

RE: LETTER FROM MRS. G. KISSNER, #406-4221 MAYBERRY STREET, BURNABY, B.C.,
MAYWOOD STREET CLOSURE BETWEEN WILLINGDON AND PATTERSON AVENUES

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 August 17

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640

SUBJECT: CORRESPONDENCE AND PETITION FROM MRS. GERRIE KISSNER #406-4221 MAYBERRY STREET, BURNABY, B.C. V5H 4E8

RECOMMENDATIONS:

1. THAT Council reaffirm the concept of the Maywood Street closure between Willingdon and Patterson Avenues in the Community Plan Two Area.
2. THAT Mrs. Gerrie Kissner of #406-4221 Mayberry Street, Burnaby, B.C. V5H 4E8, be sent a copy of this report.

R E P O R T

1.0 INTRODUCTION

Appearing on the Agenda for the 1988 August 22 Council meeting is correspondence from Mrs. Gerrie Kissner of #406-4221 Mayberry Street, Burnaby, B.C. with a petition from tenants of the apartment building at 4221 Mayberry Street requesting that the barrier on Maywood Street at Patterson Avenue be removed so as to help relieve Mayberry Street of current traffic volumes.

2.0 BACKGROUND

The early Apartment Study report of 1969 June undertook to review the needs of the Municipality to plan for higher density urban residential development in various locations throughout the Municipality. Subsequent review of the apartment areas indicated that the triangular area of Apartment Area "M" would be suitable for and could support higher density "urban" residential development due to its advantageous location relative to urban services which were proposed to become available in the Kingsway corridor. Community Plan Two, as illustrated in Figure 1 attached, was subsequently adopted by Council in 1975 April. It is noted that the Maywood Street closure and the development of a new street "Mayberry" were key elements of the Plan. Although the Community Plan was amended on 1981 January as a result of Conceptual Transportation Plan studies in the Metrotown area and consultant work which concluded that Patterson Avenue should not be abandoned, the Maywood Street closure remained unchanged. The road network in the Community Plan was further reaffirmed when Council on 1984 June approved the Willingdon extension amendment to the Burnaby Conceptual Transportation Plan, Figure 2 attached. This amendment recognized the service to be provided to Metrotown by this major collector facility and the importance of this route in the street hierarchy.

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Maywood Street was closed to traffic at the Patterson Avenue end in accordance with the adopted Community Plan Two on 1986 January 09. Although the completed closure envisioned a curbed round cul-de-sac configuration with a landscaped area between Patterson Avenue and the cul-de-sac, the closure recommended for immediate implementation was of a temporary nature. The rationale for this action was to determine whether local accessibility difficulties and traffic operational problems would materialize at the Willingdon/Maywood intersection as a result of the closure.

During the intervening period between the closure of Maywood Street at Patterson Avenue and now (a period of two and one half years) there have been numerous reported accidents at the Willingdon/Maywood intersection as well as numerous comments from the residents of Maywood Street on the need for traffic control at that intersection.

2.1 Metrotown Road Network Improvements

Municipal staff are currently seeking the cooperation of the Ministry of Transportation and Highways to have installed at the Willingdon/Kingsway intersection an advance left-turn signal phase for northbound traffic along Willingdon wishing to turn left at Kingsway. Further, left turn channelization will be installed on Willingdon Avenue at South Beresford Street for northbound traffic on Willingdon to turn westbound on South Beresford Street. These short term improvements undoubtedly will offer alternatives to the use of Mayberry Street.

In the longer term the Corporation of Burnaby is looking toward the extension of Central Boulevard westward from Willingdon Avenue to Patterson Avenue and an eastward extension of South Beresford Street along the SkyTrain route. These improvements in the Metrotown road network will do much toward offering alternative routes of travel for traffic which now uses Mayberry Street. Lastly, consideration is currently being given by staff to relocate the Maywood Street closure to the Willingdon Avenue end from its current location at Patterson Avenue. It is believed that this change would reduce east-west traffic flow on Mayberry Street which comes from or is destined to the Maywood Street cul-de-sac.

The "urban" environment such as will be found in the Metrotown area upon completion of the facilities proposed will undoubtedly attract and reflect a higher level of mobility and activity in the commercial core and surrounding area. It is for this reason staff are recommending that Council reaffirm the concept of the closure of Maywood Street in the Community Plan Two Area.

