

REPORT
Regular Council Meeting
1990 February 19

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN

REPORT OF THE TRAFFIC DIVISION

A meeting of the Traffic and Transportation Committee (Traffic Division) was held on Tuesday, 1990 February 06 in the Fourth Floor Conference Room, Municipal Hall, 4949 Canada Way, Burnaby, B.C.

A. PEDESTRIAN CROSSWALK - ROYAL OAK AT BERESFORD

RECOMMENDATIONS:

1. THAT Council approve the installation of a "special" crosswalk, on Royal Oak Avenue at Beresford Street.
2. THAT Gisela Bichler, Student Council President, Burnaby South Senior Secondary School, 6626 Kingsway, Burnaby, B.C., V5E 1H1, be sent a copy of this report.

R E P O R T

In a letter submitted to the Committee by Gisela Bichler (via Burnaby School District 41) of the Burnaby South Student Council, a request was made to install a pedestrian crosswalk on Royal Oak at Beresford Street. This request was referred to the Traffic Supervisor who reported to the Committee as follows:

" 1.0 INTRODUCTION AND BACKGROUND

"With reference to the accident involving a pedestrian crossing at Royal Oak and Beresford, our records to 1984 show that this was an isolated incident but we have for sometime been concerned with pedestrians crossing Royal Oak in this vicinity. At present the crossing paths chosen by pedestrians are semi-random but we believe a marked crosswalk will enhance safety by marshalling the foot traffic.

2.0 PEDESTRIAN TRAFFIC

With the completion of Skytrain and the parallel B.C. Parkway systems, this intersection has experienced a significant increase in pedestrian traffic. The following table shows pedestrian volumes taken on Friday, 1989 October 06.

Table 1: East & West Pedestrian Movement Across
Royal Oak Avenue at Beresford Street

<u>Time</u>	<u>Volume</u>	<u>2 Hr. Totals</u>
7:00am - 8:00am	115	
8:00am - 9:00am	87	202
11:00am - 12:00pm	71	
12:00pm - 1:00pm	108	179
4:00pm - 5:00pm	178	
5:00pm - 6:00pm	185	363

INTERNAL DISTRIBUTION:

- : - AGENDA - 1990 FEBRUARY 19
- : - COPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING & BUILDING INSPECTION
- O.I.C., R.C.M.P.

3.0 TRAFFIC FLOWS

The most recent traffic counts for Royal Oak were taken in October 1989. These samples show that there have been no dramatic fluctuations in vehicular volume during the past ten years, as can be seen in Table 2 below.

Table 2: Traffic Counts for Royal Oak
Between Imperial & Beresford

<u>Date</u>	<u>Direction</u>	<u>Lanes</u>	<u>Volume</u>
July 22/1980	N & S	2	10105
May 12/1983	N & S	2	10519
April 29/1986	N & S	2	11257
Nov 22/1987	N & S	2	13252
Oct 26/1988	N & S	2	13122
Oct 6/1989	N & S	2	10963

4.0 CROSSWALK LOCATION/DESIGN

As indicated by Exhibit 1 attached, the options for locating a crosswalk of Royal Oak at Beresford are constrained. The location shown is considered to be the best available given these constraints. Unfortunately it will require the banning of stopping in front of the convenience store on Royal Oak.

Because of the pedestrian volumes and the visual "clutter" introduced by the Skytrain station and freight railway, we believe that the crosswalk design should be extra normal - a "special" crosswalk. Exhibit 2 attached shows the special crosswalk design guideline which was adopted in 1989. Staff had anticipated employing this device where a pedestrian actuated signal is not warranted or undesirable and a regular crosswalk may be ineffective.

It should be noted that a special crosswalk is essentially a regular crosswalk with enhanced visual cues for the motorist. The pedestrian using the crosswalk would typically capture the attention of the motorist by actuating the twin amber flashing lights mounted over the crosswalk. Downlighting would be on at all times during evening hours.

We also propose pavement marking the complementary crosswalk of Beresford at Royal Oak as shown on Exhibit 1 attached.

5.0 DISCUSSION & CONCLUSION

A large number of pedestrians cross Royal Oak Avenue at this location. A well used pedestrian corridor has evolved with the completion of Skytrain and the A.L.R.T. parkway system. This crossing corridor however is ill-defined and safety would be enhanced if pedestrians were marshalled by a crosswalk.

A number of conditions exist that make the special crosswalk desirable at this location.

- Low lighting conditions exist under the overhead Skytrain structure.
- Bus bays on either side of Royal Oak, north of the crossing location, cause physical and visual obstructions when occupied.
- Main entrance to Royal Oak Skytrain station.
- A.L.R.T. walkway system crosses at this point.

In advance of implementation, staff will be discussing the parking regulation implications of the crosswalk with the convenience store operator."

REPORT
Regular Council Meeting
1990 February 19

Arising out of the Traffic Division's consideration of this matter, staff were directed to review the intersection with the possibility of relocating the bus stop, providing better lighting for the area, or ultimately, the construction of a pedestrian overpass funded through a development cost charges fund.

Staff will be reporting back to the Committee in response to this direction.

B. SMITH AVENUE BETWEEN SPRUCE STREET AND FIR STREET

RECOMMENDATIONS:

1. THAT bylaw enforcement of the existing regulations be carried out by the R.C.M.P. as needed.
2. THAT a copy of this report be sent to Ms. Sheila Bain, Principal, Cascade Heights Elementary School, 4343 Smith Avenue, Burnaby, B.C., V5G 2V5.

R E P O R T

A letter was received from the Principal of Cascade Heights Elementary School advising that a number of parents had expressed concern regarding the increase in traffic on Smith Avenue and the number of drivers who exceed the 50 km/h speed limit. As a result of this concern the Principal requested that a posted 30 km/h sign be erected and that the zone be monitored frequently.

