

RE: LETTER FROM MRS. ELSIE GWIN WHICH APPEARED ON THE AGENDA FOR THE  
1986 SEPTEMBER 02 MEETING OF COUNCIL (Item 5e)  
TRAFFIC BARRIER ON HALIFAX AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1986 SEPTEMBER 11

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: CORRESPONDENCE FROM (MRS.) ELSIE GWIN  
WITH RESPECT TO COMMUNITY PLAN 9 -  
AREA "D" - BRENTWOOD EAST SECTOR

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RECOMMENDATION:

1. THAT a copy of this report be forwarded to Mrs. Elsie Gwin at #109  
- 5050 Halifax Street, Burnaby, B.C. V5B 2N5.

REPORT

This department has been requested to reply to an item of correspondence from Mrs. E. Gwin dated 1986 August 14 requesting the removal of the traffic barrier on Halifax Avenue just west of Woodway Avenue to provide "easy access to Brentwood Mall". The following information is provided under the headings of traffic barriers, accessibility, and frontage road (see also attached sketch).

a) Traffic Barriers

The current traffic barriers of Halifax at Woodway, Dellawn at Springer, and Parklawn at Springer were implemented in 1976 at the direction of Council initially as a result of public concerns expressed at a Public Hearing for an apartment proposal on a site south of Halifax. In 1977, Council directed that a questionnaire be distributed to all resident owners and tenants in the area bounded by Willingdon, Parker, Holdom and Loughheed in order to obtain the public response on the subject of alternative road patterns in the area. 58% of the respondents favoured some type of traffic barriers versus 32% who favoured no traffic barriers. While it is acknowledged that the number of apartment residents in this area have increased since 1977, the basic planning concepts of protection of the Brentwood single-family dwelling neighbourhood north of Ridgelawn and Halifax, of the separation of apartment traffic from single-family dwelling neighbourhood traffic, and the discouragement of east-west through commuter traffic remain relevant and should continue to be upheld.

b) Accessibility

The general accessibility of a residential area as well as accessibility to a variety of key destinations is taken into consideration in determining appropriate road networks. The accessibility of apartment residents to destinations such as north and south Burnaby, to downtown Vancouver, to Brentwood Mall and to the Lougheed Mall area are important considerations. Within this context, access to Brentwood Mall in terms of distance travelled is considered reasonable. To access Brentwood Mall via Lougheed Highway, turns can be made either at the Springer intersection which has a protected eastbound left-turn slot or at the Holdom intersection just to the east which is signalized and also has left-turn slots. The left-turn slot at Springer Avenue was provided by the Ministry of Transportation and Highways only after extensive municipal efforts on behalf of the access needs of the apartment residents. With respect to exiting out of Brentwood Mall via the Beta Avenue exit, it is noted that access to the Lougheed Highway eastbound can be facilitated by use of the traffic signal at Delta Avenue, if Lougheed Highway traffic is considered too heavy at Beta.

c) Frontage Road

In the longer term, Community Plan 9 - Area "D" indicates the western extension of the Anola Drive frontage road west from Delta Avenue to Beta Avenue, facilitating direct access into Brentwood Mall. The Municipality owns substantial property and unopened rights-of-way in the area of the frontage road extension. Further rights-of-way remain to be acquired. It is generally intended that this frontage road extension would be provided through the development approvals process, although it may be necessary for the Municipality to pursue a specific public initiative if the frontage road is made a higher priority. Also the detailed determination of multiple-family residential sites and densities for the sub-area west of Delta Avenue is on this department's work program for further review. Depending on other priorities, it is expected that an initial report related to the area under review would be ready for Council's consideration in the first part of 1987.

In conclusion, it would not be appropriate to remove the traffic barrier at Halifax Avenue just west of Woodway Avenue as requested by Mrs. Gwin for the reasons outlined in this report. Planning staff have contacted Mrs. Gwin by telephone in order to discuss her points of concern directly.

This is for the information of Council.



