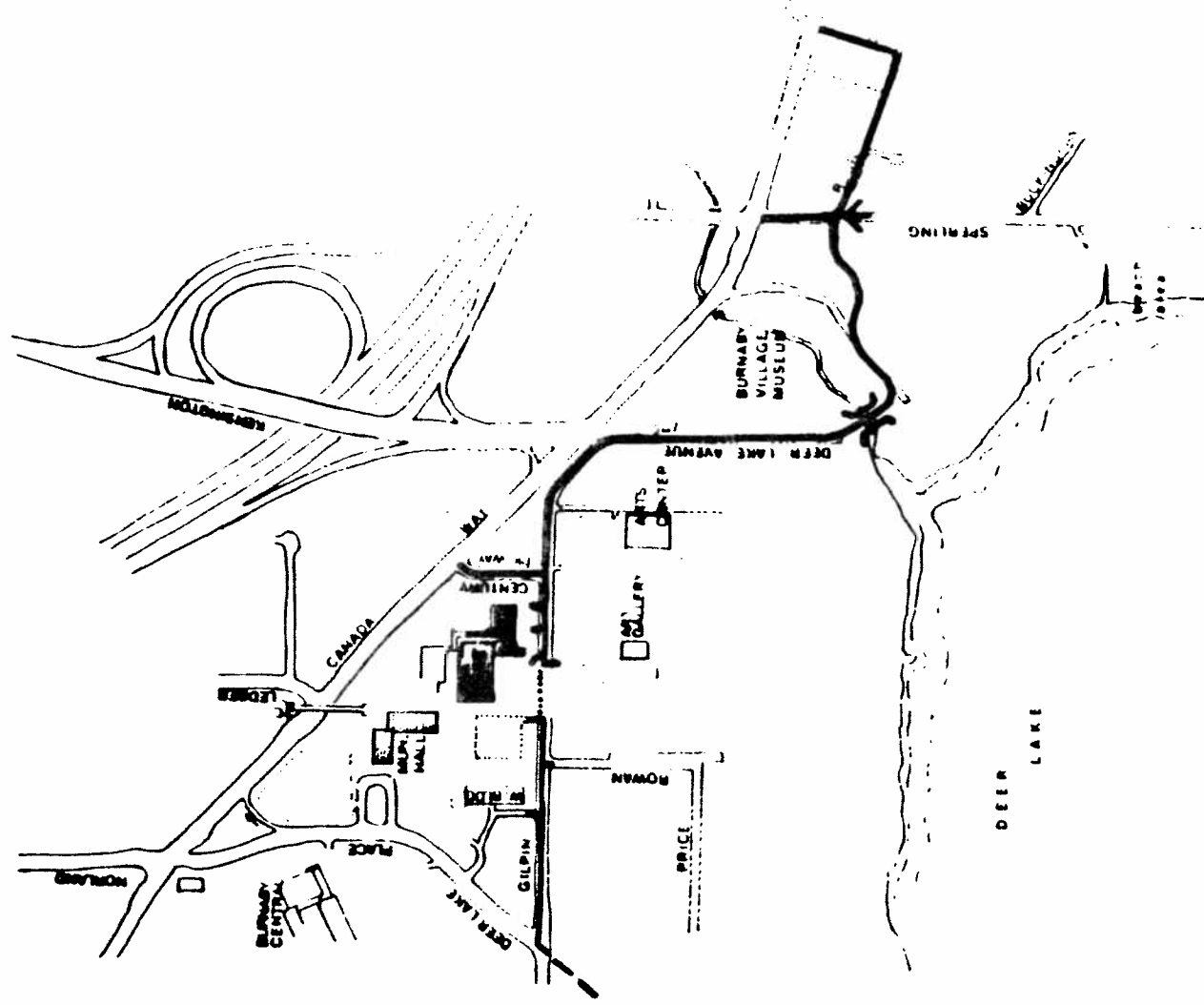
Pros

1. Interconnects park facilities on the north shore of Deer Lake by way of a continuous road link.
2. Design of intersection at Sperling Avenue prevents potential through traffic movements on Rugby Street and Chiselhampton Street or through Buckingham Avenue neighbourhood.
3. Continuous park drive enables park users to reach all north shore park facilities from either gateway.
4. Use of Gilpin Street reduces road construction cost associated with Rowan Avenue and Price Street circuitous loop and revised R.C.M.P. and Justice Building access.
5. No traffic impact on residences on Price Street and Rowan Avenue given continued use of Gilpin Street.
6. On-street parking potentially available on Gilpin Street which would not be the case in a dual road system on Gilpin Street.
7. Vehicular beach access to continue via Burris Street and Buckingham Avenue which has generally been accepted by the neighbourhood.

Cons

1. Probable use of park drive by commuter traffic.
2. No direct central park access possible from Canada Way via Century Park Way.
3. Westbound left turns at Sperling Avenue and Canada Way made without benefit of a signalized intersection.
4. Public not provided access to R.C.M.P. and Justice Building via Century Park Way.

Option 5 (Discontinuous)



Description

1. Two-way park drive based on two separate road systems east and west of a barricade on Gilpin Street just east of Justice Building parking entrance.
2. Provision is made for emergency vehicles only to pass through barricade.
3. Three gateways to the north shore area of the park.
4. The western gateway will be from Deer Lake Place. This will ultimately provide access to the western portion of the park when developed through a loop system.