This request was referred to the Traffic Supervisor who reported to the Committee as follows:

"In response to the letter of 1989 November 01 from Sheila Bain, Principal of Cascade Heights Elementary School, staff have conducted a field investigation on the portion of Smith Avenue - contiguous to Cascade School.

Traffic counts were taken during December 4th through 7th. This information was compared to count samples taken during the period May 1982 through June 1987 and this data are tabulated in Exhibit 3 attached. It was found that current traffic volumes are lower than those gathered during the previous seven year span. Staff attributes this to the recent improvements to Boundary Road.

Currently Smith Avenue serves as a local collector, and has a speed limit of 50 km/h which is the urban standard. Reduced, 30 km/h speed zones are employed only on unclassified residential streets contiguous to elementary schools. In remaining consistent with this adopted policy regarding 30 km/h speed zones, we recommend that Smith Avenue between Spruce Street and Fir Street remain 50 km/h.

Consistent with practice there is a marked crosswalk on Smith at Price serving the school. This crosswalk has been upgraded to meet the installation standards adopted in 1989. It is patrolled by students. Other signing at the school has been reviewed to ensure conformity with practice.

This report, and adopted policy have been reviewed by us with the correspondent. Staff have suggested that, at this stage, problems at the school are best remedied by monitoring of driver behaviour, and enforcement as appropriate by the R.C.M.P."

Arising out of the Committee's consideration regarding this matter, staff were directed to review the policy regarding 30 km/h school and playground speed zones.

C. REMOVAL OF BARRIER ON PARKLAWN AT SPRINGER AVENUE

RECOMMENDATION:

1. THAT Mrs. Audrey Hayward of 5373 Braelawn Drive, Burnaby, B.C., V5B 2H8, be forwarded a copy of this report.

R E P O R T

A letter was received from Mrs. Audrey Hayward requesting that the barrier located a Parklawn and Springer Avenue be removed in order to provide access to a safer crossing of Parker Street by using the new light at Delta Avenue. The writer advised of the difficulties being experienced in attempting to cross Parker Street safely particularly during morning, noon and evening rush hours.

This matter was referred to the Director Planning and Building Inspection who reported to the Committee as follows:

"BACKGROUND

The Brentwood Park area has been the subject of discussion with regard to community planning matters for a number of years. In particular, public response was obtained at the time of the formulation of the policy report, Apartment Study '69, which established the broad parameters for the development of the Brentwood apartment area generally south of Halifax Street. Subsequently, intensive discussions on traffic and other local community concerns have taken place. The participants have included the Brentwood Park Ratepayers Association, various resident sub-groups, the Advisory Planning Commission, the Municipal Council, and the Municipal Engineering, Fire, and Planning Departments. The three road closures currently in effect on Halifax, Dellawn and Parklawn resulted from these discussions, Exhibit 4 attached.

As a result of the continuing expressed concerns by residents in the area to the road closures and the traffic situation, Council on 1977 February 14 directed that a brochure/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. The printed questionnaire was mailed to residents during the week of 1977 April 10.

As reported in Item #3, Municipal Manager's Report No. 1, at the regular Council Meeting held 1990 January 08, the public response to the Questionnaire on the subject of alternative road patterns in the area indicated that fifty-eight percent (58%) of the respondents favoured some type of traffic barriers versus thirty-two percent (32%) who favoured no traffic barriers.

SPRINGER/PARKER INTERSECTION

Mrs. Hayward's request for removal of the Parklawn/Springer barrier arises from her concerns for improving safety and for the assurance that the Delta/Parker traffic signal will provide for the crossing and/or entry of traffic from Springer onto Parker from the residential area east of Springer Avenue.

Since 1976 the 24 hour weekday traffic volume along this section of Parker Street has increased from approximately 12,100 to 19,500 vehicles/average weekday, or slightly less than four percent per year. There is some visibility restriction to the west of Springer for vehicles wishing to enter Parker from Springer, caused by the vertical alignment of Parker Street as it generally follows the topography in the area.

The operation of the traffic signals on Parker at Delta and Holdom provide some gaps in the traffic flow across Springer Avenue, however, it is not known whether the gaps are frequent or of sufficient duration to allow Springer traffic adequate freedom to enter Parker Street.

We have requested, by copy of this report, that the Engineering Department undertake to fully investigate the Parker/Springer intersection with the objective of determining whether there is a need for a traffic signal at that intersection.

CONCLUSION

In consideration of Council's continued support to retain the established street closures which recognizes the impact of removing the closures, as well as the past deep involvement of community representatives, staff from several Burnaby municipal departments and Council, the Planning & Building Inspection Department would conclude that it cannot support the removal of any existing road closure barriers in the Brentwood Park Community Area."

D. PARKING - 4700 BLOCK HASTINGS STREET (NORTH SIDE)

RECOMMENDATIONS:

1. THAT Council approve the conversion of the existing parking zone on the north side of 4700 block Hastings Street to a one hour time limit.
2. THAT Mr. Roberto Di Tosto of 7235 Queenston Court receive a copy of this report.

R E P O R T

The Traffic Supervisor submitted the following report to the Committee:

"1.0 INTRODUCTION

In a letter to the Committee dated 1989 September 29, Mr. Di Tosto expressed concerns over the lack of customer parking in front of his business at 4749 Hastings Street.

Mr. Di Tosto states in his letter that prohibitions due to the combination of a bus zone, fire hydrant and left turn channelization, deter potential customers. He requests that consideration be given to relocating the bus stop and that this area become time limited parking. The Roberto Meat Market has on-site parking available, but because it is from lane access, it is less attractive to the casual customer than on-street parking. The availability of existing on-street parking (which starts 30m west of Roberto's) is constrained because there is no time limit which would promote turnover. The parking restrictions are detailed on the attached Exhibit 5.

