

ITEM 1
MANAGER'S REPORT NO. 19
COUNCIL MEETING 85/03/11

RE: LETTER FROM FLORA R. MCINTYRE WHICH APPEARED ON THE AGENDA
FOR THE 1985 MARCH 04 MEETING OF COUNCIL (Item 4d)

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1985 March 07

FROM: DIRECTOR PLANNING & BUILDING INSPECTION and DIRECTOR ENGINEERING Our File:

SUBJECT: LETTER FROM FLORA R. MCINTYRE DATED 1985 FEBRUARY 15
RE PLANNING & ENGINEERING CONCEPTS IN OUR MUNICIPALITY

=====
RECOMMENDATION:

1. THAT a copy of this report be forwarded to Flora R. McIntyre, 6779 Bryant Street, Burnaby, B.C. V5E 1S7.

INTRODUCTION/SUMMARY

The purpose of this report is to respond to the letter from Mrs. Flora R. McIntyre of this Municipality which was on Council's agenda at its meeting of 1985 March 04 (Correspondence and Petitions Item 4d page 18). Mrs. McIntyre's expressed concerns were transportation related and her letter includes five suggestions which are briefly discussed below. Some of her concerns are operational while others are of a broader nature and these have been addressed in a variety of published reports, principally the Comprehensive Transportation Plan. We have discussed this report and some of the background to it in greater detail with Mrs. McIntyre by telephone and have assembled an information package of reports for her further consideration.

R E P O R T

Mrs. McIntyre's letter included 5 specific proposals and comments which are discussed below in the order of her letter to Council.

1. Density

Mrs. McIntyre suggests that there be a moratorium on increasing residential density except along the ALRT traffic corridor pending widening of highly congested traffic corridors.

Burnaby residential policies make provision for a wide variety of neighbourhood types and a broad range of housing options.

Since 1966, the location and density of Burnaby's 17 apartment areas is based on a hierarchical core concept. This concept provides for high rise, high density residential development in town centres; medium density apartments of moderate and lower heights in the 'district' or 'community' centres; while low density apartments are more related to the 'neighbourhood' centres. The Comprehensive Transportation Plan recognized these apartment areas and the core hierarchy to ensure that their transportation needs are appropriately and adequately met.

The framework for apartment development is influenced by such local variables as the availability of land, housing demand, surrounding land uses and transportation considerations. Any future expansion of the apartment areas will be based on a review of these factors and as such the potential impact of increased traffic will be carefully considered.

With regard to future growth within the apartment areas, the highest growth will be in Metrotown which is on the ALRT line.

2. Project Development of the Oakalla Area

Mrs. McIntyre suggests widening of Canada Way at Boundary Road through to the Patullo Bridge prior to substantial development of the Oakalla lands. A major redevelopment of the Oakalla lands as once proposed by the Provincial government is no longer applicable. An alternate option is that the existing prison site could be redeveloped for residential purposes. Its redevelopment would have a relatively minor impact on Canada Way traffic. Through travel demand on Canada Way will be reduced by widening of the freeway and the implementation of the Stormont/Newcombe/McBride connector as proposed in the Comprehensive Transportation Plan.

3. Provincial Highways in Burnaby

The Comprehensive Transportation Plan and the Comprehensive Transportation Plan Implementation Strategy place a high priority on widening of the freeway and its extension to the Second Narrows bridge. The Ministry of Transportation and Highways are aware of the Municipality's desires for an early realization of these projects. Council has endorsed The City of Vancouver's proposal for the Cassiar improvement but at this stage no commitment has been made to its implementation by the Ministry of Transportation and Highways.

Widening of the Barnet Highway is contingent upon a resolution of the problem of both the Barnet Highway and the proposed Hastings/Gaglardi connector 'double loading' the Hastings corridor. Because the opportunities for increasing east/west capacity in the North Burnaby corridor are limited, the Municipality's Comprehensive Transportation Plan includes a proposal for commuter rail service linking downtown Vancouver with Port Moody and other north-east sector destinations.

Planning & Building Inspection/Engineering Departments
re: Letter from Flora R. McIntyre
1985 March 07

Page 3

4. Deer Lake Park Entrance

The Central Area Transportation Plan recently adopted by Council includes a Park Drive concept (shown on Figure 1 attached) which will have a major entry and exit point at Deer Lake Place and Sperling/Canada Way. The Park Drive and the proposed Moscrop/Gilpin diversion will provide a scenic drive north of the former Okailla lands. It is also likely that future access to the south side of Deer Lake Park will be developed from Oakland.

Mrs. McIntyre also indicates a traffic problem at the Buckingham/Burris Street intersection arising from poor visibility due to corner landscaping on the Buckingham approach which is controlled by a stop sign. A site visit indicates that the view is obstructed when a vehicle is resting at the stop line but as one moves beyond the stop bar (but not so far as to conflict with through traffic on Burris) the sight lines are adequate for a safe exit. The introduction of a four-way stop at this location is not warranted.

