

ITEM 11
MANAGER'S REPORT NO. 41
COUNCIL MEETING 89/06/05

RE: MAYWOOD STREET CUL-DE-SAC

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1989 May 30
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640
SUBJECT: MAYWOOD STREET CUL-DE-SAC "Maywood"

PURPOSE: To seek Council's authority to relocate the Maywood Street cul-de-sac from Patterson Avenue to Willingdon Avenue.

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RECOMMENDATIONS:

1. THAT Council support providing access to the Maywood Street cul-de-sac from Patterson Avenue rather than Willingdon Avenue.
2. THAT the management companies, Strataco/Bradson and Crosby Property Management Ltd., representing the unit owners in the high rise buildings on both sides of Maywood Street west of Willingdon Avenue, be sent a copy of this report as information for the residents.

R E P O R T

1.0 INTRODUCTION/BACKGROUND

In considering Item #9, Manager's Report No. 53, (attached as Appendix 1) arising from receipt of a Petition from residents of 4221 Mayberry Street, Council on 1988 August 22 reaffirmed support for the concept of the Maywood Street closure between Willingdon and Patterson Avenues in the Community Plan Two area.

Additionally staff have received, and have responded directly to, correspondence from residents in the Community Plan Two area regarding their traffic concerns and the Maywood Street cul-de-sac.

1.1 Residents Surveyed

Council is aware that staff have been in contact with the management companies representing the four residential high rise buildings on Maywood Street. The management firms have surveyed their respective residents on Maywood Street with regard to the residents' preference for the location of the Maywood Street cul-de-sac and have forwarded their comments to staff. The following summarizes the results of that survey.

Overall there was a 37 percent response rate from the four residential towers on Maywood street.

- a) Leave closure at Patterson - 47 percent.
- b) Relocate closure to Willingdon - 43 percent.
- c) Remove existing closure - 10 percent.

Based on the results of the survey there does not appear to be a strong preference for Maywood Street to be closed at one location over the other, but there is a strong preference for having Maywood closed over having the street open.

1.1.1 Concern for pedestrians

In addition to analyzing the locational preference for the street closure, staff reviewed the written comments provided by the respondents in the survey.

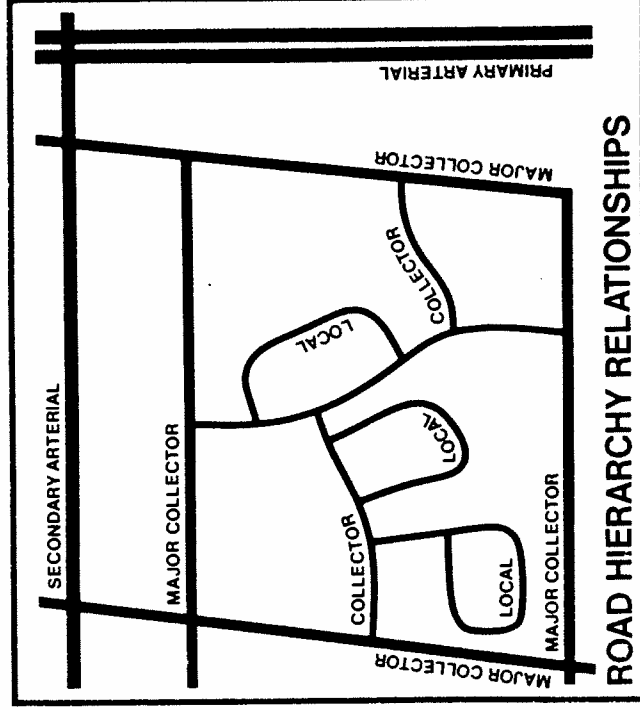
Although 38.5 percent of the respondents residing in the towers managed by Strataco/Bradson indicated the need for a pedestrian actuated traffic signal on Willingdon Avenue there was no concern for pedestrians expressed by the residents in the Crosby Property Management Ltd. survey.

The demand for the signal is prompted by the number of senior citizens who reside in the high rise towers and are required to cross Willingdon Avenue when they are bus patrons. It was also noted from the comments that residents in the towers have observed a substantial number of persons wishing to cross Willingdon in order to use, or return from, the facilities in Central Park.

The matter of a pedestrian signal is currently being examined by the Engineering Department staff and will be the subject of a report to the Traffic Safety Committee.

