

RE: 1989 FEBRUARY 20 CORRESPONDENCE FROM JOANNE RICHARDS OF 5671 OAKLAND STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1989 MARCH 07

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: 1989 FEBRUARY 20 CORRESPONDENCE FROM JOANNE RICHARDS OF 5671  
OAKLAND STREET

PURPOSE: TO RESPOND TO THE CONCERNS OF JOANNE RICHARDS AND TO PROVIDE  
COUNCIL WITH INFORMATION ON THE PLANNING FOR TRAFFIC MOVEMENT IN  
AND AROUND METROTOWN.

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RECOMMENDATIONS:

1. THAT a copy of this report be sent to Joanne Richards at 5671  
Oakland Street, Burnaby, B.C. V5H 1S1.

REPORT

**1.0 BACKGROUND/INTRODUCTION**

Appearing on the 1989 March 06 Council Agenda was correspondence from Joanne Richards of 5671 Oakland Street, expressing her concern on the "... mushrooming of stop lights and stop signs on roads accessing Metrotown", and the apparent difficulty experienced by the writer in travelling through the Metrotown area along the Kingsway corridor.

This report explains the transportation concept for the Metrotown area, addresses the concerns of the writer, and outlines what steps are being taken by the Corporation of Burnaby to ensure orderly flow patterns through the Metrotown area while providing a high degree of accessibility which is required by the development in the Metrotown core and surrounding area.

**2.0 CORE-RELATED ROAD NETWORK**

The core-related road network shown on Figure 1 (attached) is based on a concept of a series of ring/radial roads focused on the core area. This network approach offers maximum flexibility for distribution of traffic to and from the commercial core area and is analogous to the peripheral route concept which has been adopted in the Municipality's Comprehensive Transportation Plan. This concept minimizes the use of Kingsway for traffic distribution relative to the core area development in recognition of Kingsway's partial role as a regional arterial carrying inter-municipal through traffic. The latter is of primary concern to the Ministry of Transportation and Highways which has jurisdiction and responsibility for Kingsway. In order to maximize the available "green" signal time on Kingsway, which will allow orderly progression of traffic flow through Metrotown, left-turns will not be permitted for traffic approaching or leaving the core area to turn onto Kingsway, except at key network road locations such as Willingdon, Nelson and Royal Oak avenues.

Traffic from the north and the northeast will use Royal Oak and Grange Street and have core access via Nelson, McMurray, Sussex, McKay and Willingdon Avenues.

From the south and east, Imperial Street, Nelson Avenue, Bennett Street and Central Boulevard provide accessibility for core area traffic, while traffic from the southwest and west would reach the core area via Imperial, Willingdon, Central Boulevard, and Kingsborough Street. Core area accessibility from the northwest would be available via Kingsway, Willingdon, and Kingsborough Street.

102

2.1 Kingsway

With regard to Joanne Richard's comment that "Kingsway has long been a nightmare of stops in this same vicinity making it also unusable for through travel", we would advise that the amount of "green" signal time allotted to Kingsway traffic movement has been increased substantially to accommodate the demand for through movement. Further, the agreed standard for Kingsway comprises three travel lanes in each direction, left-turn storage lanes at network road intersections, and a site-access travel lane adjacent the Metrotown core.

The timing of other Kingsway improvements (physical and operational) is dependent upon further redevelopment along the route, the availability of right-of-way and Ministry funding as well as growth in travel demand.

2.2 Grange Street

The recent installation of stop signs on Grange Street at the Sussex/Grange intersection is a temporary measure which shortly (1989 April/May) will be replaced by a traffic signal. Further, the implementation of transportation management measures along Grange Street is to be initiated between Royal Oak Avenue and Patterson Avenue in the 1989 Major Road Program. This work will include the introduction of parking prohibitions in specific areas during peak travel periods, the striping of an additional travel lane in each direction and roadway widening through the intersection areas to provide left-turn storage lanes and thereby increase the operational capacity of each intersection.

2.3 Traffic Signal Coordination

Included in the "Draft 1989-1993 Capital Budget" is funding for the implementation of a computerized traffic signal optimization system which will coordinate the traffic signals in the Metrotown area to optimize traffic movement and circulation on streets leading to and surrounding the core area. This computerized system will minimize difficulties currently being experienced by reducing intersection delays while promoting more uniformity in traffic movement and will cater to the major directional flows.

In conclusion, it is recognized that the Metrotown commercial core is strategically located within a major metropolitan travel corridor and that there is a need to balance traffic access to Metrotown with through traffic mobility along the Kingsway corridor. The above noted transportation/traffic management measures will be monitored to ensure that this balance is achieved and maintained.

WSS/jp  
Attachment  
cc: Director Engineering

  
A.L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

This sketch is for discussion purposes ONLY and is subject to continuous change.

