

RE: LETTER FROM CITY OF VANCOUVER
HIGHWAY CONNECTION BETWEEN TRANS-CANADA HIGHWAY AND SECOND NARROWS
BRIDGE - CONSULTANTS STUDY

ITEM 8
MANAGER'S REPORT NO. 9
COUNCIL MEETING 1984 02 06

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1984 January 31

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640

SUBJECT: HIGHWAY CONNECTION BETWEEN TRANS CANADA HIGHWAY AND SECOND NARROWS BRIDGE

RECOMMENDATIONS

1. THAT Council endorse in principle the City of Vancouver's position with respect to the design concept for a highway connection between the Trans Canada Highway and the Second Narrows Bridge.
2. THAT Council request the City of Vancouver and the Ministry of Transportation and Highways to proceed with the implementation of the proposed improvements as a matter of urgency.
3. THAT a copy of this report be sent to the City of Vancouver and Ministry of Transportation and Highways.

R E P O R T

On the agenda for the 1984 February 06 Council meeting is an item of correspondence from the City Clerk of Vancouver regarding the 'Highway Connection between the Trans Canada Highway and Second Narrows Bridge - Consultants' Study'. The letter outlines City Council action relative to an annexed report and draws attention to Vancouver Council's request for Municipal endorsement of the City position on this project.

Although the extension of the Freeway to the Second Narrows Bridge is outside of the Municipality's jurisdiction, the project is included in the road concept map found in the Comprehensive Transportation Plan. This is because of the project's regional importance as well as its specific relationship to the achievement of the Municipal Transportation Plan objectives. In particular the Burnaby Transportation Plan Implementation Strategy defines the Cassiar improvement as a necessary prerequisite to a number of inter-related Transportation Plan improvements for North Burnaby including the widening of the Freeway as well as the implementation of the Hastings/Gagardi Connector. The proposed arterial network improvements will reduce the pressure of commuter through traffic on residential areas and the implementation of the Free/Second Narrows link will specifically eliminate the commuter 'shortcut' through the Burnaby Heights residential area.

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Staff have reviewed the alternatives examined in the Consultant's feasibility study as well as the preferred composite scheme shown in the material annexed to the City Clerk's letter. The preferred composite scheme adopted by the City provides a realistic approach to the design since it addresses the City's environmental concerns as well as the operational requirements. Accordingly staff recommend that Council endorse City of Vancouver's adopted position and recommend early implementation of the composite scheme.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb

cc: Director Engineering