5. A central gateway from Canada Way via Century Park Way that connects to the eastern gateway at Sperling Avenue. These gateways will provide direct public access to the R.C.M.P. Justice Building, Art Gallery, James Cowan Theater and Burnaby Village Museum.
6. Deer Lake Place will provide access/egress to Municipal Hall complex.
7. Eastern end of park drive intersects with Sperling Avenue at Rugby Avenue. (See Appendix 2)
8. One-way restriction on Sperling Avenue to remain 'as is'. (See Appendix 2)
9. Possible to use Rugby and Chiselhampton Streets for access and egress to a future signalized intersection on Canada Way. (See Appendix 2)
10. A vehicle/pedestrian bridge to be constructed across Deer Lake Brook.
11. Left turn channelization on Canada Way at Century Park Way.
12. Deer Lake beach access will continue to be via Burris Street and Buckingham Avenue.

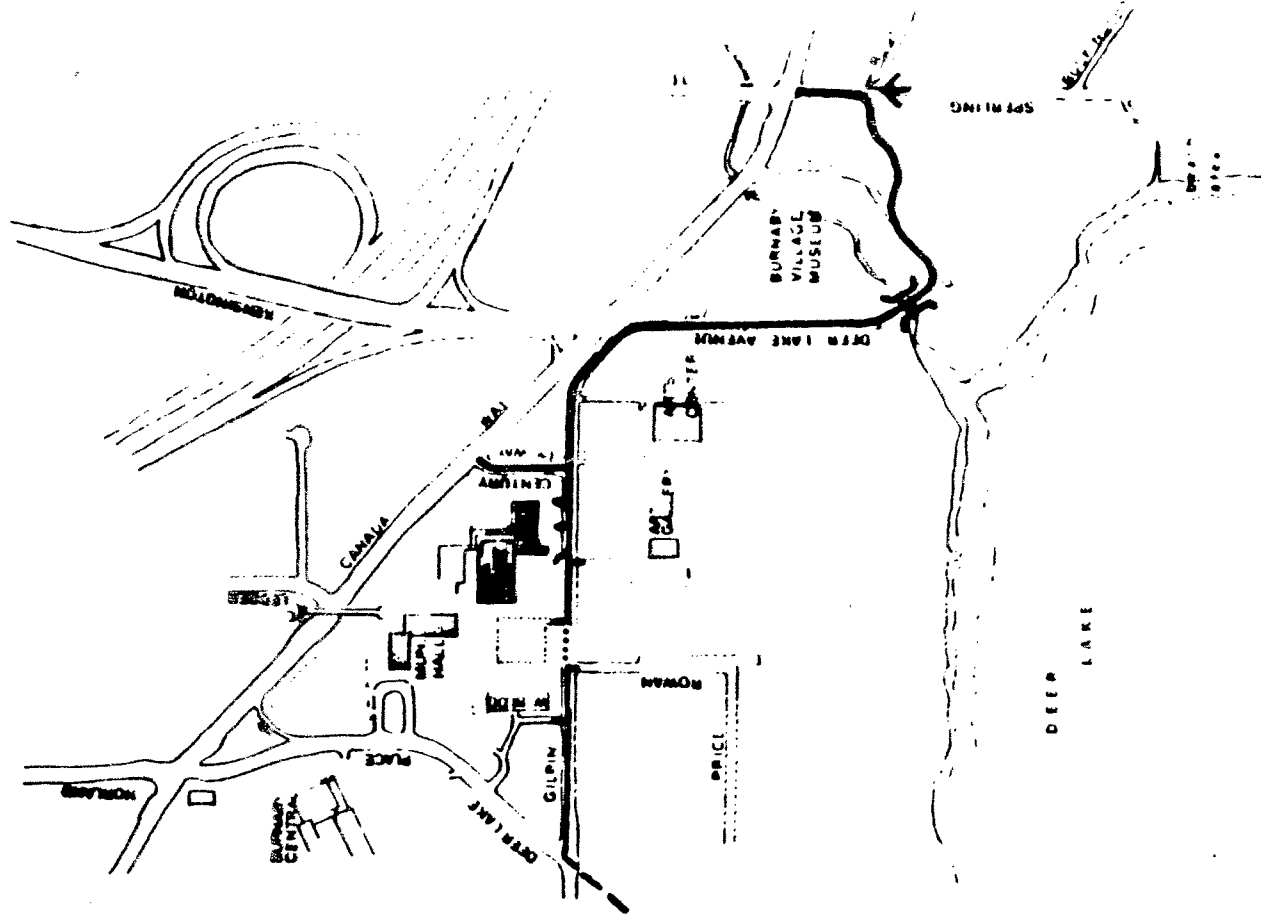
Pros

1. Commuter traffic cannot use discontinuous park drive as through route.
2. Direct central public access to R.C.M.P. and Justice Building from Canada Way via Century Park Way.
3. Provision can be made for westbound RCMP and emergency only use of Gilpin Street through barricade.
4. Provides the possibility of a Provincially approved signalized intersection for left turns onto Canada Way at the east end of the park as well as addressing the access/egress requirements of the Clayton/Rayside area.
5. Interconnects all the existing park facilities with a two-way park drive with two gateways.
6. No traffic impact on the residences of Price St. and Rowan Ave. as the western loop system will only be constructed when future park development proceeds.
7. Reinforces north-south pedestrian route proposed to extend southward from Central Administrative Area to Deer Lake.
8. On-street parking potentially available on Gilpin Street which would not be the case in a dual road system on Gilpin Street.
9. Vehicular beach access will continue via Burris St. and Buckingham Ave. which has been generally accepted by the neighbourhood.

