

RE: STATUS OF SECOND STREET NEIGHBOURHOOD STUDY

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 January 21  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our file: 15.141

SUBJECT: STATUS OF SECOND STREET NEIGHBOURHOOD STUDY

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RECOMMENDATION:

1. THAT this report be received for information purposes.

R E P O R T

1.0 BACKGROUND

At its meeting of 1987 January 05, Council requested that staff provide a status report on the Second Street Neighbourhood Study. The purpose of this report is to provide this requested status report.

This request was the result of a Council inquiry following receipt of correspondence from the East Burnaby Ratepayers Association that referred to the Second Street Neighbourhood Study.

The Second Street Neighbourhood Study was undertaken in 1965 with the objectives of developing a desirable pattern of residential streets that could be integrated into future arterial routes, and to resolve the immediate problem of traffic conflict caused by infiltrating traffic. The Study set forth a two stage proposal for improving conditions in the area:

Stage One: immediate steps required to meet current problems of vehicular conflict;

Stage Two: consider the establishment and effect of proposed arterial streets on the area, and improve residential amenities.

2.0 STATUS

The following chronology outlines the actions that were taken with regard to the Second Street Neighbourhood Study:

2.1 1966 March 28:

After being submitted to eight agencies, the Second Street Neighbourhood Study was submitted to Council on 1966 March 28. At that meeting, Council deferred consideration of the Study until the Planning Department submitted a report analyzing the responses from the agencies to whom the Study was sent.

2.2 1967 December 29:

After submissions and delegations to Council, the Traffic Safety Committee was directed by Council to examine the Second Street Neighbourhood Study as it related to public presentations involving the East Burnaby area, Cariboo Road and Newcombe Street.

2.3 1968 January 30:

The Planning Department recommended a revised First Stage implementation of the Second Street Neighbourhood Study to the Traffic Safety Committee. The Traffic Safety Committee adopted these recommendations.

2.4 1968 February 12:

The Traffic Safety Committee submitted their report to Council and recommended that Council hold a public meeting with affected residents in the East Burnaby area.

2.5 1968 March 19:

The subject public meeting was held.

2.6 1968 April 01:

The Traffic Safety Committee submitted a further report to Council. Council adopted the recommendations as contained in the attached report dated 1968 March 29. This led to the implementation of amended parking regulations on 12th Avenue and the installation of neighbourhood traffic diverters.


A key component of the Stage Two recommendations was construction of two arterial routes; Newcombe Street between Tenth and the Stormont interchange, and the Edmonds Street extension eastwards to connect with the Newcombe arterial. Stage Two, as specifically set out in the original Study was not dealt with by Council at that time. However, the Comprehensive Transportation Plan for Burnaby, adopted in 1979 August, addressed these particular roads as follows:

- Newcombe Street as a "cut and cover" arterial facility as part of the Stormont/McBride Connector.
- The Edmonds Street extension to the Stormont/McBride facility was not included as a component of the primary arterial system.

In addition, over the years, improvements and proposals as related to the Phase 2 residential amenity objectives of the Second Street Neighbourhood Study include:

- tree planting and pedestrian walkways at Newcombe Street and Tenth Avenue, and First Street and Tenth Avenue
- tree planting at Second Street and Twelfth Avenue, and Fourth Street and the lane directly north of Tenth Avenue
- extensions to Graham Park as included as part of the Park Acquisition Program.

This report is for the information of Council.

  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

BG/mcb  
Attach:

March 29, 1968

HIS WORSHIP, THE REEVE, AND  
MEMBERS OF THE COUNCIL:

Gentlemen:

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REPORT OF THE TRAFFIC SAFETY COMMITTEE

\*\*\*\*\*EAST BURNABY AREA\*\*\*\*\*

We submitted a report to Council on February 12, 1968 recommending a number of measures which we felt would resolve traffic problems in the East Burnaby area.

We subsequently met with people in that area for the purpose of obtaining their reactions to the proposals.

A number of suggestions were made at that meeting which were quite valid and therefore merited consideration.

Your Committee would take this opportunity to commend those who attended that meeting for the opinions which they offered and for the manner in which this was done.

The proposals were reviewed in the light of the suggestions from the people, with the result we would now recommend the following measures for the control and regulation of traffic in the East Burnaby area:

- (1) That parking be prohibited on the North side of 10th Avenue from 1st Street to Canada Way between 7:00 a.m. and 6:00 p.m.
- (2) That barricades be erected on:
  - (a) 1st and 4th Streets at 10th Avenue and also at the South side of the lane North of 10th Avenue;
  - (b) 2nd Street at the South side of the lane North of 12th Avenue.

"Do Not Enter" signs will be erected at these lanes in an attempt to prevent traffic from using them.

- (3) That appropriate warning signs in advance of the barricaded areas be erected so that motorists are aware of the situation.

Such things as "No Through Road" signs and flashing red lights are the types of devices that will be used.

- (4) That stop signs be erected on 11th Avenue at 2nd Street in order to establish this Street as a through route between 10th and 12th Avenues.
- (5) That parking be prohibited on the North side of 12th Avenue between 6th and Cumberland Streets.
- (6) That traffic "diverters" be installed on:
- (a) 13th Avenue at Wright Street;
  - (b) 4th Street at 14th Avenue.

These diverters will be made of concrete and will be approximately 18 inches high, with a base of approximately 12 inches tapering to a rounded apex of an inch or two in width.

They will also have a reflectorized sign in the centre so that they can be seen at night.

Advance warning of the existence of these diverters will naturally be provided as well.

Your Committee would stress that the object of the foregoing measures is to prevent traffic which is not supposed to use the streets in East Burnaby as through routes from infiltrating in that fashion.

We appreciate, of course, that the effect of these controls will inconvenience many of those residing in the area plus others who have occasion to visit them, including service and delivery vehicles.

Notwithstanding, the measures merely represent a solution to the immediate problem and will likely be removed after suitable alternate routes are developed for through traffic in the eastern sector of the municipality.

We received an account in the amount of \$5.22 from the School where the meeting was held, Cariboo Hill Junior Secondary School, for janitorial services rendered in connection with the meeting.

We would recommend that this account be approved for payment.

YOUR COMMITTEE IS OF THE OPINION THAT, BECAUSE THERE WILL BE A LARGE NUMBER OF PERSONS WHO WILL BE AFFECTED BY THE ABOVE CONTROLS AND REGULATIONS, IT WOULD BE EXTREMELY DESIRABLE IF EXTENSIVE NEWS COVERAGE WAS GIVEN THE MATTER.

Respectfully submitted,

Councillor J. G. Lorimer,  
CHAIRMAN.

EW/mb

