

ITEM	16
MANAGER'S REPORT NO.	67
COUNCIL MEETING	90/11/05

TO: MUNICIPAL MANAGER
 FROM: DIRECTOR PLANNING &
 BUILDING INSPECTION

Our File: 15.601

SUBJECT: ACCESS TO MARINE WAY VIA GREENALL AVENUE

PURPOSE: To provide Council with information regarding access to Marine Way via Greenall Avenue from the industrial area to the south.

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RECOMMENDATIONS:

1. THAT Council request the Ministry of Transportation and Highways to install a traffic signal at the intersection of Marine Way and Greenall Avenue as a component of an overall vehicle access, signalization and pedestrian crossing plan for Marine Way.

2. THAT a copy of this report be forwarded to:

A.E. Austin and J.H. Austin
 Austin's Wholesale Distributors Ltd.
 8767 Greenall Avenue
 Burnaby, B.C. V5J 3M9

Mr. Cliff C. White
 8292 Nelson Avenue
 Burnaby, B.C. V5J 4E5

Victoria Lyon, President
 South Slope Ratepayers' Association
 4606 Carson Street
 Burnaby, B.C. V5J 2Y2

R E P O R T

1.0 BACKGROUND

Council, on 1990 October 15, received a letter from the owners of Austin's Wholesale Distributors Ltd. advising of the difficulties in accessing Marine Way from Greenall Avenue south. Reference is made to a recent fatal accident at this intersection.

As this intersection is not signalized, a request was made to extend Brechin Street west to Boundary Road to access the existing Marine Way traffic signal. This proposed road extension was noted in the correspondence as being part of the Municipal plan for the area.

This report discusses options for addressing the access problem raised by the correspondents.

2.0 EXISTING SITUATION

As can be seen on Figure 1 attached, Brechin Street does not extend through to Boundary Road. Contrary to the reference contained in the correspondent's letter, the development plan (Figure 2 attached) does not provide for this extension.

The plan does provide for the closure of the Ivy Avenue, Alfred Avenue, and Bloedel Avenue/Marine Way intersections. The Joffre Avenue and Roseberry Avenue intersections are restricted to right turn in and out movements. The only intersection which is to provide for a full range of turning movements is the Marine Way/Greenall Avenue intersection. It is this intersection which has been cited by the correspondent as being a safety problem.

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3.0 POSSIBLE APPROACHES

Two possible approaches are available to resolve the problem noted in the correspondence regarding access to Marine Way from both the south and north sides. These include the correspondent's suggestion to extend Brechin Street to Boundary Road and the signalization of Greenall Avenue at Marine Way. Both approaches are discussed as follows:

(i) Signalization of Marine Way/Greenall Avenue

The development plan for the area has been based on the future provision of signalization of the Greenall Avenue/Marine Way intersection. As Marine Way is a provincial highway however, signalization of this intersection requires approval of the Ministry of Transportation and Highways. The Ministry evaluates the need for signalization based on factors including signal spacing on Marine Way, connectivity of Greenall Avenue with the municipal street system, intersection approach volumes, etc.

Regardless of whether Brechin Street is extended the development plan for the area north of Marine Way near Boundary Road will continue to rely on access via Greenall and Marine Way. As development proceeds resulting in increased utilization of this intersection, signalization will need to be pursued with the Ministry of Transportation and Highways.

Moreover, the access problems in the Boundary Road/Marine Way area raise the issue of access along the entire length of Marine Way related to continued development in the Big Bend area. Further development along Marine Way is expected to increase demands for access which may conflict with the objectives of the Ministry of Transportation and Highways to maintain traffic mobility. It is therefore intended that this broader question of signalization on Marine Way as a whole will be discussed with the Ministry with a view to developing a vehicle access, signalization and pedestrian crossing plan for Marine Way covering its entire length.

It is also noted that correspondence from residents of the South Slope area has raised the issue of noise and visual impacts from Marine Way. These questions will also be part of future discussions with the Ministry. It is recommended that a copy of this report be forwarded to the correspondents who have raised this issue.

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(ii) Brechin Street Extension

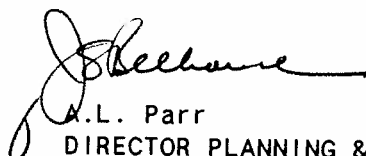
Although not provided for in the development plan the option of extending Brechin Street to Boundary Road has not been entirely eliminated. Rezoning application #53/89 for the site bounded by Marine Way, Boundary Road and the rail line has not received third and final reading by Council.