2.0 BUS STOP RELOCATION

This stop, described as 'Westbound Hastings, Farside Gamma Avenue', was reviewed by B.C. Transit and Municipal staff. The results of this review are summarized by B.C. Transit as follows:

'At the request of the Municipality we have reviewed the location of the captioned bus stop. The stop's present location was determined by the left turn channelization at the intersection. When the Ministry of Transportation and Highways installed this channelization within the existing roadway the curb lanes became of inadequate width to permit a bus to stop out of the travelled portion of the roadway at the standard farside stop location. The subject stop, as well as several others on Hastings Street between Boundary Road and Delta Avenue, was relocated to its current 'mid-block' location so as not to impede through traffic.

It is not possible to relocate the stop eastward due to the channelization. To move it westward would result in the loss of more on-street parking than the current stop requires, and also move it further from the existing pedestrian actuated traffic signal at the intersection. We would not support the elimination of this stop as it would result in excessive distances to adjacent bus stops at Hythe and at Alpha Avenues.

3.0 PARKING REGULATION

While we could not support relocating this bus stop we believe the suggestion for limiting parking duration to promote turnover has merit and would be potentially beneficial to other neighbouring merchants as well. Accordingly, we delivered a questionnaire to all the businesses in the 4700 block Hastings Street (north side only). We polled them on time limited parking options and solicited comments on customer parking in general. Not all merchants returned this questionnaire but of those who did, the majority were in favour of the implementation of a one hour time limited parking zone.

4.0 CONCLUSION

The relocation of the bus stop in front of Roberto Meat Market may be beneficial to Mr. Di Tosto but not necessarily to the other merchants in this block or to the Transit patrons. A more viable suggestion is that we implement time limited parking in an effort to increase parking turnover. The merchants appear most receptive to the installation of a one hour parking zone. If time Committee concurs staff will convert this block to one hour time limited parking. Before doing so, we would again inform the merchants of the north side 4700 block Hastings of this intent."

IMPERIAL STREET - BOUNDARY ROAD TO ROYAL OAK AVENUE

E.

RECOMMENDATION:

1. THAT Council approve the proposed parking restrictions discussed within this report.

R E P O R T

The Traffic Supervisor submitted the following report to the Committee:

"Imperial Street, between Boundary Road and Kingsway, is a designated arterial, constructed to a 14m (46') standard. parking is presently permitted on both sides of the street excluding bus zones and some intersection clearances.

Recent traffic counts indicate that directional single lane capacity has been exceeded on Imperial Street during peak periods causing congestion and delay. Traffic volumes on Imperial Street, between Boundary Road and Willingdon Extension-Patterson Avenue, have reached 30,000 vehicles per day. This compares with vehicular volumes on sections of Kingsway reflecting its similar use as a access corridor to the Metrotown commercial area. In order to properly accommodate these volumes, two travel lanes in each direction are needed throughout the day. To achieve this parking would have to be restricted on this section of Imperial Street on weekdays from 7:00 am to 6:00 pm.

Imperial Street, between Willingdon Extension-Patterson Avenue and Royal Oak Avenue, is presently carrying up to 20,000 vehicles per day. Staff feels that peak hour restrictions 7:00 am - 9:00 am and 3:00 pm - 6:00 pm would be sufficient to efficiently manage traffic along this section of Imperial Street, along with 60m intersection clearances at signalized locations. These restrictions and the need for extension of regulations east of Royal Oak will be again reviewed after the improvement of the Kingsway/Imperial intersection.

If these proposed parking restrictions are endorsed by the Committee, all affected Imperial Street residents will be notified at least two weeks before implementation."

F. PARKING ON MCKAY AVENUE BETWEEN KINGSWAY AND GRANGE STREET

RECOMMENDATION:

1. THAT Robert A. Kemp of Penreal Advisors Ltd., #700 - 1090 West Georgia Street, Vancouver, B.C., V6E 3V7, be sent a copy of this report.

R E P O R T

The Traffic Supervisor submitted the following report to the Committee:

"Correspondence dated December 12 has been received from Robert A. Kemp of Penreal Advisors Ltd. regarding the lack of street parking on McKay Avenue near their recently completed commercial property located at 4603 Kingsway (Metropole). The Metrotown road network has been configured for traffic capacity rather than the provision of parking which is to be found on-site for new developments. Accordingly, McKay Avenue between Kingsway and Grange Street was posted "No Stopping Anytime" in February 1988, shortly after it was constructed and opened to vehicular traffic.

In view of the relatively low volumes on McKay at the present time, staff intends to reinstate parking on the west side of McKay (excluding intersection clearances) between Grange Street and Kingsway on a 1 hour time limited basis (9:00 am - 6:00 pm, 7 days per week). The 1 hour time limit would promote turnover and availability of parking. This would be removed when need for managing traffic. On the east side of McKay Avenue we will retain 'No Stopping Anytime' to minimize the need to weave traffic and to provide good visibility at the Hazel Street junction.

The contents of this report have been discussed with Mr. Kemp."

G. 6700 BLOCK UNION STREET AT SPERLING AVENUE

RECOMMENDATIONS:

1. THAT the existing 25m "No Stopping 8:00 am - 5:00 pm, Monday-Friday" zone, on the north side of Union Street, be changed to a 10m "No Stopping Anytime" corner clearance.
2. THAT Frank and Clara Muoio, 6707 Union Street, Burnaby, B.C., V5B 1X3 be sent a copy of this report.

R E P O R T

A letter was received from Frank and Clara Muoio advising of a hardship they were experiencing arising from a parking restriction immediately adjacent their property. Because of the parking restriction, the writer advised that they were forced to park their vehicle 4 to 5 blocks away from their home and it was also an inconvenience for people wishing to visit their family.

This matter was referred to the Traffic Supervisor who reported to the Committee as follows:

"In June of 1989, staff received a letter from the Principal of Westridge School, regarding parking congestion on Union Street, for the westbound approach to Sperling Avenue.