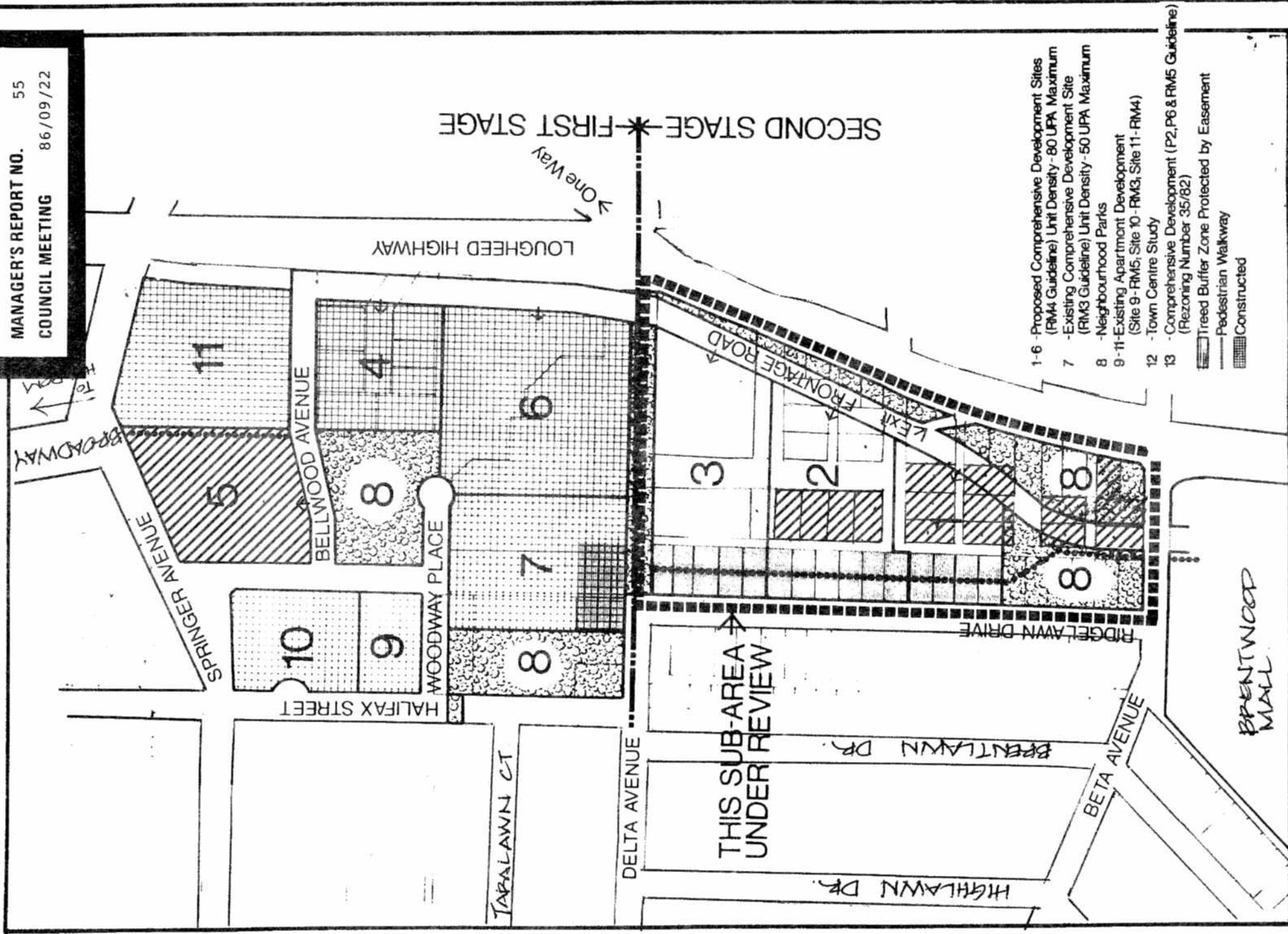
A.L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

KI/js

Attached sketch

cc: Director Engineering

ITEM 8  
 MANAGER'S REPORT NO. 55  
 COUNCIL MEETING 86/09/22



- 1-6 - Proposed Comprehensive Development Sites (RM4 Guideline) Unit Density - 80 UPA Maximum
  - 7 - Existing Comprehensive Development Site (RM3 Guideline) Unit Density - 50 UPA Maximum
  - 8 - Neighbourhood Parks
  - 9-11 - Existing Apartment Development (Site 9 - RM5; Site 10 - RM3; Site 11 - RM4)
  - 12 - Town Centre Study
  - 13 - Comprehensive Development (P2, P6 & RM5 Guideline) (Rezoning Number 35/82)
- Tree Buffer Zone Protected by Easement  
 Pedestrian Walkway  
 Constructed

SECOND STAGE \* FIRST STAGE

THIS SUB-AREA UNDER REVIEW

Date 1986 SEPT.  
 Scale N.T.S.  
 Drawn By

THE CORPORATION OF BURNABY  
 Planning & Building Inspection Department  
 COMMUNITY PLAN 9  
 APARTMENT AREA 'D'  
 EAST SECTOR - BRENTWOOD  
 MUNICIPALLY OWNED

