

ITEM 11
MANAGER'S REPORT NO. 51
COUNCIL MEETING 85/07/29

RE: CLOSURE OF MAYWOOD STREET
BETWEEN WILLINGDON AND PATTERSON AVENUES
(Item 16, Report No. 46, 1985 July 02)

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 July 24

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640
"Maywood"

SUBJECT: CLOSURE OF MAYWOOD STREET BETWEEN
WILLINGDON AND PATTERSON AVENUES

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RECOMMENDATIONS:

1. THAT Council receive this progress report on the captioned matter.
2. THAT the Property Manager of the Owners' Strata Plan NW1587 and NW1698 be sent a copy of this report.
3. THAT the Property Managers of Strata Plans NW1961 and NW524 also be sent a copy of this report so they will have an equal opportunity to contact their membership and provide their views on the matter.

R E P O R T

INTRODUCTION

On 1985 June 24 Council received correspondence from the Property Manager of Owners' Strata Plan NW1587 and NW1698 (the two residential high rise buildings on the south side of Maywood Street) requesting that Maywood Street be closed at the earliest possible time so as to rationalize the traffic patterns in the area and resolve all the concerns expressed by the residents of Park Avenue Towers as well as prevent through traffic along Maywood Street.

On 1985 July 02 the Planning & Building Inspection Department reported to Council that with the assistance of the Engineering Department and traffic counts in the area the Planning & Building Inspection Department would assess the implications of the requested closure of Maywood Street.

This review is required because the request would involve implementation of a local street element of the original (1975 April) Community Plan - the Maywood Street cul-de-sac. This element of the street network remained unchanged although the Community Plan was amended on 1981 January 13 as the result of the Conceptual Transportation Plan studies in the Metrotown area and consultant work which concluded that Patterson Avenue south of Maywood Street should remain open. Further, the local street

element remained unchanged when Council on 18 June 1984 approved the Willingdon Extension amendment to the Burnaby Conceptual Transportation Plan. This amendment recognized the service to be provided to Metrotown by this major collector and the importance of this needed facility in the street hierarchy.

OBSERVATIONS

Burnaby staff from the Planning & Building Inspection and Engineering Departments have undertaken the gathering of traffic data in the area but will require further information in order to properly assess the matter relative to street closure. Some preliminary observations have been made and are here summarized for Council's information.

1. The total two way traffic volume recorded on Maywood Street between Willingdon and Patterson Avenues averages approximately 3,490 vehicles per average week day.
2. As anticipated the predominant direction of "through" traffic movement on Maywood Street during the morning observation period was westerly from Willingdon to Patterson Avenue.
The traffic generated by the four apartments amounted to approximately 26% of the traffic flow recorded on Maywood Street during the morning peak period.
3. A significant observation relative to the potential for street closure was the directional movement of the traffic generated by the apartments. This traffic was approximately evenly distributed between travel to Willingdon and travel to Patterson Avenue indicating that the residents of the apartments are very dependent for access upon both streets to which Maywood is linked.

In view of the preceding it was believed necessary to make further observations and obtain more information on traffic movements in the area. Following analysis of this new information a concluding report will be submitted to Council in approximately 6 to 8 weeks.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/mcb

cc: Director Engineering