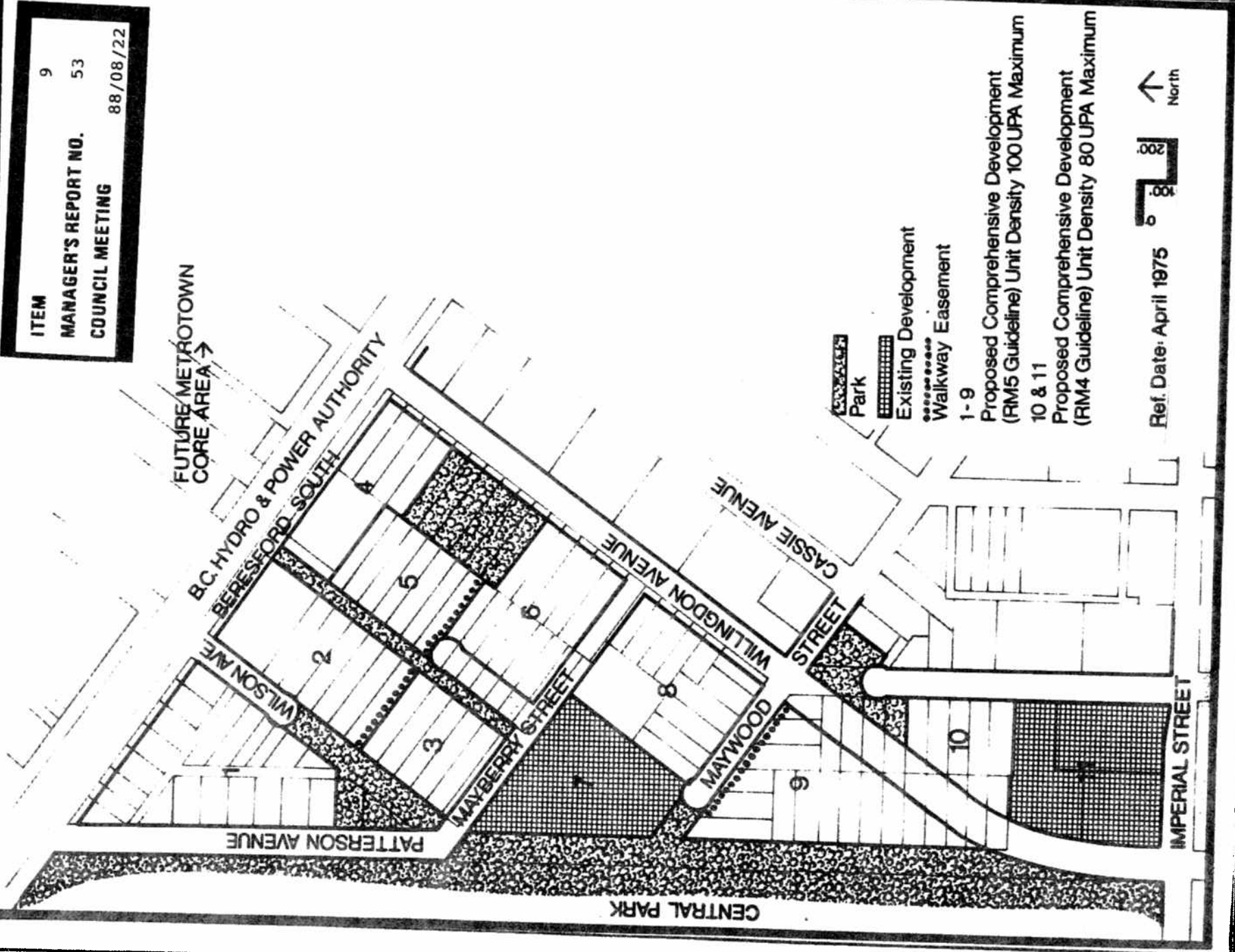


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/mcb
Attach:

cc: Director Engineering

ITEM 9
 MANAGER'S REPORT NO. 53
 COUNCIL MEETING 88/08/22



BURNABY
 Planning &
 Building Inspection
 Department

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Community Plan Two - 1975 April

Drawn By:

Date:

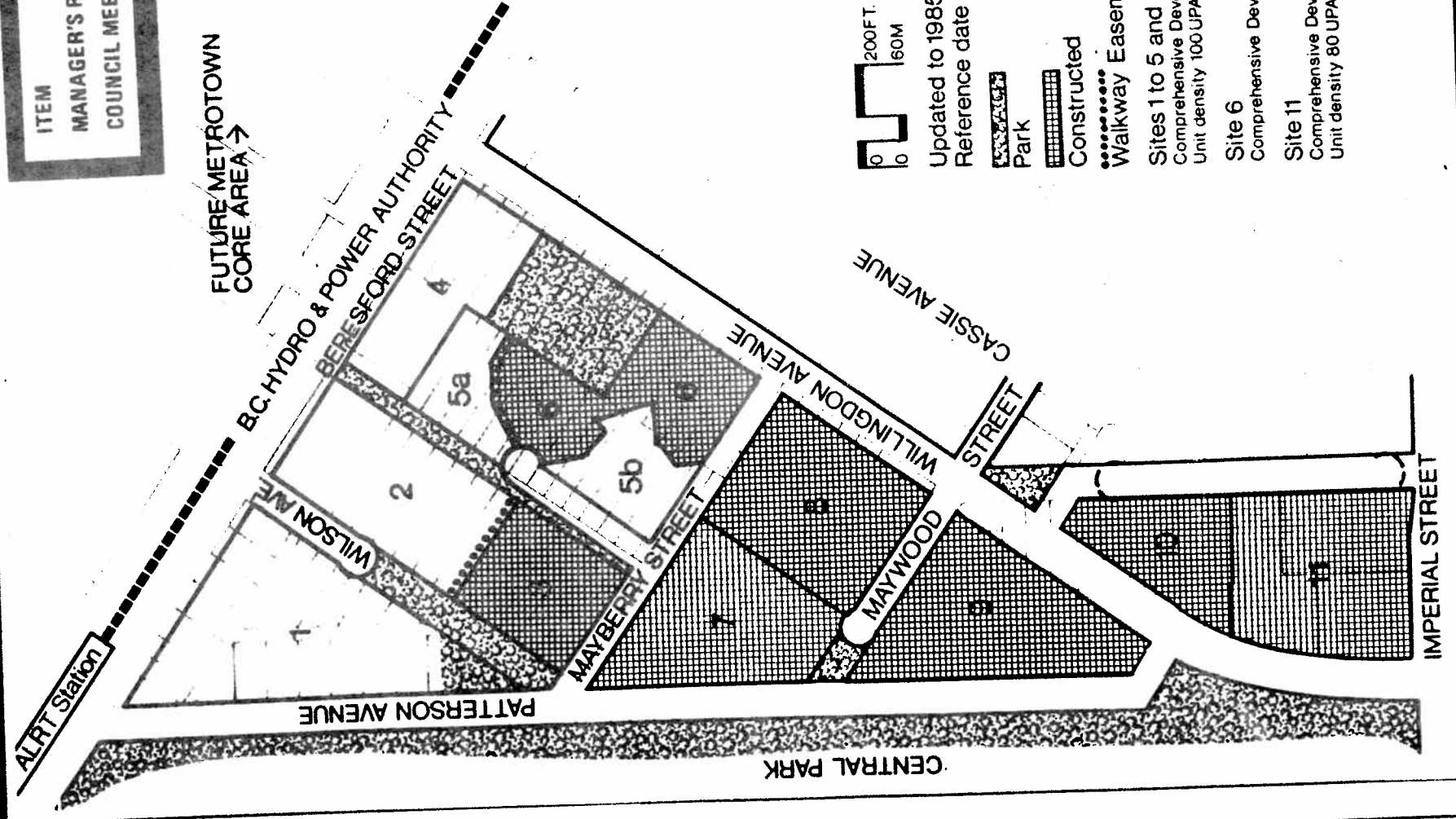
Scale:

Figure 1.

ITEM 9
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FUTURE METROTOWN
 CORE AREA →



Updated to 1985 March
 Reference date 1975 April

- Park
- Constructed
- Walkway Easement
- Sites 1 to 5 and 7 to 10
Comprehensive Development (RM5 guideline)
Unit density 100 UPA maximum
- Site 6
Comprehensive Development (RM3 guideline)
- Site 11
Comprehensive Development (RM4 guideline)
Unit density 80 UPA maximum



Date: _____

Scale: _____

Drawn By: _____

Community Plan Two - 1985 March

Figure 2.