2.0 STREET HIERARCHY

Notwithstanding the lack of a strong preference for the cul-de-sac location from the surveys taken, it is essential that the closure location be examined in the context of the adopted street hierarchy in the Comprehensive Transportation Plan for Burnaby.



Maywood Street is a local residential street and should have connection to another local residential street or a street that functions as a local residential collector. Patterson Avenue functions as a local collector as does Mayberry which connects with Willingdon Avenue. Although Willingdon Avenue establishes a border between differing areas of residential development, it serves as a Major Collector facility providing direct connection to arterial streets, Imperial Street to the south and Kingsway to the north.

In this context the Maywood Street cul-de-sac should receive its access from Patterson Avenue rather than Willingdon.

2.1 Willingdon Avenue

On 1989 May 08, Council adopted the Traffic Safety Committee's report concerning the removal of parking from Willingdon Avenue between Kingsway and Imperial Street. This action further emphasizes the function of Willingdon Avenue as a major commercial collector street and in the interest of improvements in operational characteristics such as improved safety through the reduction of accident opportunities (Figure 1 attached) as well as the potential to improve pedestrian safety, it is increasingly important that access to the Maywood Street cul-de-sac be provided from Patterson Avenue.

This action will enable Willingdon Avenue to accommodate an additional travel lane in each direction and thereby increase its capacity to properly operate as designated by function on the Burnaby Conceptual Transportation Plan.

2.2 Emergency Access To Be Maintained From Willingdon

Regarding the concern expressed in the survey by a few residents that the closure of Maywood at Willingdon would prevent emergency vehicles from quickly reaching any emergency situation on Maywood, the Planning & Building Inspection Department would advise that the agencies responsible for ambulance, police and fire protection have all been contacted and each of these have indicated they did not anticipate any problem with access to Maywood Street after the street is closed provided that emergency access considerations are taken into account when the closure is being designed and landscaped.

3.0 NEIGHBORHOOD TRAVEL PATTERNS

Some of the residents on Mayberry Street expressed their concern that providing access to the cul-de-sac on Maywood from Patterson Avenue would increase traffic on Mayberry and Patterson. Others believed it essential to have all streets open to the travelling public, particularly in a high density residential area such as proposed for the Community Plan Two area.

Burnaby transportation planning staff are of the opinion that although Maywood residents' travel patterns would be required to change to reflect the Patterson access, these changes would have little bearing on the number of vehicles from Maywood which would use Mayberry because some travel patterns which now use Mayberry to reach Maywood would no longer need to use Mayberry.

4.0 DISCUSSION

The question of whether or not the access to the Maywood Street cul-de-sac should be relocated was examined and balanced within the context of the need for improving pedestrian safety, providing easier, safer access for resident drivers, visitors and emergency vehicles while improving the operational characteristics of the street network and considering other related proposed street improvements in the Metrotown area resulting in the recommendation that Council support providing access to the Maywood Street cul-de-sac from Patterson Avenue rather than Willingdon Avenue.

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A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/mcb
Attachs:

cc: Acting Director Engineering

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

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director P
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.

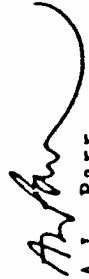
During the intervening period between the closure of Maywood Street at Patterson Avenue and now (a period of two and one half years) there have been numerous reported accidents at the Willingdon/Maywood intersection as well as numerous comments from the residents of Maywood Street on the need for traffic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