Cons

1. Possible use of Rugby St. and Chiselhampton Street by park traffic to gain access to Canada Way.
2. Less road continuity through park compared to continuous options.
3. Vehicular access from Gilpin Street gateway would be restricted to those portions of the park west of the proposed barricade.

Option 6 (Discontinuous)



Description

1. Two-way park drive based on two separate road systems east and west of a barricade on Gilpin Street just west of Justice Building parking entrance.
2. Provision is made for emergency vehicles only to pass through barricade.
3. Three gateways to the north shore area of the park.
4. The western gateway will be from Deer Lake Place. This will, through a loop system, ultimately provide access to the western portion of the park when developed.

5. A central gateway from Canada Way via Century Park Way that connects to the eastern gateway at Sperling Avenue. These gateways will provide direct public access to the R.C.M.P., Justice Building, Art Gallery, James Cowan Theater and Burnaby Village Museum.
6. Deer Lake Place will provide access/egress to Municipal Hall Complex.
7. Eastern end of park drive intersects with Sperling Avenue north of Rugby Street with no provision for southerly access. Northbound access from Rugby Street and Sperling Avenue remains as presently exists with the current one-way restriction on Sperling Avenue. (See Appendix 3)
8. One-way restriction on Sperling Avenue to remain 'as is'. (See Appendix 3)
9. A vehicle/pedestrian bridge to be constructed across Deer Lake Brook.
10. Westbound traffic leaving park area from eastern gateway will have to make left turn at unsignalized Sperling Avenue/Canada Way intersection.
11. Left turn channelization on Canada Way at Century Park Way.
12. Positioning of Gilpin Street barricade allows for integration of Justice Building parking lot with Justice Building and convenient use of Justice building parking as week-end overflow parking by park users.
13. Deer Lake beach access will continue to be via Burris Street and Buckingham Avenue.

Pros

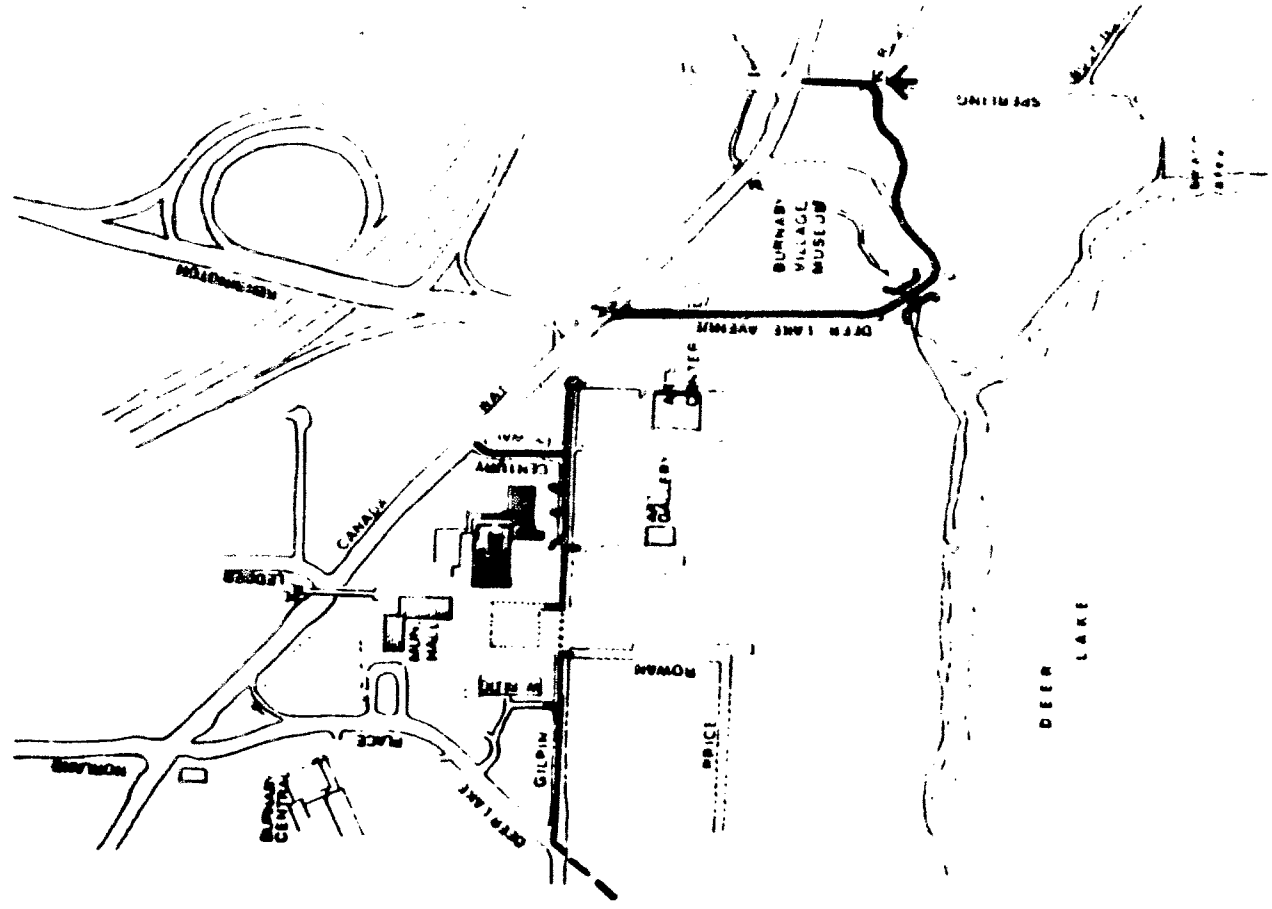
1. Commuter traffic cannot use discontinuous park drive as through route.
2. No park or commuter traffic can utilize Rugby or Chiselhampton Streets.
3. Direct central public access to park facilities from Canada Way via Century Park Way.
4. Interconnects all the existing park facilities with a two-way park drive with two gateways.
5. No traffic impact on the residences on Price St. and Rowan Avenue as the western loop system will only be constructed when future park development proceeds.
6. Direct public and police access to R.C.M.P and Justice Building from Canada Way via Century Park Way.
7. Provision can be made for westbound RCMP and emergency use of Gilpin Street.
8. Reinforces north-south pedestrian route proposed to extend southward from Municipal Hall to Deer Lake.
9. On-street parking potentially available on Gilpin Street which would not be the case in a dual road system on Gilpin Street.