In the view of staff, the Brechin Street extension option has merit from an overall access perspective. Preliminary discussions with the applicant have indicated a willingness to consider revising the development plan for the property to permit the Brechin Street extension.

Unless otherwise directed, staff will further pursue the proposal to extend Brechin Street with the applicant. This proposal will require the dedication of right-of-way on both the applicant's property and municipal property. The outcome of these discussions will be the basis of a future report to Council.

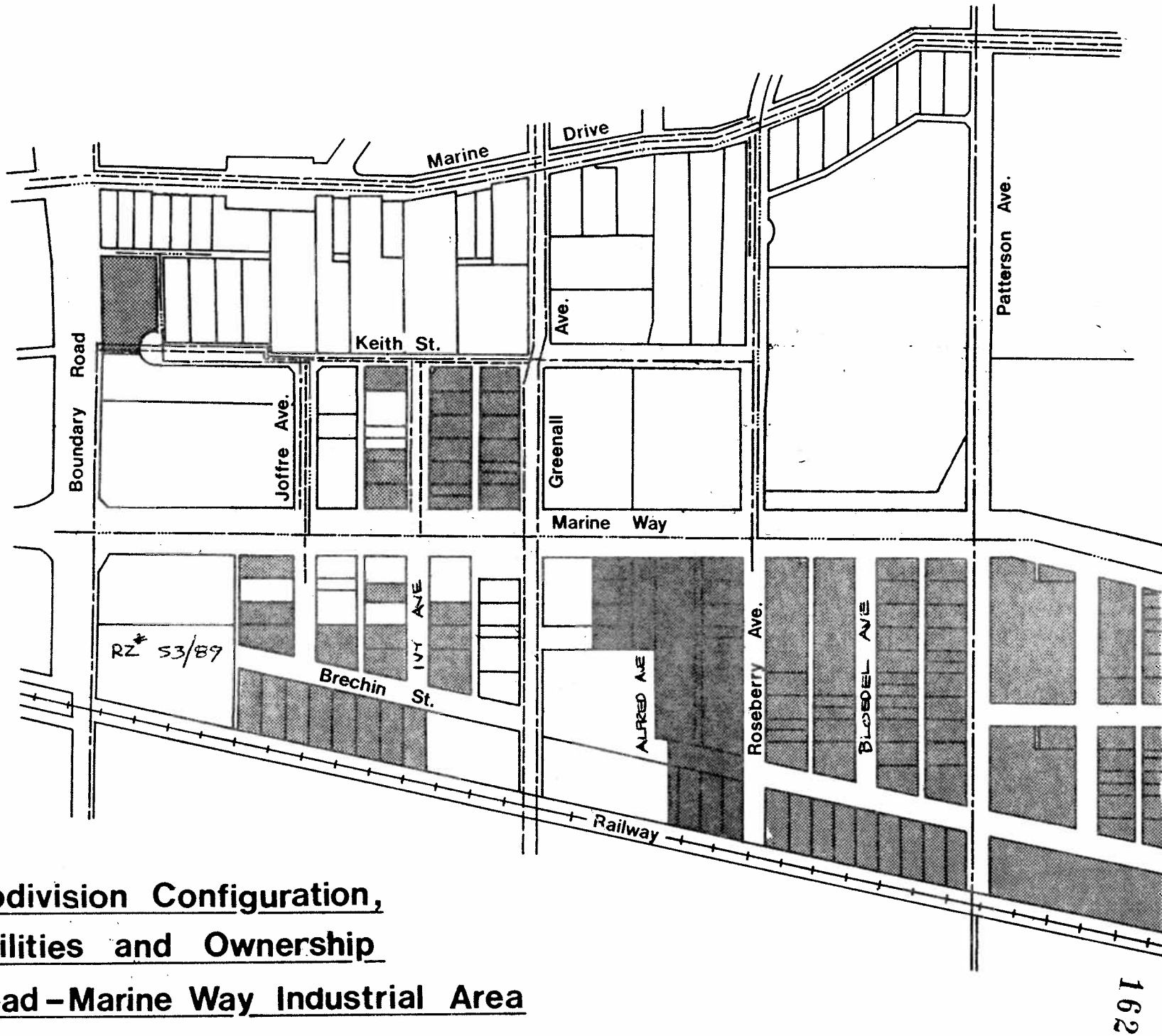
4.0 CONCLUSION





Although not presently provided for in the development plan for the area, staff will further pursue the possible extension of Brechin Street to Boundary Road with the applicant of Rezoning #53/89 to address access problems from the area located south of Marine Way near Boundary Road. Accommodating access to Marine Way from the north side however, will require signalization of Greenall at Marine Way. It is also recommended therefore that Council request the Ministry of Transportation and Highways to install a traffic activated signal at this intersection. In this regard, staff will also raise with the Ministry, the broader issues of vehicle access, signalization, pedestrian safety and noise impacts of Marine Way.