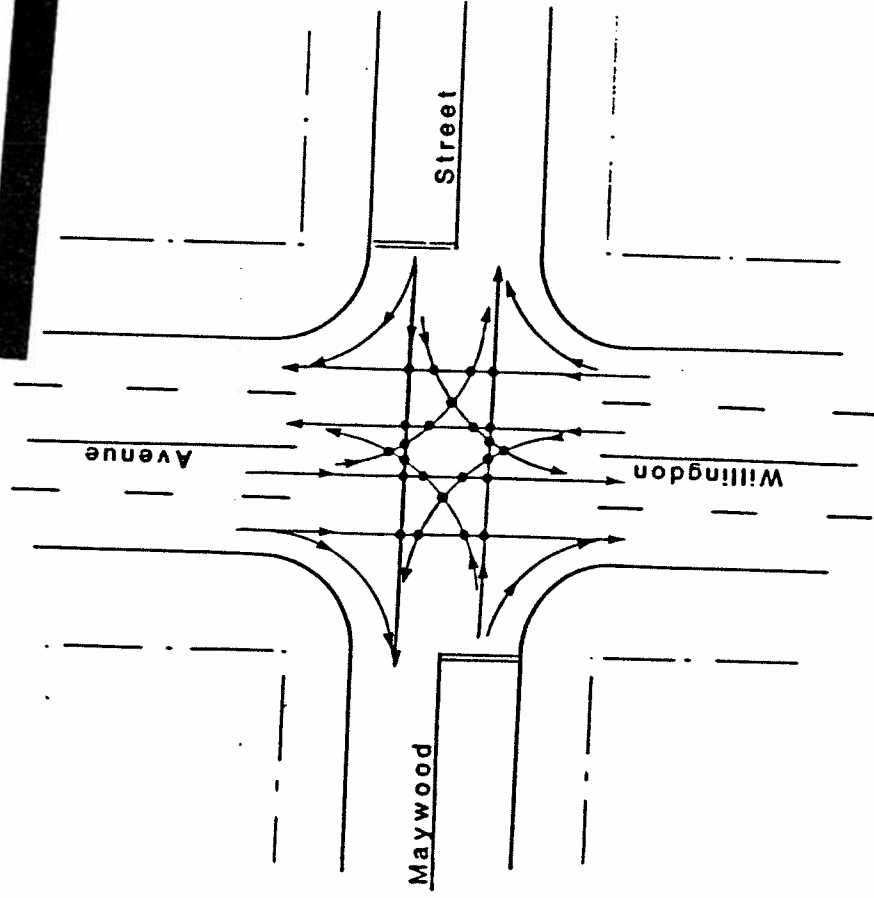
The "urban" environment such as will be found in the Metrotown area upon completion of the facilities proposed will undoubtedly attract and reflect a higher level of mobility and activity in the commercial core and surrounding area. It is for this reason staff are recommending that Council reaffirm the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


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/mcb
Attach:

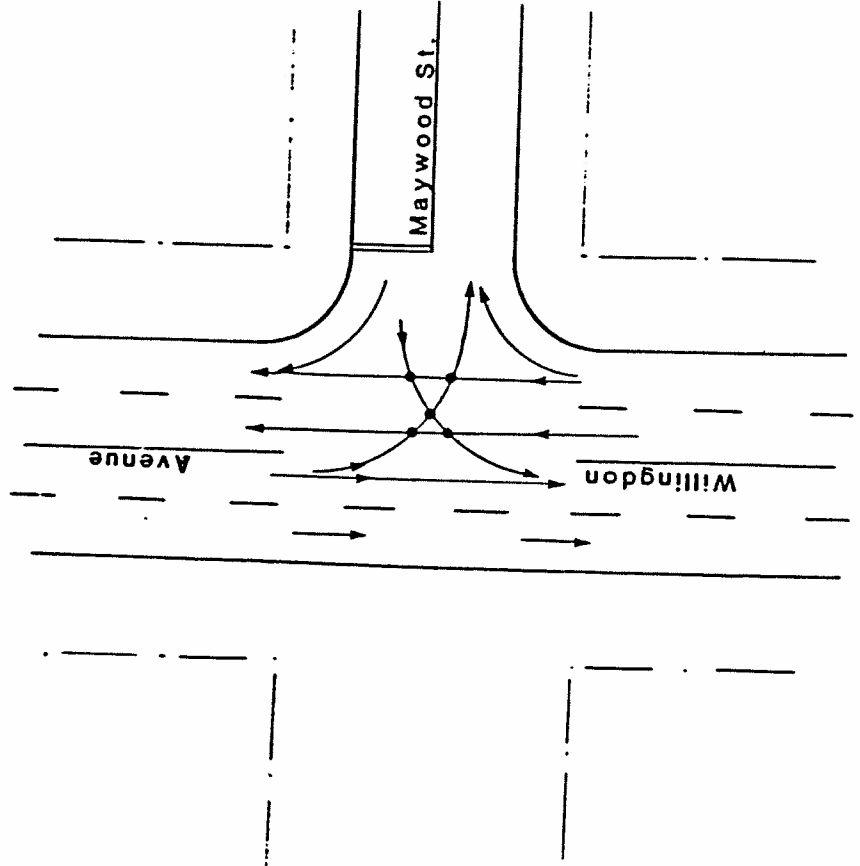
cc: Director Engineering

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24 points of potential conflict*
 at existing intersection

* does not include potential for rear-end collision
 due to stopped vehicle waiting to turn
 or side-swipe potential for vehicles entering traffic.