A field investigation was done and all property owners were informed by letter that our department would be implementing 'No Stopping' restrictions so as to improve visibility to the intersection approach and crosswalk on Sperling Avenue. On 1989 December 01, 25m corner clearances were installed on the north and south sides of Union Street. The restrictions read 'No Stopping 8:00 am - 5:00 pm, Monday to Friday'. Subsequently the Traffic Safety Committee received a complaint from Frank and Clara Muoio who were concerned at the loss of parking. Given driveway clearances, the ban extends beyond the 35m frontage of 6707 Union.

In response to the correspondence, staff have had a chance to re-evaluate the restrictions. We believe that, on balance, the 25m corner clearances taken were excessive to need. A 10m corner clearance should maintain a sufficient sight distance on the approach to the intersection which is stop sign controlled.

Therefore, we are recommending that the existing 25m 'No Stopping 8:00 am - 5:00 pm' zones be replaced by a posted 10m 'No Stopping Anytime' corner clearance zone."

Arising out of the Committee's consideration of this matter, staff were directed to approach Curtis Lumber to advise that flow their trucks parked along Sperling Avenue were impeding the flow of traffic and therefore requested their cooperation to avoid this situation where ever possible and further, that staff monitor this situation.

H. COMMUNITY PLAN AREA TWO - CUL-DE-SAC ON
MAYWOOD STREET AT PATTERSON AVENUE

RECOMMENDATIONS:

1. THAT the barricade at Maywood Street and Patterson Avenue be removed to coincide with the installation of the traffic signal at the intersection of Maywood Street and Willingdon Avenue.
2. THAT Mr. Bruce Carlson, President of Post 83 Cooperative Housing Association, be sent a copy of this report.

On 1989 November 07, Mr. Bruce Carlson, President of Post 83 Cooperative Housing Association appeared before the Traffic and Safety Committee (now the Traffic Division of the Traffic and Transportation Committee) as a delegation on behalf of several neighbouring housing complexes regarding traffic concerns in the Community Plan Two Area.

The then Traffic Safety Committee subsequently discussed the comments of Mr. Carlson and directed staff to determine the impact on the neighbourhood if the Maywood Street cul-de-sac at Patterson Avenue were to be removed.

The Director Planning and Building Inspection reported to the Committee as follows:

" COMMUNITY PLAN TWO AREA

Exhibit 6 attached shows the Community Plan Two Area in the overall context of the Metrotown urban development area.

The Planning & Building Inspection Department concurs with Mr. Carlson's comment that commuter traffic should be travelling this around the neighbourhood rather than through it. Achieving a full objective however, will require developing and maintaining a full arterial and collector street network within the Metrotown area.

REPORT
Regular Council Meeting
1990 February 19

Exhibit 7 attached shows the street network in the overall Metro-town area and the street links which must yet be developed/or upgraded to accommodate development in the area.

As a first step, the department will be reviewing the transportation component of the Metrotown Infrastructure Report with the objective of making recommendations on the implementation priority of longer term street and intersection improvements so that traffic flows can be provided with appropriate perimeter routes and thereby discourage through movement traffic from travelling the internal streets of residential areas.

The review of needed improvements and improvement priorities is not likely to require the removal of the Maywood Street cul-de-sac which is an element of Community Plan Two to prevent commuter travel through the neighbourhood. Its removal would promote the very issue that concerns Mr. Carlson. Further, part of this review will involve monitoring traffic flow patterns resulting from the traffic signal at the Willingdon/Maywood intersection which is proposed to be in place by 1990 June or July.

The Planning and Building Inspection Department understands that the long awaited northbound Willingdon Avenue to westbound Kingsway left-turn signal phase at the Willingdon/Kingsway intersection has been agreed to by the Ministry of Transportation and Highways and should be implemented in the near future.

A further report which will define the arterial street network and deal with the implementation priority of the area street improvements will be prepared for the 1990 June Traffic and Transportation Committee meeting."

Arising out of the Committee's consideration of this matter it was unanimously agreed that the blockade on Maywood Street should be removed in order to accommodate the free flow of traffic in the area. Therefore, the recommendation to remove the barricade to coincide with the implementation of the light at Maywood and Willingdon is submitted for Council's consideration.

