

ITEM 6
MANAGER'S REPORT NO. 2
COUNCIL MEETING 86/01/13

RE: LETTER FROM MR. AND MRS. L. PALMER, WHICH APPEARED ON THE AGENDA FOR
THE 1986 JANUARY 06 MEETING OF COUNCIL (Item 4j)
DEER LAKE PARK DRIVE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1986 January 07

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.126

SUBJECT: CORRESPONDENCE FROM LEIGH AND EVELYN PALMER -
DEER LAKE PARK DRIVE

=====

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Leigh and Evelyn Palmer of 5075 Deer Lake Avenue, Burnaby, B.C. V5G 3T7

R E P O R T

1.0 INTRODUCTION AND PURPOSE

Appearing on the Council agenda of 1986 January 06 was a letter from Leigh and Evelyn Palmer of 5075 Deer Lake Avenue concerning the proposed bridge crossing of Deer Lake Creek. The Palmers have raised a number of questions in regard to the proposed crossing. The purpose of this report is to address the questions raised.

The location of the Palmer's property relative to the proposed bridge is shown on Figure 1. The three remaining privately owned properties on the west side of Deer Lake Avenue are in the adopted Park Acquisition Program.

2.0 THE ROLE AND TIMING OF DEER LAKE PARK DRIVE

2.1 HISTORY, PROCESS AND CONCEPT

On 1984 June 11 and 1984 June 18, Council received reports on the Central Area Transportation Planning Study. One of the components of this Study was a park drive to connect Gilpin Street across Deer Lake Creek to Sperling Avenue utilizing existing portions of both Deer Lake Avenue and Dale Avenue. This park drive is seen to be similar in nature to the Stanley Park drive by providing vistas of the area, encourage park use, and access to 'necklace' parking while being compatible with the pedestrian walkway and landscape plan for the area.

There was considerable public discussion on the Central Area Transportation Study including 10 separate delegations to Council from residents of the area. In addition there was participation by the Parks and Recreation Commission, the Century Park Museum Association Board and the Transportation Committee.

Council subsequently referred the Study back to the Transportation Committee. In reviewing the park drive again, the Transportation Committee, taking into consideration the various comments received evaluated nine options with respect to the park drive. As part of this evaluation six objectives were developed against which the options could be evaluated. These objectives were:

- 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.

After this review Council on 1984 November 26 adopted a Central Area road concept as outlined on Figure 2.

2.2 BRIDGE STANDARD AND CONSTRUCTION DATES

The proposed bridge across Deer Lake Creek will have a curb to curb width of 24 feet incorporating one moving lane in each direction. Selective clearing of the site for the bridge commenced on 1986 January 06. Construction of the park drive from the bridge to Sperling Avenue is scheduled to commence at the end of February. This will allow the bridge construction sufficient lead time so that the completion of both the bridge and road will be simultaneous. The opening of the park drive is scheduled for 1986 June.

2.3 CLOSURE OF CENTURY PARK WAY

Both the adopted Conceptual Transportation Plan for Burnaby and the Central Area Transportation Plan do not propose the closure of Century Park Way. Century Park Way will remain open to two way traffic as presently exists.

2.4 REDUCTION OF ACCESS TO DEER LAKE AVENUE

The existing standard of Deer Lake Avenue will remain unchanged. There will be no reduction in access to the three remaining private properties on Deer Lake Avenue. During construction of the bridge both Deer Lake Avenue and Dale Avenue will likely, on occasion, be used to transport material to the site. This would not hinder fire or police access to the area. Deer Lake Avenue would remain open to the public during the period of construction.

Planning & Building Inspection Department
re: Deer Lake Park Drive
1986 January 07