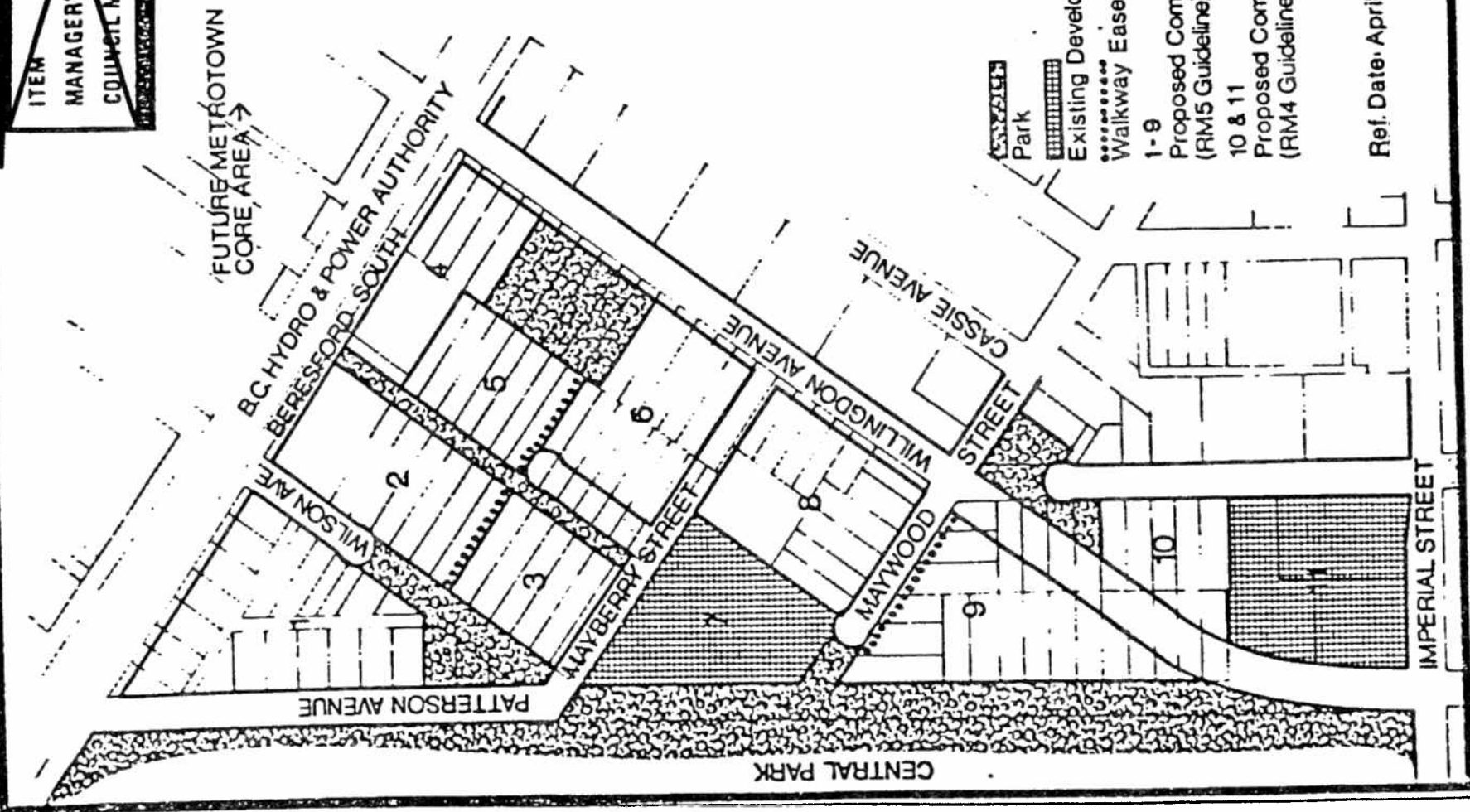
5 points of potential conflict*
 with Maywood Street
 closed at Willingdon Ave.