Respectfully submitted

Alderman J. Young
Chairman

Alderman R.G. Begin
Member

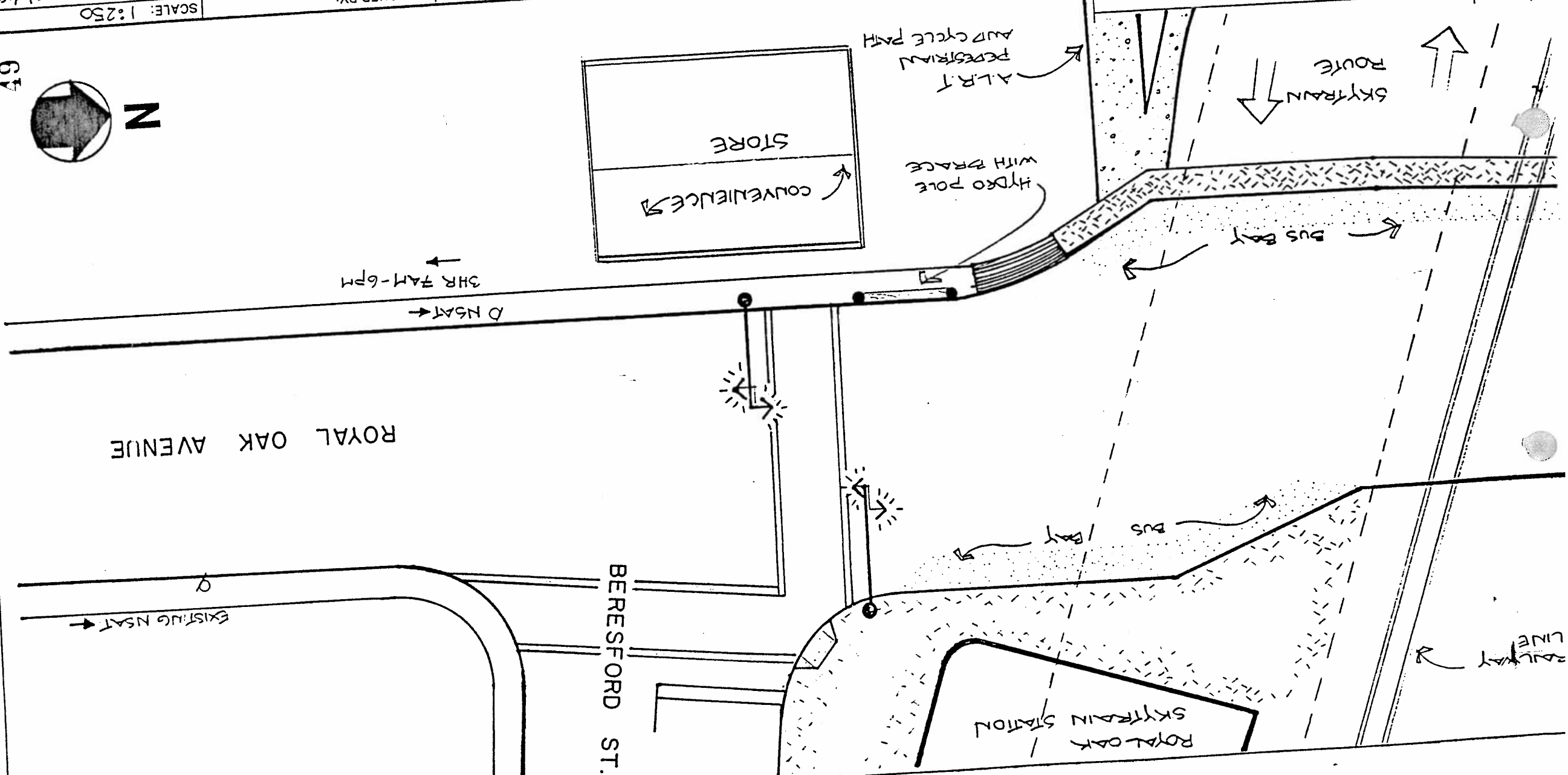
Alderman L.A. Rankin
Member

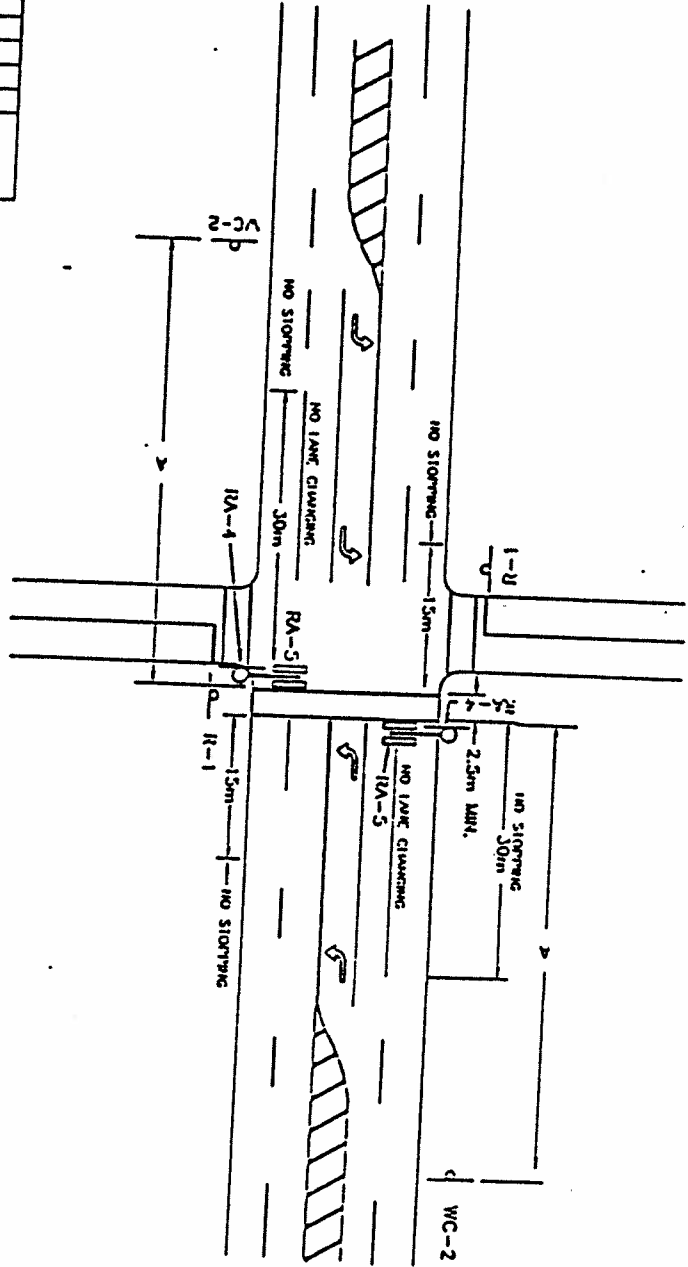
PROPOSED SPECIAL CROSSWALK
LOCATION PLAN

DESIGNED BY:	DATE: JANUARY 4TH / 1990
DRAWN BY:	
CHECKED BY:	
APPROVED BY:	