5. Street Signs and Traffic Directions

Burnaby street signs are lettered (4" high letters) and located in conformance with the practice of other Municipalities in the Lower Mainland. Changing this approach would be expensive and potentially lead to confusion. The possibilities of putting signs on light standards as suggested by Mrs. McIntyre is limited and in any case light directed at a street sign from directly overhead would not necessarily enhance its visibility. It should be noted that at major intersections with traffic signal control (such as Canada Way and Willingdon) it is municipal practice to use larger lettering on street name signs which are hung from the signal davit.

Mrs. McIntyre also indicates that there is some operational confusion where the new Oakland Street alignment intersects Sperling Avenue and Walker. We feel that much of this confusion will be alleviated within the next three or four weeks as the appropriate lane markings are put in place. Staff have reviewed the street name sign placement at this location and will be placing an additional set of signs on the southeast corner of Oakland Street and Sperling Avenue.



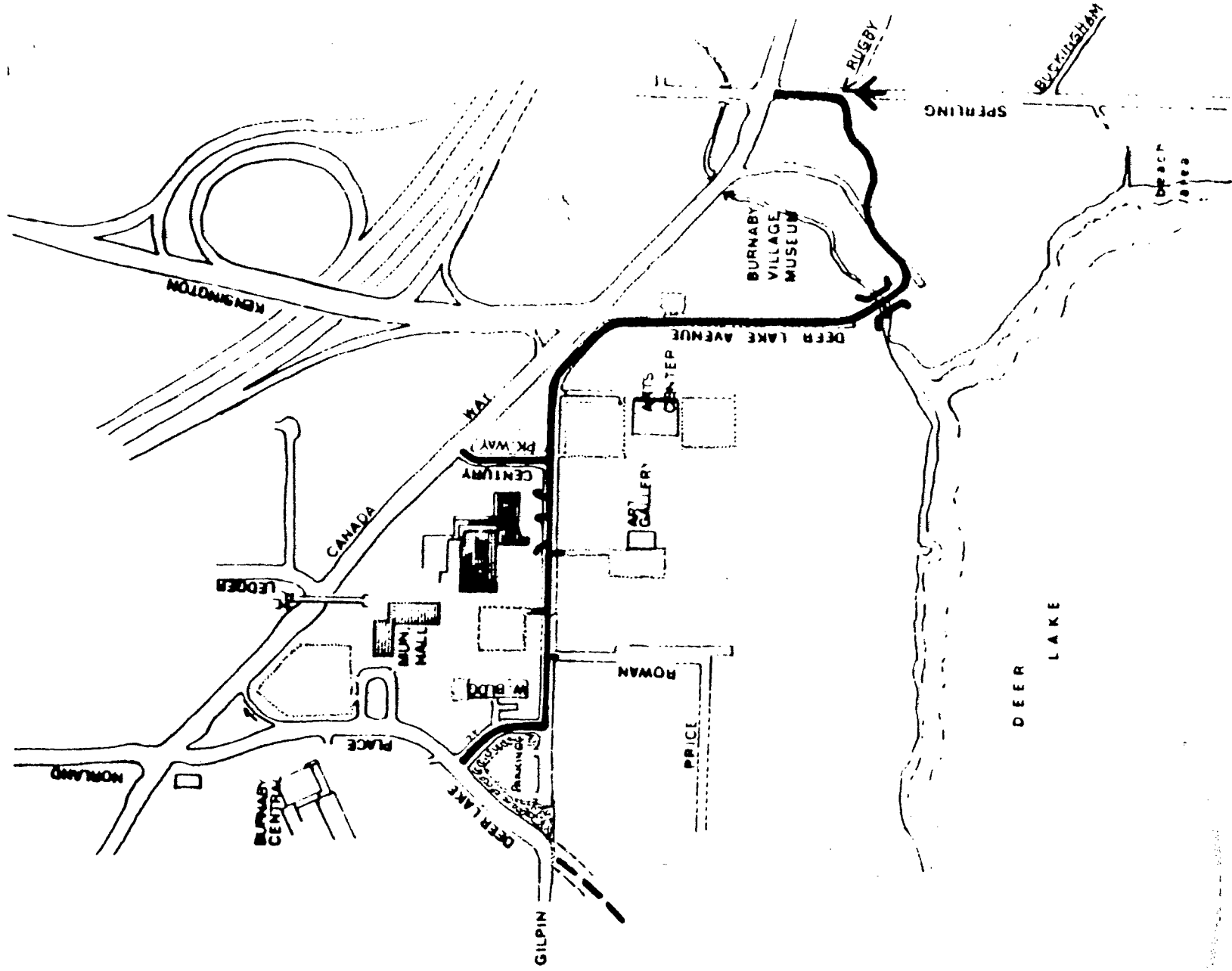
A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION



E.E. Olson
DIRECTOR ENGINEERING

ITEM 1
 MANAGER'S REPORT NO. 19
 COUNCIL MEETING 85/03/11

104



RECOMMENDED INTERNAL (PARK DRIVE) ROAD CONCEPT

FIGURE 1