10. Vehicular beach access will continue via Burris and Buckingham Avenues which has been generally accepted by the neighbourhood.

Cons

1. Less road continuity through park compared to continuous options.
2. Westbound left turns at Sperling Avenue and Canada Way made without benefit of a signalized intersection.
3. Vehicular access from Gilpin Street gateway would be restricted to those portions of the park west of the proposed barricade.

Option 7 (Discontinuous)



Description

1. Two-way discontinuous park drive based on three independent sets of entry to the north shore area of the park.
2. The western entry extends from Deer Lake Place along Gilpin St. to a barricade just west of the Justice Building parking lot entrance. A separate central entry that is independent of the western and eastern park drives is from Century Park Way.
3. Provision is made for emergency vehicles only to pass through barricade on Gilpin Street.
4. The eastern loop connects Spurling Ave. with Deer Lake Avenue which intersects with the existing signalized Kensington Avenue intersection.

5. The intersection of the park drive at Sperling Ave. is situated north of Rugby St. with no provision for southerly access. Northbound access from Rugby St. and Sperling Avenue remains as presently exists with the current one-way restriction on Sperling Ave. (See Appendix 3)
6. One way restriction of Sperling Ave. to remain 'as is'. (See Appendix 3)
7. Public access to the RCMP/Justice complex is from Canada Way via Century Park Way.
8. Deer Lake Place will provide access/egress to the Municipal Hall complex.
9. Left turn channelization on Canada Way at Century Park Way.
10. A vehicle/pedestrian bridge to be constructed across Deer Lake Brook.
11. Deer Lake beach access will continue to be via Burris St. and Buckingham Ave.