SCALE: 1:250

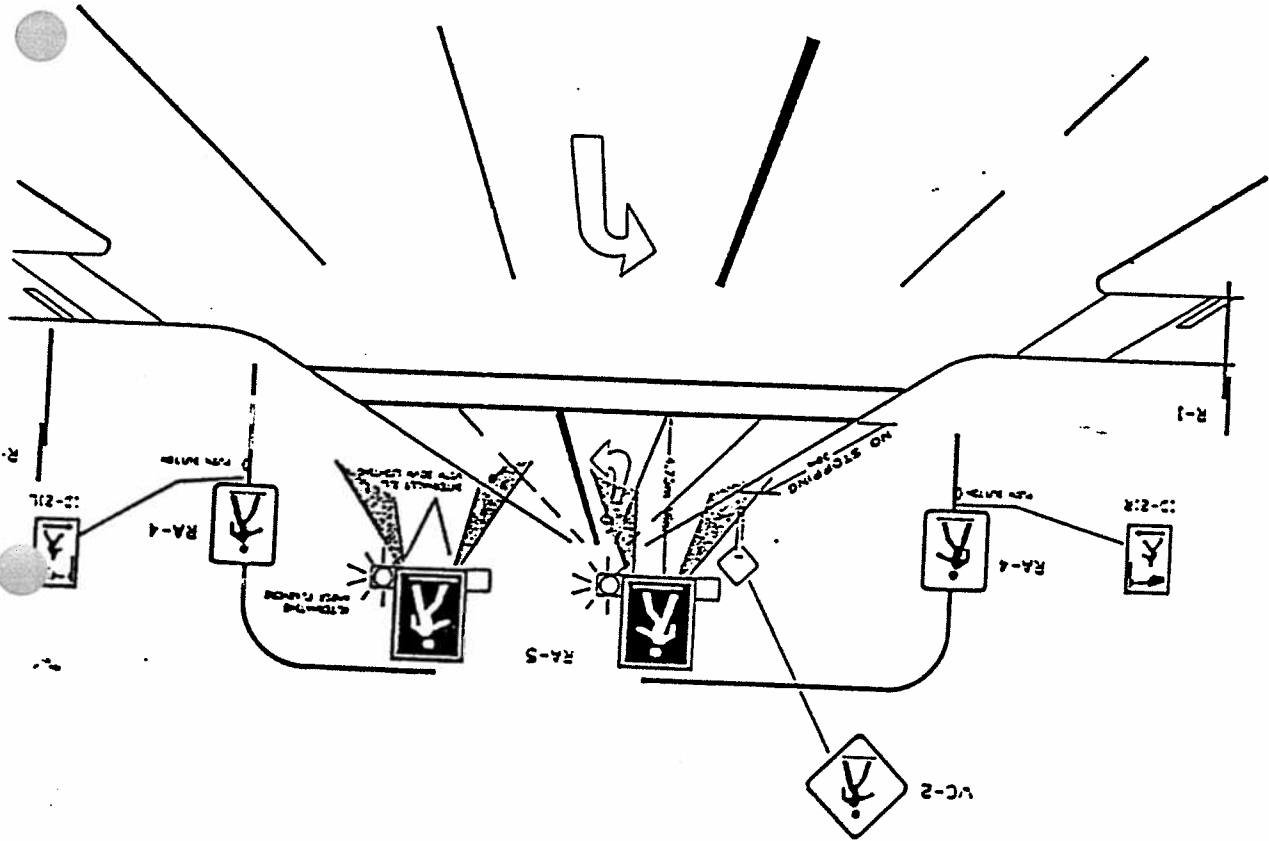
REVISION	DATE





APPROACH DIMENSION A	SPEED km/h
61	50
96	60
118	70
140	80
168	90

② SPECIAL CROSSWALK APPLICATION GUIDELINE

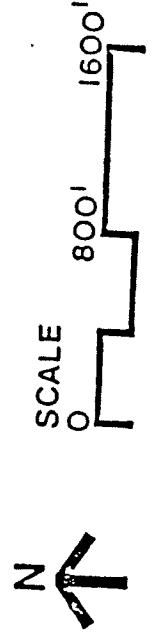
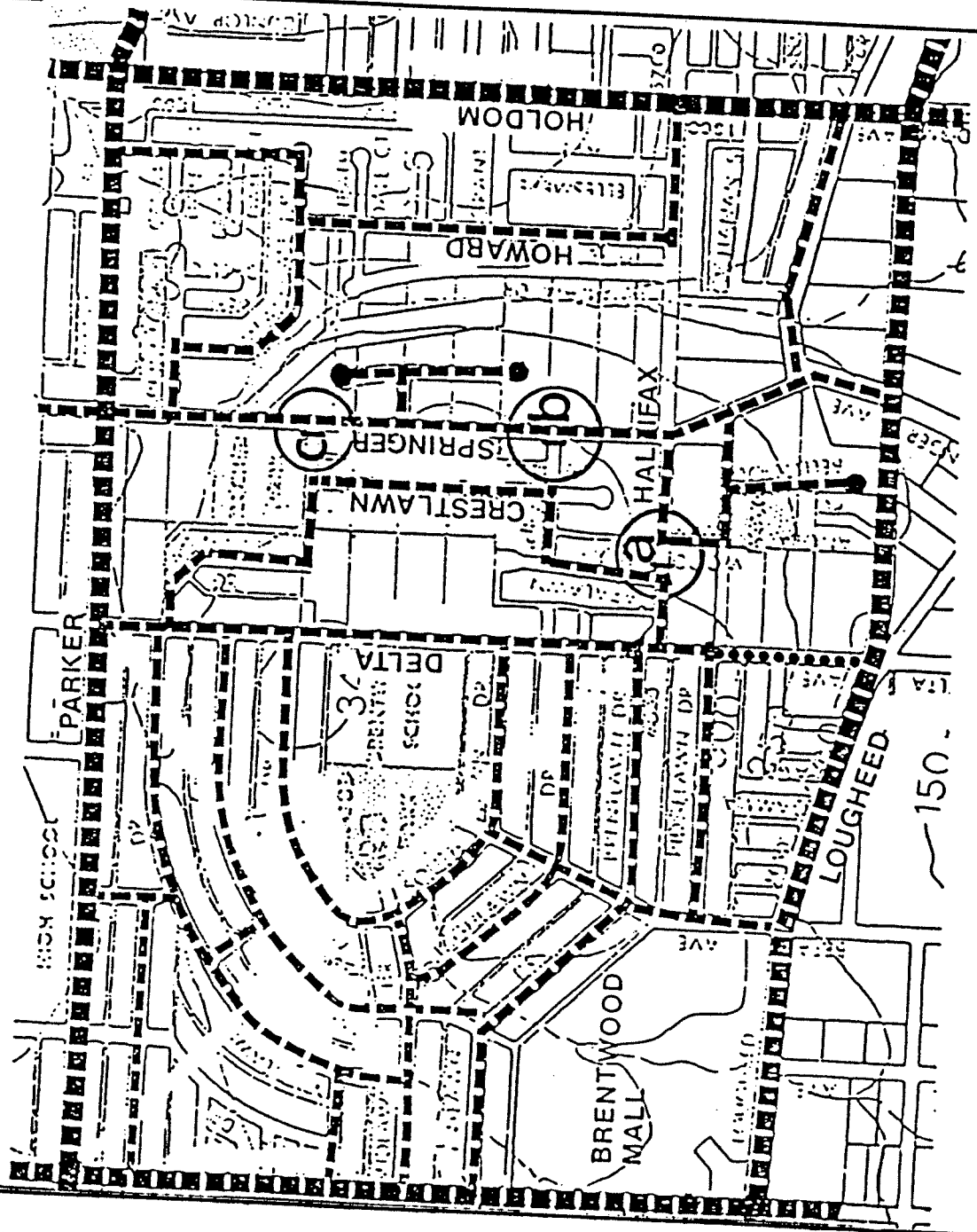