Page 3

ITEM 6
MANAGER'S REPORT NO. 2
COUNCIL MEETING 86/01/13

2.5 COMMUTER TRAFFIC

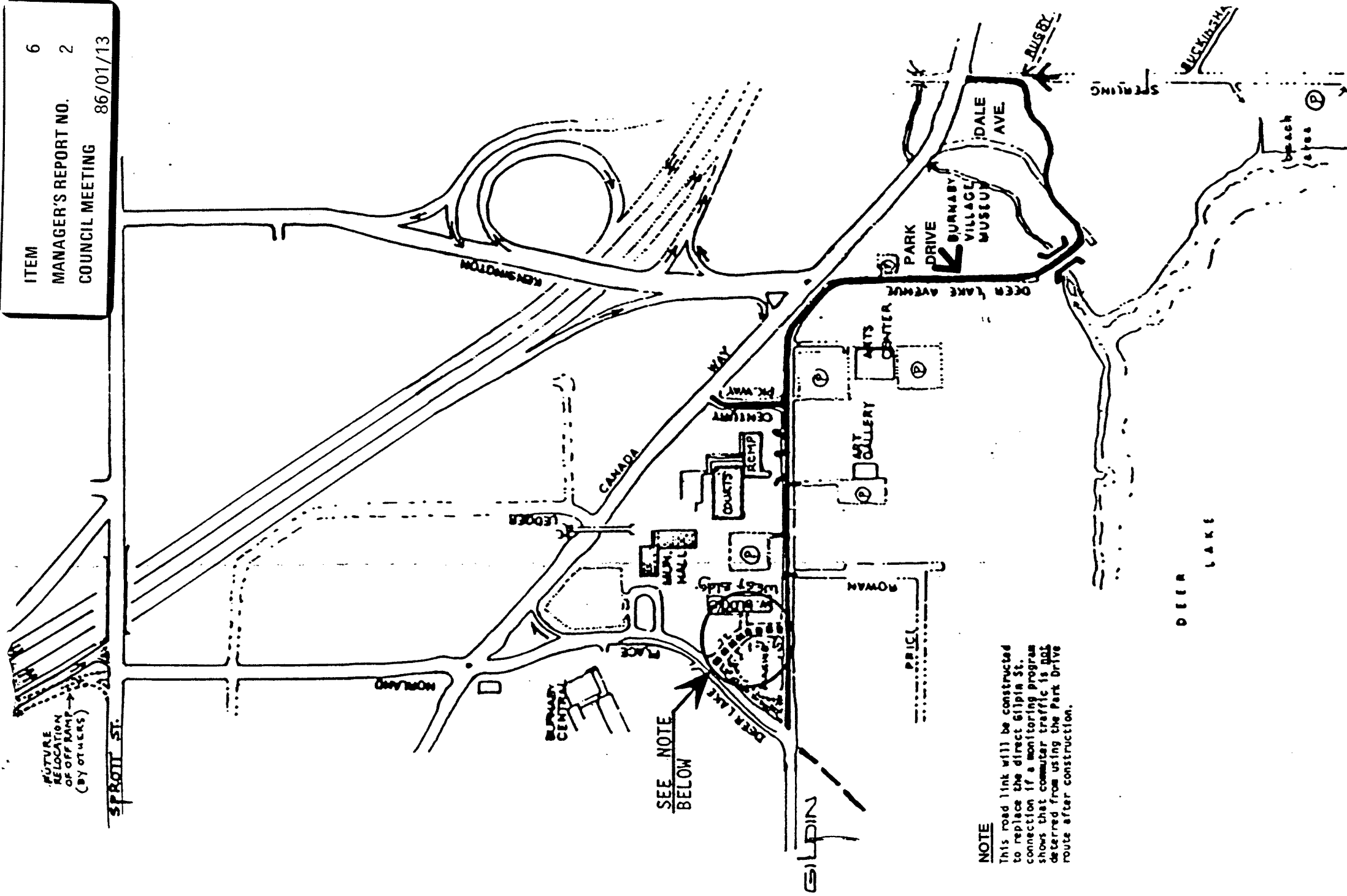
It has been an objective of both Council and the Transportation Committee to discourage commuter traffic from the park drive. It was the opinion of Council and the Transportation Committee that the nature of the park drive as outlined in Figure 2 would not attract commuter traffic. To ensure that this is the case, Council directed that a monitoring program be instituted on the park drive after its completion to ensure that commuter traffic was not using the route.


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

BLS/mcb
Attachs:

cc: Director Engineering

ITEM	6
MANAGER'S REPORT NO.	2
COUNCIL MEETING	86/01/13



NOTE

This road link will be constructed to replace the direct Gilpin St. connection if a monitoring program shows that commuter traffic is not deterred from using the Park Drive route after construction.

ADOPTED CENTRAL AREA ROAD CONCEPT FIGURE 2