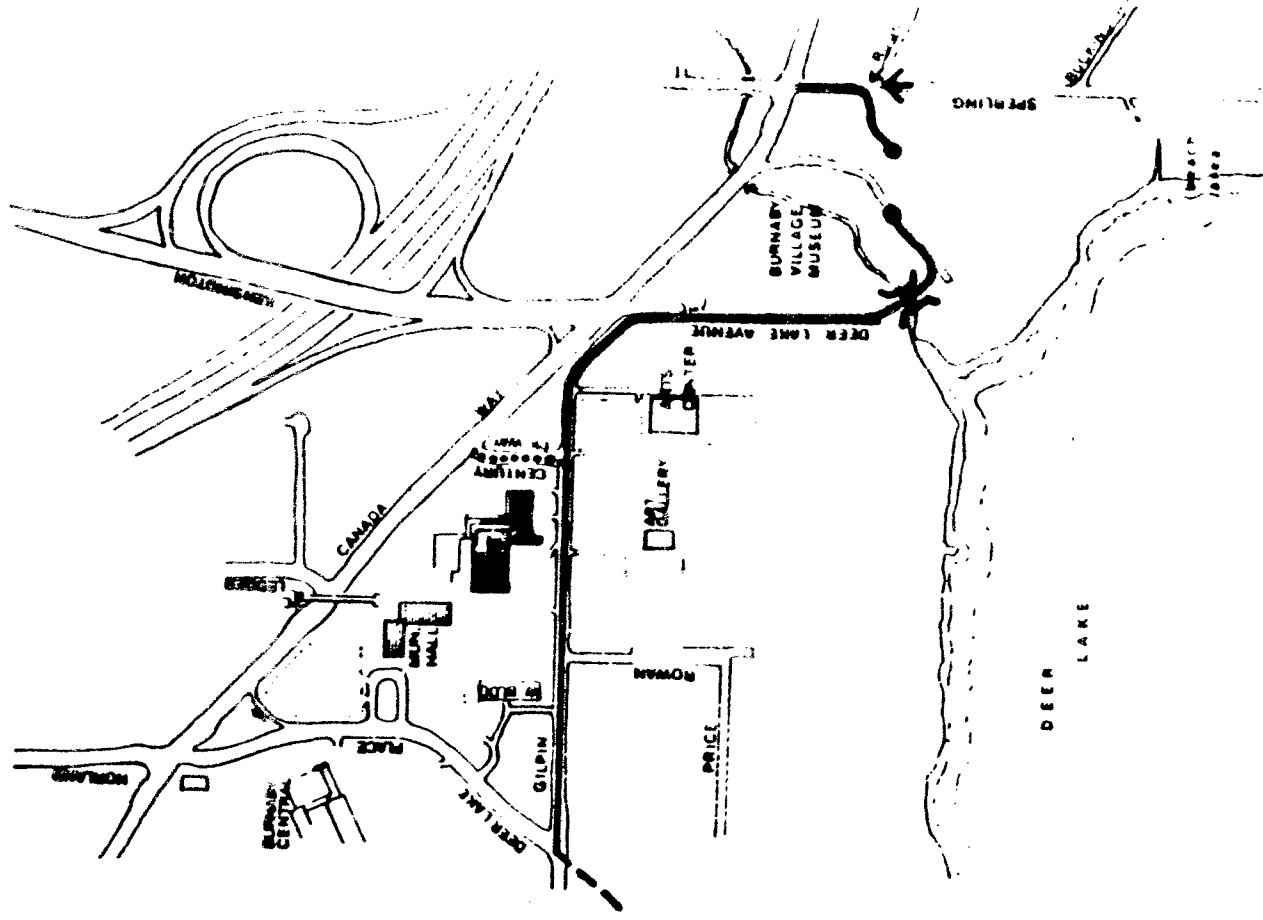
Pros

1. Commuter traffic cannot use discontinuous park drive as through route.
2. Direct central public access to RCMP, Justice Building, Art Gallery, Arts Centre and Burnaby Village Museum from Canada Way.
3. No traffic impact on the residences on Rugby St. and Chiselhampton St. and those on Price St. and Rowan Ave.
4. Reinforces north-south pedestrian route proposed to extend southward from Central Administrative area to Deer Lake.
5. On-street parking potentially available on Gilpin St. which would not be the case in a dual road system on Gilpin Street.
6. Vehicular beach access will continue via Burris St. and Buckingham Ave. which has generally been accepted by the neighbourhood.
7. Provision can be made for westbound RCMP and emergency use of Gilpin Street.

CONS

1. Road network results in segmenting the north shore of Deer Lake into three areas with independent vehicular access.
2. Additional leg at Canada Way/Kensington Ave. intersection will cause serious additional delays at that intersection to the extent that it would be highly unlikely that the Provincial Ministry of Highways would approve the connection.
3. Vehicle access from one part of the park to another will require extensive use of external road system before re-entering the park drive.
4. Westbound left turns at Sperling Avenue and Canada Way made without benefit of a signalized intersection.

Option 8 (Discontinuous)



Description

1. Discontinuous two-way park drive between Deer Lake Place and Spering Ave. with two cul-de-sacs west of Spering Ave.
2. Essentially one gateway to the north shore area of the park provided from Gilpin Street. The access from Spering Avenue would basically only serve Burnaby Village Museum and the Hart Mansion.
3. Century Park Way would be open only to police and emergency vehicles. Any public connection to the park drive would result in commuter short cuts and perpetuating the present problem of turning movements at Canada Way and Century Park Way.

4. Deer Lake Place will provide access/egress to the Municipal Hall complex.
5. Eastern end of park drive intersects with Sperling Avenue north of Rugby Street with no provision for southerly access. Northbound access from Rugby Street and Sperling Avenue remains as presently exists with the current one-way restriction on Sperling Avenue. (See Appendix 3)
6. The one-way restriction on Sperling Avenue to remain 'as is'. (See Appendix 3)
7. A vehicle/pedestrian bridge to be constructed across Deer Lake Brook.
8. Deer Lake Beach access will continue to be via Burris St. and Buckingham Ave.