# Metrotown

The Corporation of the  
District of Burnaby

## Composite Sketch of Development Guidelines

- Legend:
- 1-CD (RM1) Completed or Rezoned
  - 2-CD (RM2) in accordance with
  - 3-CD (RM3) Development Guidelines
  - 4-CD (RM4)\*
  - 5-CD (RM5)\*
  - 6-CD (RM5/C3)\*
  - 7-CD (C3 use guideline)\*\*
  - 8-CD (RM3/C1)\*
  - 9-CD (RM4/C2)\*
  - 10-Cvc Facilities\*
  - 11-Public Assembly\*
  - 12-CD (RM3/hst) \*Projects identified by a square
  - 13-RM2 are rezoned but as yet
  - 14-RM3 unconstructed
  - 15-RM4
  - 16-R6

\*\*Particular clarification of guidelines is required with Current Planners for any serious development inquiries utilizing these designated guidelines.

②-Projects identified by a square

- P3-CD (RM5)-Succession Precinct

Updated to 1989 February  
Planning and Building Inspection Department

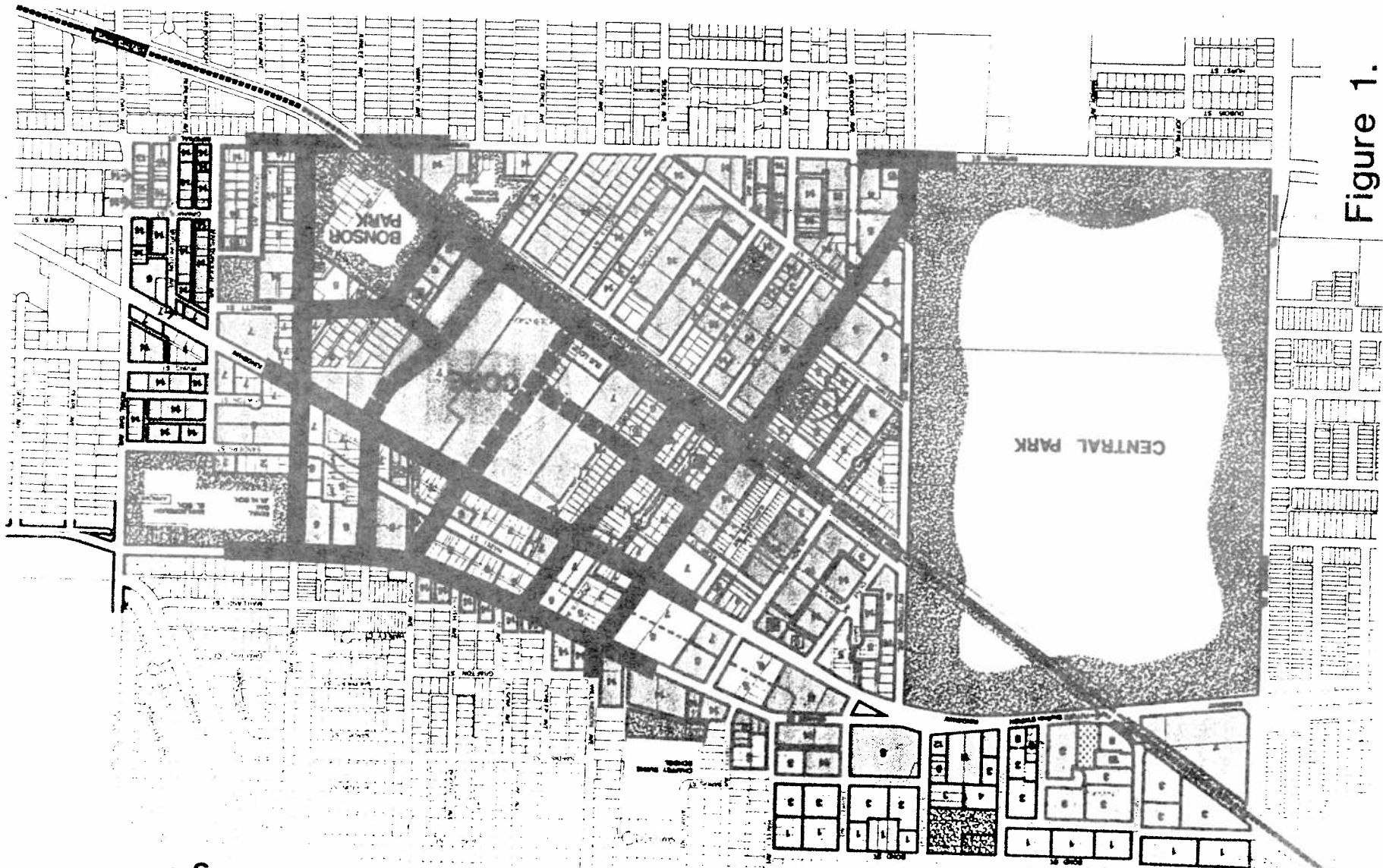


Figure 1.

ITEM 1  
MANAGER'S REPORT NO. 22  
COUNCIL MEETING 89/03/20