TRAFFIC VOLUMES FOR SMITH AVENUE AT FIR STREET

<u>Date</u>	<u>Dir.</u>	<u>Lanes</u>	<u>ADT</u>
1982 May 06	N & SB	2	5,957
1983 May 05	N & S	2	6,088
1984 May 10	N & S	2	5,588
1985 May 14	N & S	2	5,863
1987 June 09	N & S	2	6,060
1989 Dec 05	N & S	2	5,408
1989 Dec 06	N & S	2	5,581
1989 Dec 07	N & S	2	5,433

Exhibit 3

ITEM 1
 MANAGER'S REPORT NO. 39
 COUNCIL MEETING May 30/77



Date: 1977 May
 Scale:
 Drawn By:

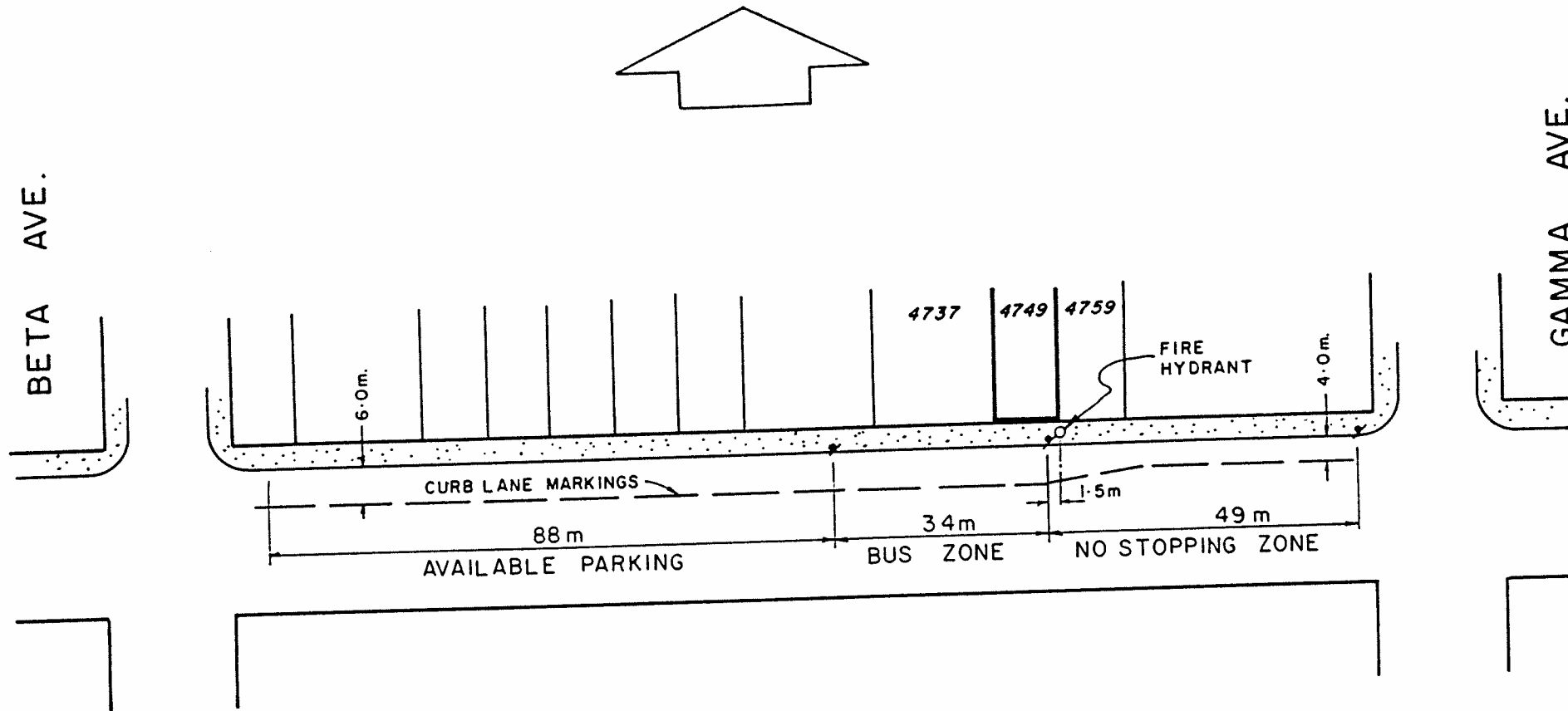


Exhibit 4
 Brentwood Park Community
 Questionnaire Distribution Area
 and Existing Street Closures

BETA AVE.

GAMMA AVE.

Exhibit 5



HASTINGS STREET

DATE	REVISION



EXISTING PARKING RESTRICTIONS
NORTH SIDE OF 4700 BLOCK HASTINGS ST.