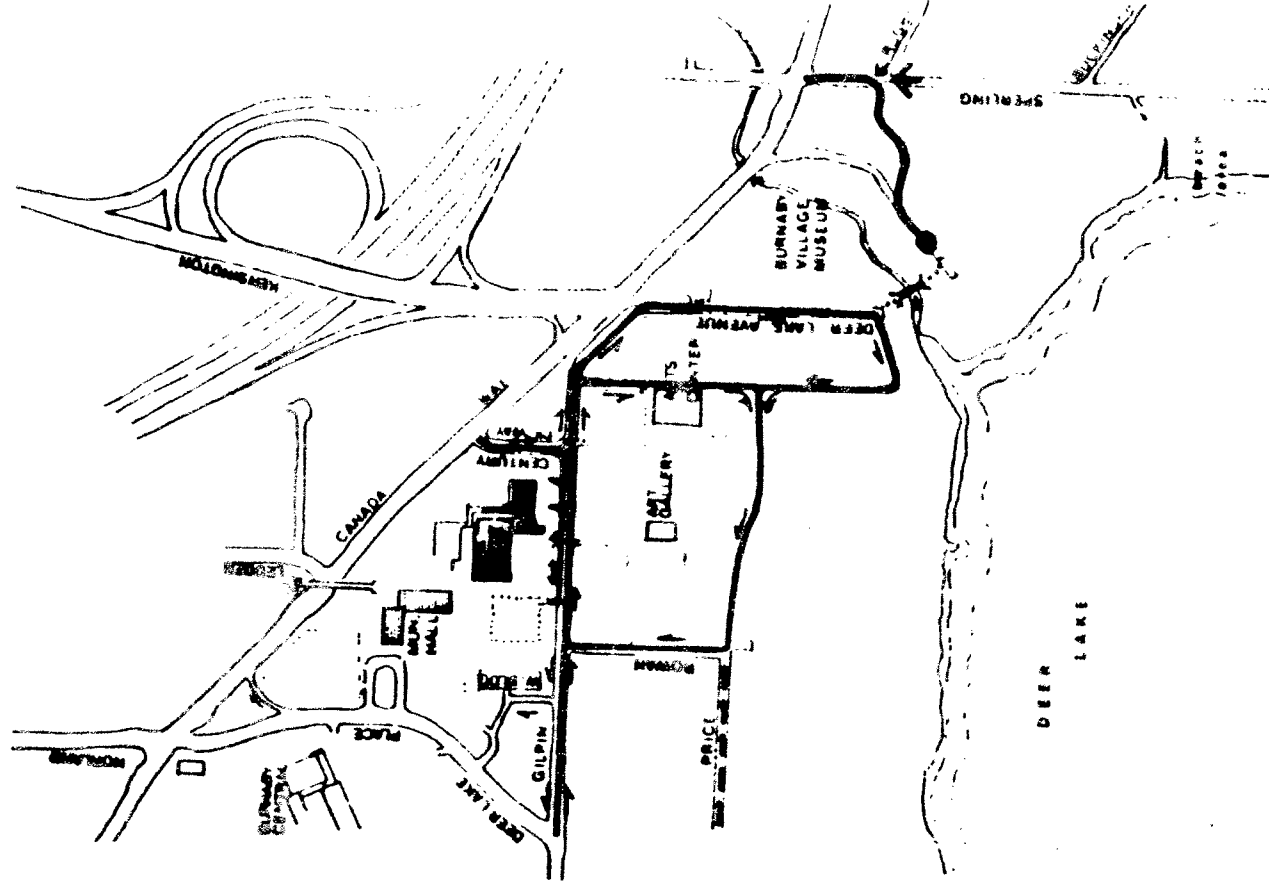
Pros

1. Commuter traffic cannot use the discontinuous park drive as a through route.
2. No park or commuter traffic will interfere with the residential areas.
3. There is direct access to the majority of facilities on the north shore of the park from the west via Gilpin Street.
4. Convenient vehicular access to overflow parking at West Building, Municipal Hall and Justice Building.
5. On-street parking potentially available on Gilpin Street.
6. Vehicular beach access will continue via Burris St. and Buckingham Ave. which has generally been accepted by the neighbourhood.
7. Provision can be made for westbound RCMP and emergency use of Gilpin Street.

Cons

1. Less road continuity through park compared to continuous options.
2. Park drive extending from Deer Lake Place as a cul-de-sac is considered excessive in length resulting in the large majority of the park area being dependent on only one access/egress point.
3. Although the public could see the RCMP and Justice Buildings from Canada Way, they would not be able to gain access to them from Canada Way but rather would have to be directed to the park drive via Deer Lake Place.
4. Unnecessary expense of constructing vehicular bridge to cross Deer Lake Brook only to terminate park drive with a cul-de-sac.
5. Westbound traffic leaving park area from eastern gateway will have to make left turn at unsignalized Sperling Avenue/Canada Way intersection.

Option 9 (Discontinuous)



Description

1. Non-continuous park drive between Deer Lake Place and Sperling Avenue with two separate road systems on either side of Deer Lake Brook.
2. East of Rowan Avenue, Gilpin Street and Deer Lake Avenue become part of a one-way road system that services the central park area returning via a new roadway immediately south of and adjacent to the James Cowan parking area connecting with the Price St./Rowan Avenue intersection.
3. Access to the park area east of Deer Lake Brook is provided by a cul-de-sac from Sperling Avenue.

4. The intersection at Sperling Avenue is situated north of Rugby Street with no provision for southerly access. Northbound access from Rugby Street and Sperling Avenue remains as presently exists with the current one-way restriction on Sperling Avenue. (See Appendix 3)
5. The one-way restriction on Sperling Avenue remains 'as is'. (See Appendix 3)
6. A pedestrian only bridge to be constructed across Deer Lake Brook.
7. Westbound traffic leaving park area from eastern gateway will have to make left turn at unsignalized Sperling Avenue/Canada Way intersection.
8. Left turn channelization on Canada Way at Century Park Way.
9. R.C.M.P. and Justice Building accessed by public from Century Park Way with connection to adjacent one-way (eastbound) park drive.
10. Access to Municipal Hall Complex via Deer Lake Place and Gilpin Avenue.
11. Access to Deer Lake beach continues to be via Burris Street and Buckingham Avenue.