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

ALP
RG/mcb
Attachs:

cc: Director Engineering



-  Municipal Land
-  Sanitary Sewers
-  Watermains
-  Natural Gas

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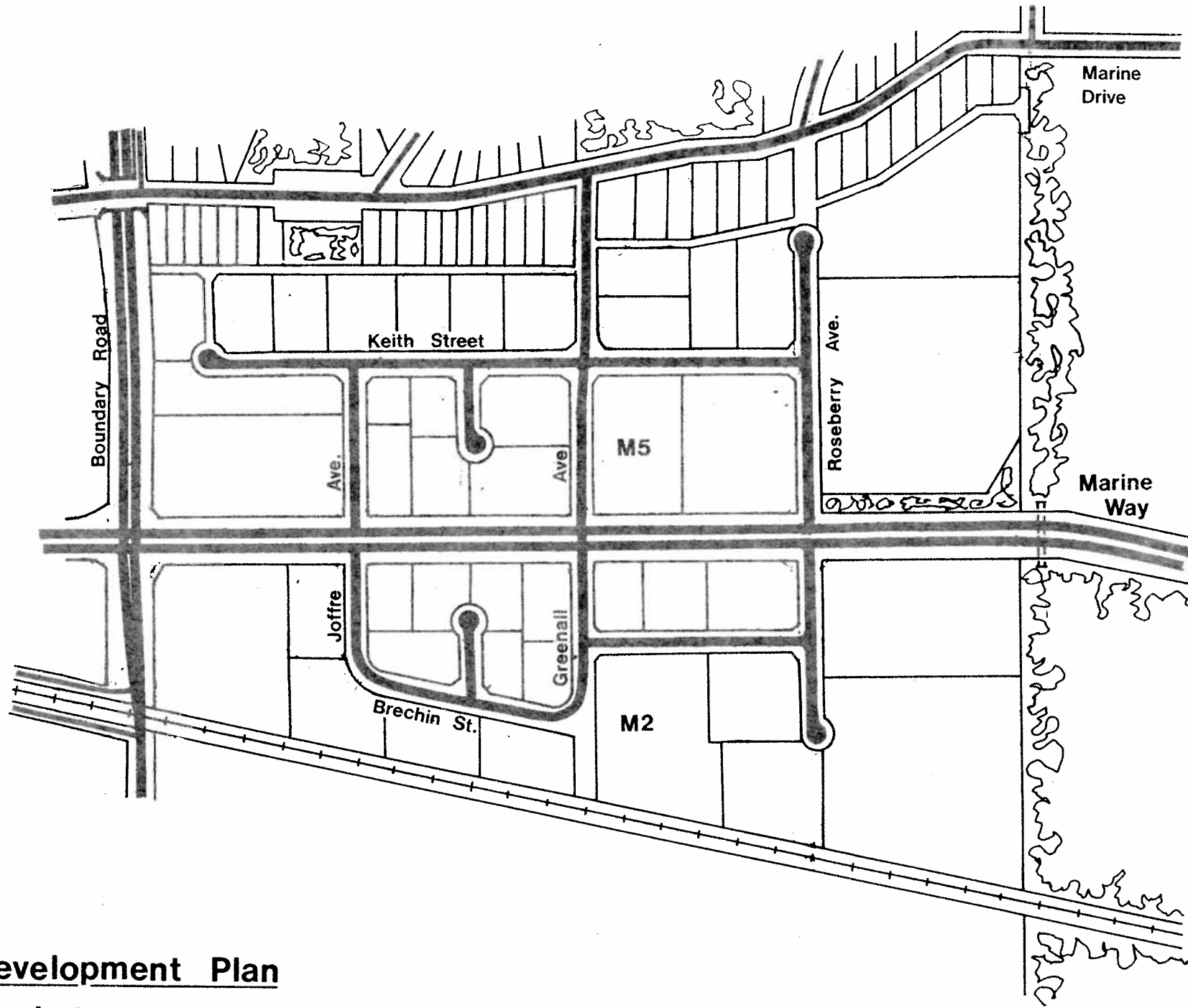
Figure 1



1" = 400'
1986 May 7

Existing Subdivision Configuration,
Municipal Utilities and Ownership
Boundary Road - Marine Way Industrial Area

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Proposed Development Plan
Boundary Road - Marine Way Industrial Area

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Figure 2