DESIGNED BY:	SCALE: 1:1000
DRAWN BY: T S	DATE: 90-01-03
CHECKED BY:	L - 2184
APPRV'D BY:	

Metrotown

The Corporation of the District of Burnaby

Composite Sketch of Development Guidelines

Updated to 1989 August
 Planning and Building Inspection Department

Legend:

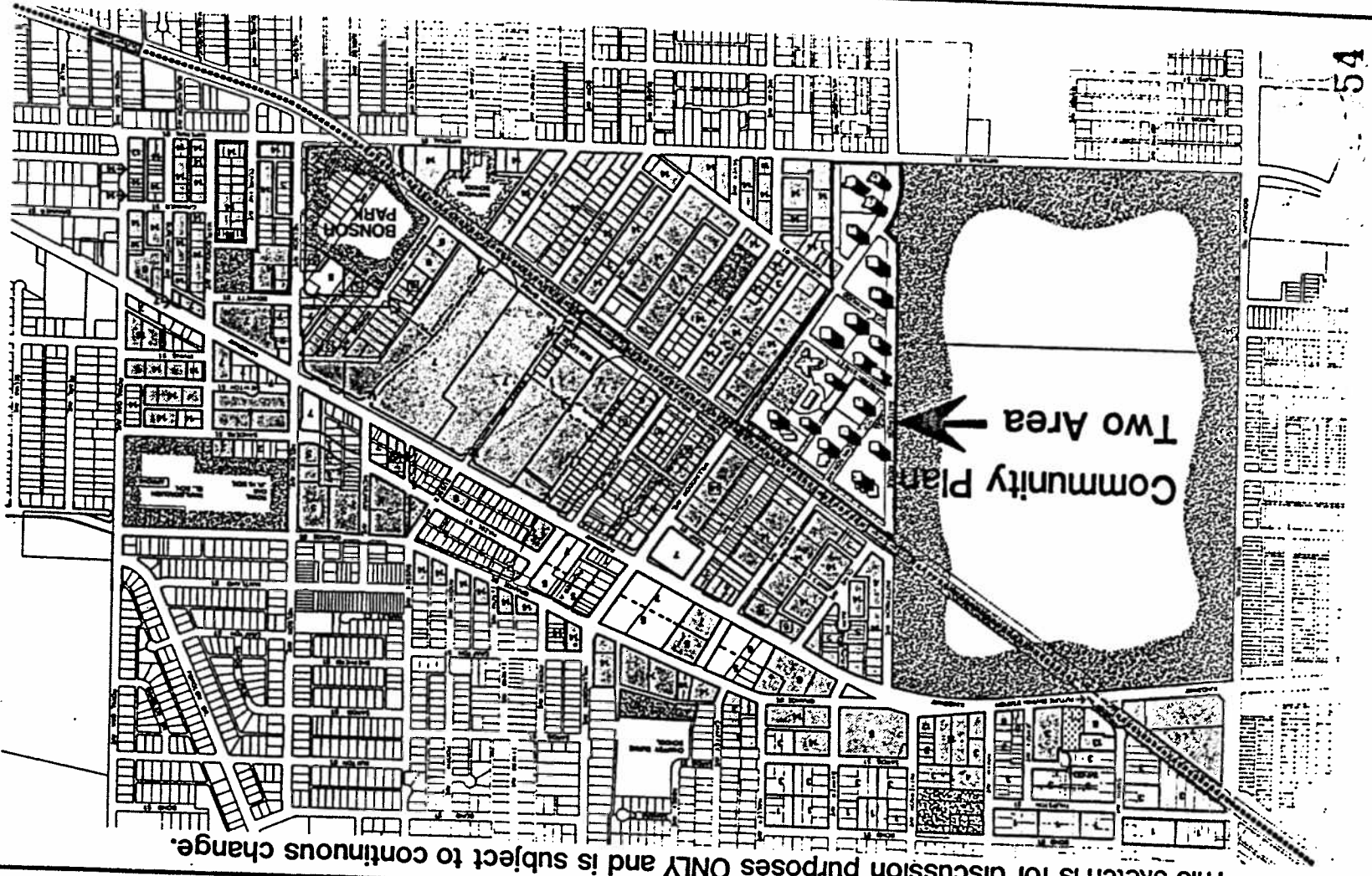
- 1-CD (RM1) Completed or Rezoned
- 2-CD (RM2) in accordance with Development Guidelines
- 3-CD (RM3)
- 4-CD (RM4)*
- 5-CD (RM5)*
- 6-CD (RM5/C3)*
- 7-CD (C3 use guideline)*
- 8-CD (RM3/C1)*
- 9-CD (RM4/C2)*
- 10-CMC Facilities*
- 11-Public Assembly*
- 12-CD (RM3/Int.)
- 13-RM2
- 14-RM3
- 15-RM4
- 16-R6
- P3 Succession Precinct
- P1-CD (RM5) Precinct

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

Ⓚ-Projects identified by a square are rezoned but as yet unconstructed.

Scale: 0 100 200 metres

North



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

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

Exhibit 7

Metrotown

The Corporation of the
District of Burnaby

Composite Sketch of Development Guidelines

Completed or Rezoned
in accordance with
Development Guidelines



Legend:

1 - CD (RM1)

2 - CD (RM2)

3 - CD (RM3)

4 - CD (RM4)*

5 - CD (RM5)*

6 - CD (RM5/C3)*

7 - CD (C3 use guideline)*

8 - CD (RM3/C1)*

9 - CD (RM4/C2)*

10 - Civic Facilities*

11 - Public Assembly*

12 - CD (RM3/Instl)

13 - RM2

14 - RM3

15 - RM4

16 - R6

CD (RMS) -

P3 -

P1 -

Succession

Precinct

CD (RMS) -

P3 -

P1 -

Succession

Precinct

CD (RMS) -

P3 -

P1 -

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