Pros

1. Commuter traffic cannot use discontinuous park drive as through route.
2. No park or commuter traffic can use Rugby or Chiselhampton Streets.
3. Direct public access to one-way park road, R.C.M.P. and Justice Building from Canada Way via Century Park Way.
4. One-way road system on Gilpin Street east of Rowan Avenue allows for two-way access to and from R.C.M.P and Justice Building within existing Gilpin Street right-of-way.
5. Traffic and on-street parking capacity is improved with one-way road system.
6. Even without the Deer Lake Brook vehicular bridge, the Burnaby Village Museum could be accessed from both gateways on either side of the brook.
7. Cost saving from not having to construct vehicular bridge across Deer Lake Brook.
8. Deer Lake beach access continues to be via Burris Street and Buckingham Avenue which has been generally accepted by the neighbourhood.
9. Provision can be made for westbound RCMP and emergency use of Gilpin Street.

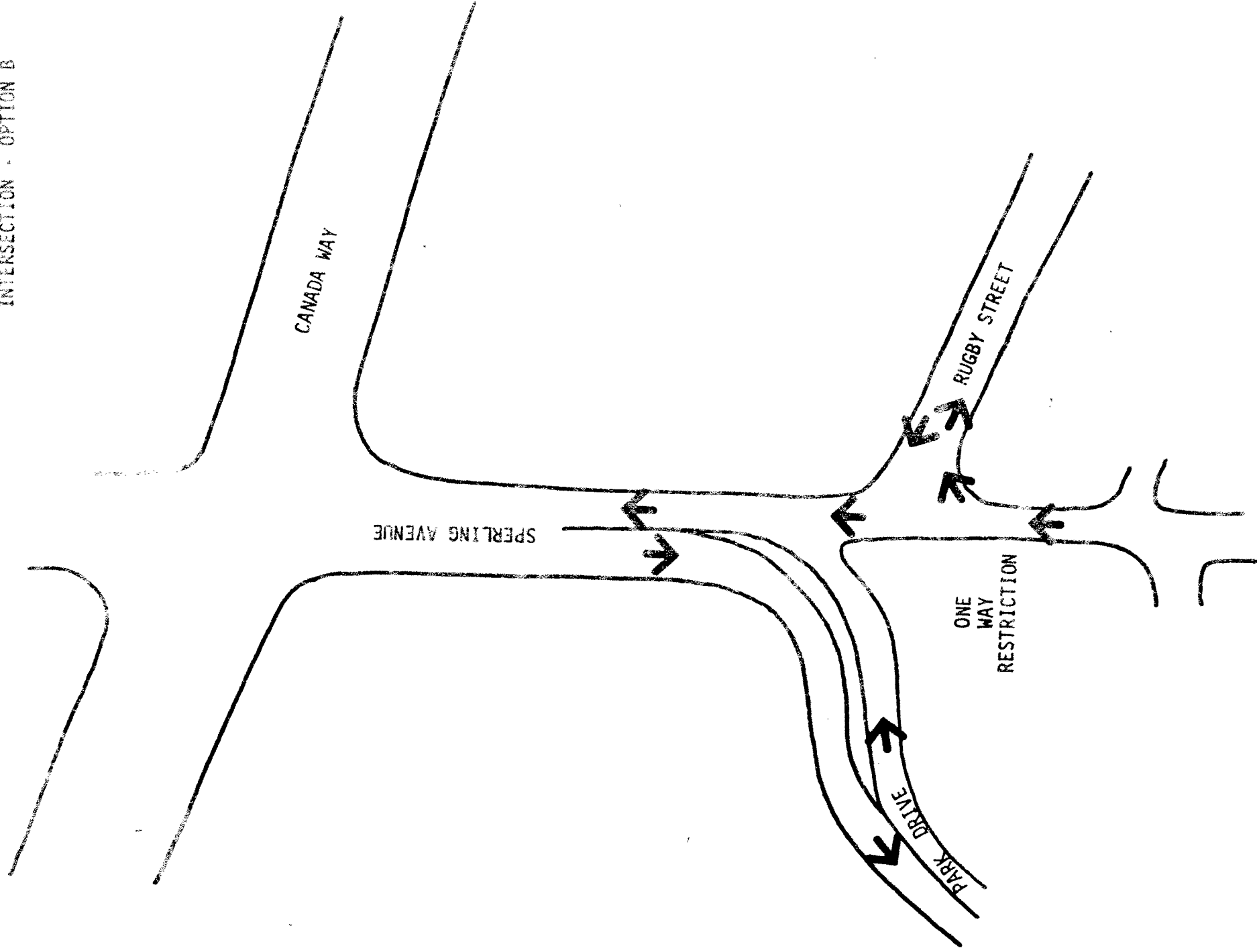
Cons

1. Continuity of park drive across Deer Lake Brook not achieved.
2. Greater intrusion of traffic into previously designated pedestrian and passive park areas.
3. New road closer to Deer Lake.