Figure 1

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BURNABY
 Planning & Building Inspection Department

Date: _____

Scale: _____

Drawn By: _____

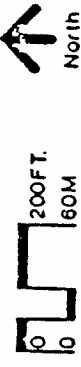
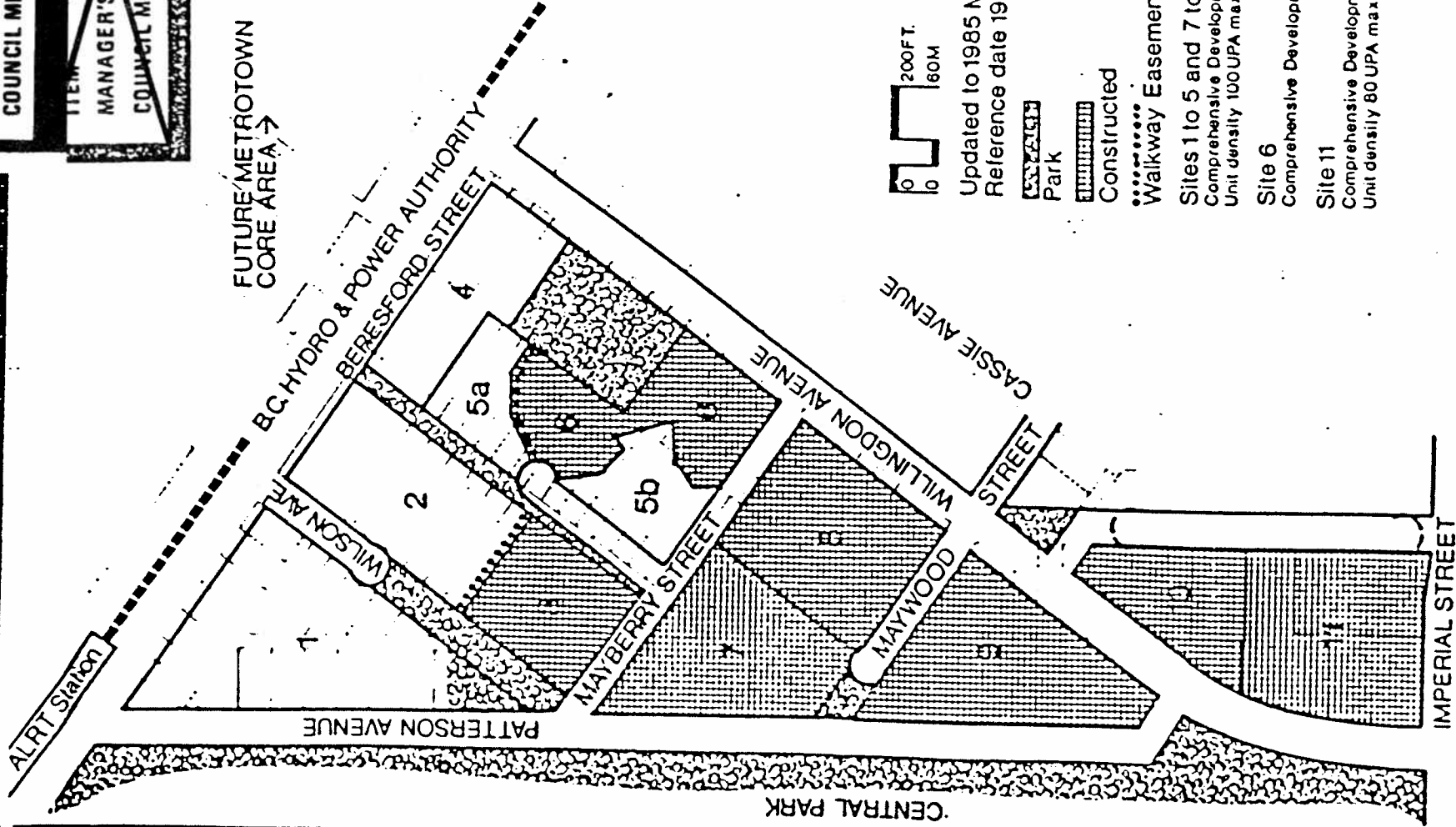
Community Plan Two - 1975 April

Figure 1.

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FUTURE/METRO TOWN
 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

BURRABY
 Planning &
 Building Inspection
 Department

Community Plan Two - 1985 March

Date:

Scale:

Drawn By:

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Figure 2.