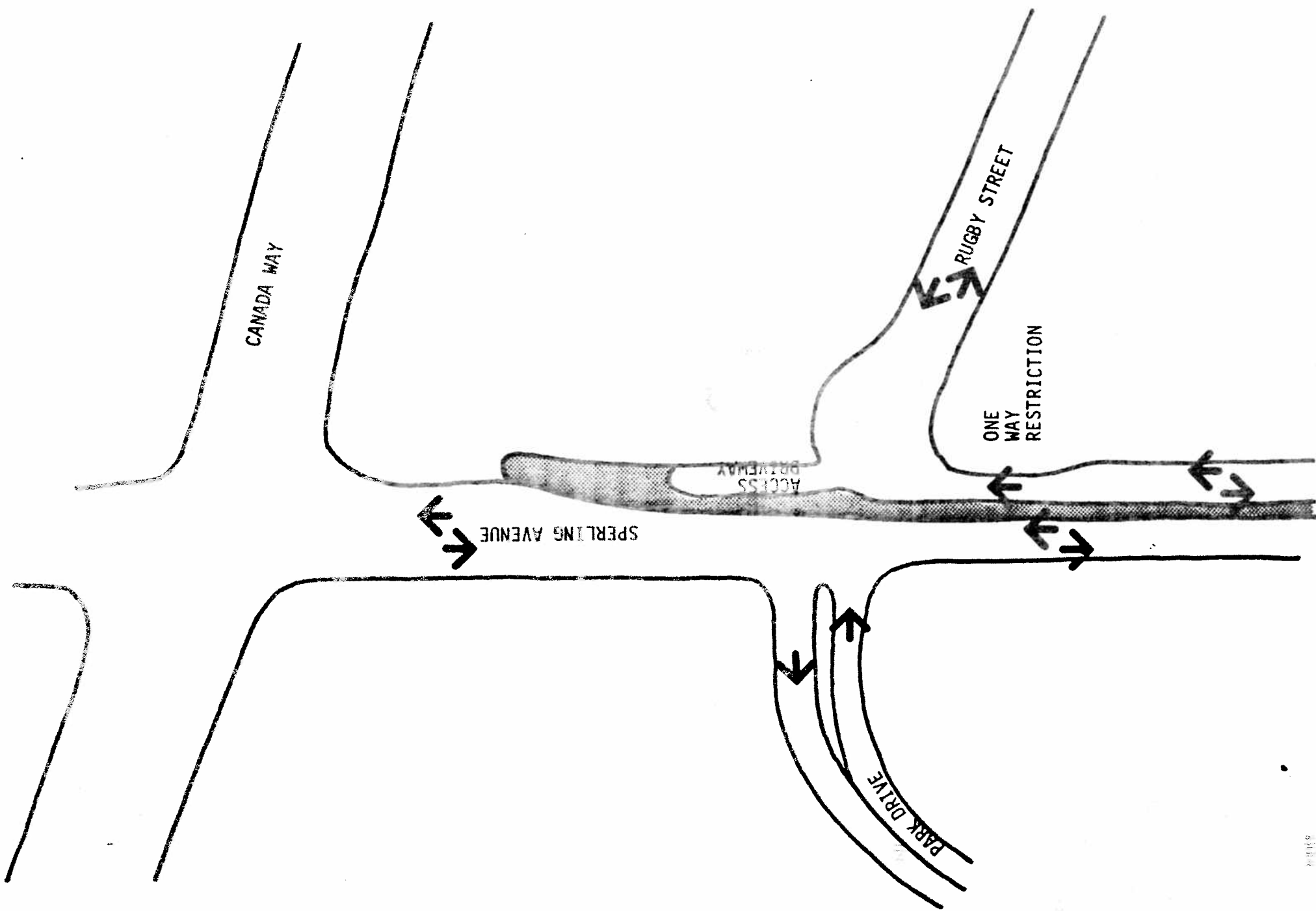
APPENDIX 3

PARK DRIVE/SERLING AVENUE

INTERSECTION - OPTION B



APPENDIX 4
PARK DRIVE/SPERLING AVENUE
INTERSECTION - OPTION C



SUMMARY OF OPTION CHARACTERISTICS

		OPTION CHARACTERISTICS																		
		Two-Way Discontinuous Park Drive	Two-Way Continuous Park Drive	Potential Use of Park Drive as a Commuter Route	Possible Use of Rugby/Chiselhampton by Park/Commuter Traffic	Possible Use of Price/Rowan by Park/Commuter Traffic	Direct Public and Police Access to RCMP Justice Building from Canada Way	Possibility of Emergency Vehicles to use Gilpin Westbound through Park Area	Availability of On-Street Parking on Gilpin	Gateway to Art Gallery, Cowan Theatre, Art Centre, etc. from Canada Way via Century Park Way.	Gateway to Art Gallery, Cowan Theatre, Art Centre, etc. from Deer Lake Place	Relocating One-Way Restriction on Sperling Avenue	Park Drive Connects Deer Lake Beach	Deer Lake Beach access from Burris/Buckingham	Possibility of Signalized Left Turns at East End of Park Drive onto Canada Way	Park Drive that could Tie into Traffic Signal at Clayton/Canada Way	Park Drive that addresses Clayton/ Rayside Access/Egress Problems	Significant New Road Rights-of-Way Required Within Park	Most Difficult to Implement	Easiest to Implement
<u>CONTINUOUS</u>																				
OPTION 1		<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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<u>DISCONTINUOUS</u>																				
OPTION 5		<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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YES NO

