

ITEM	3
MANAGER'S REPORT NO.	1
COUNCIL MEETING	90/01/08

RE: LETTER FROM MR. TREVOR GLAVE, NO. 5 SOUTH HYTHE, BURNABY, B.C., V5B 3H6
 REMOVAL OF TRAFFIC BARRIER AT HALIFAX STREET AND WOODWAY PLACE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1990 JANUARY 02
 FROM: DIRECTOR PLANNING & BUILDING INSPECTION
 SUBJECT: CORRESPONDENCE REGARDING THE TRAFFIC BARRIER
 HALIFAX STREET AT WOODWAY PLACE
 COMMUNITY PLAN 9 - AREA "D"
 BRENTWOOD EAST SECTOR

PURPOSE: To respond to an item of correspondence from Mr. Trevor Glave.

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RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Trevor Glave, 5 South Hythe Avenue, Burnaby, B.C., V5B 3H6.

R E P O R T

This department has been requested to respond to an item of correspondence dated 1989 December 17, which is on the 1990 January 08 Council Meeting Agenda, from Mr. Trevor Glave, the (non-resident) Vice-Chairman of the Strata Council, Strata Plan NW-2020 at 2041 Bellwood Avenue. The subject project is a high-rise apartment known as Anola Place.

Mr. Glave requests the removal of the traffic barrier (padlocked gate) off Halifax Street just west of Woodway Place (see attached sketch) to improve vehicular movement and emergency access in the area as described in the letter. Mr. Glave indicates that he has the support of his Strata Council.

The current traffic barriers in the Brentwood area of Halifax at Woodway, Dellawn at Springer, and Parklawn at Springer were implemented in 1976 at the direction of Council, initially as a result of public concerns expressed at a Public Hearing for an apartment proposal on a site south of Halifax. In 1977, Council directed that a questionnaire be distributed to all resident owners and tenants in the area bounded by Willingdon, Parker, Holdom and Loughed in order to obtain the public response on the subject of alternative road patterns in the area. Fifty-eight percent (58%) of the respondents favoured some type of traffic barriers versus 32% who favoured no traffic barriers. The barrier at Halifax Street is a padlocked gate in order to permit the passage of fire trucks on an emergency basis.

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While it is acknowledged that the number of apartment residents in this area has increased since 1977, the basic planning concepts of protection of the Brentwood single-family dwelling neighbourhood north of Ridgelawn and Halifax, of the separation of apartment traffic from single-family dwelling neighbourhood traffic, and the discouragement of east-west through-commuter traffic remain relevant and should continue to be upheld.

It is concluded that it would not be appropriate to remove the traffic barrier at Halifax Street just west of Woodway Place as requested by Mr. Glave.

The content of this report has been passed on to Mr. Glave.

This is for the information of Council.

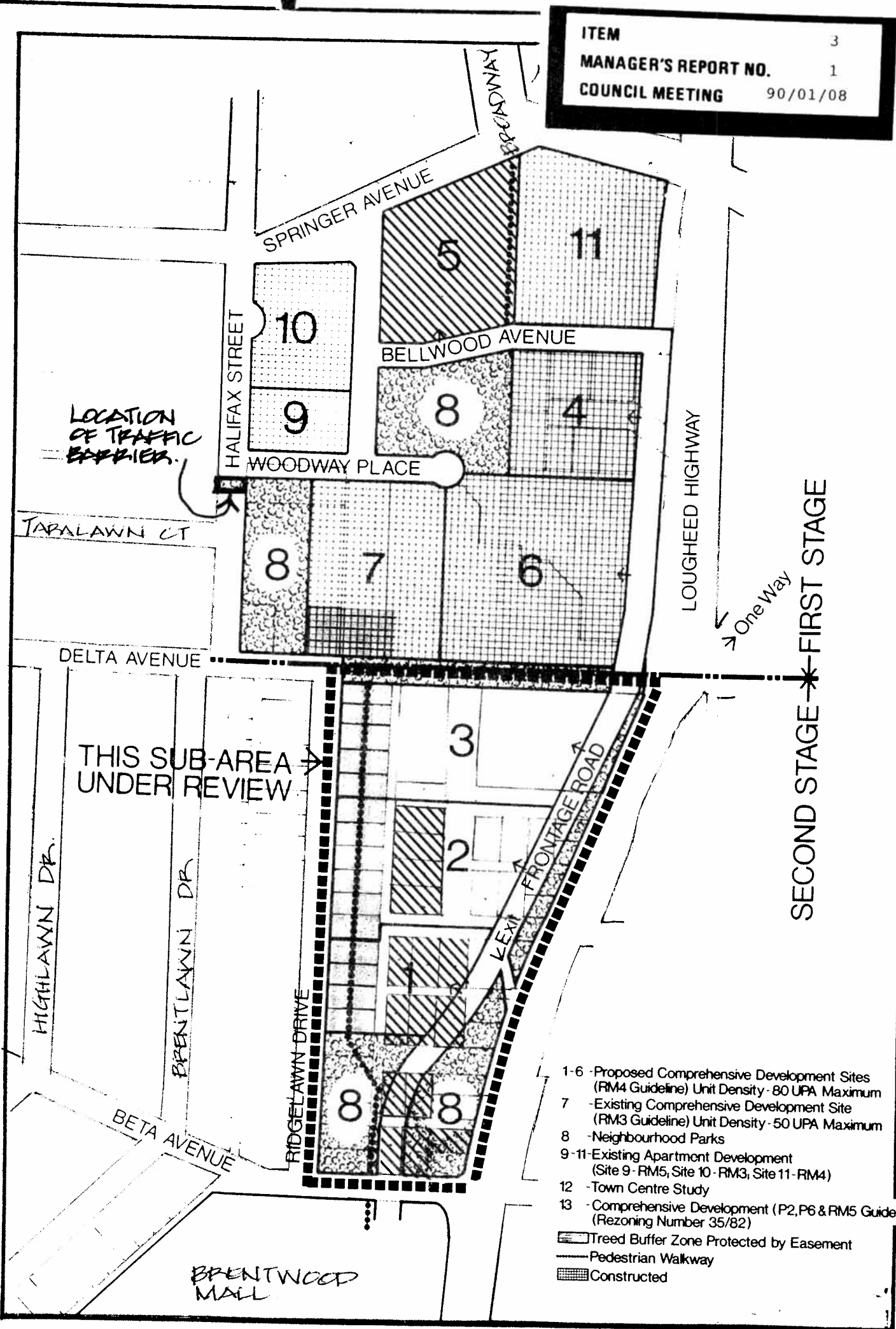

A. L. Parr
Director Planning &
Building Inspection

KI:lf

Attachment

cc: Director Engineering
Fire Chief
Superintendent, RCMP, Burnaby Detachment
Director Administrative & Community Services

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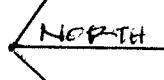
- 1-6 - Proposed Comprehensive Development Sites (RM4 Guideline) Unit Density - 80 UPA Maximum
 - 7 - Existing Comprehensive Development Site (RM3 Guideline) Unit Density - 50 UPA Maximum
 - 8 - Neighbourhood Parks
 - 9-11 - Existing Apartment Development (Site 9 - RM5, Site 10 - RM3, Site 11 - RM4)
 - 12 - Town Centre Study
 - 13 - Comprehensive Development (P2, P6 & RM5 Guideline) (Rezoning Number 35/82)
- Treed Buffer Zone Protected by Easement
 Pedestrian Walkway
 Constructed

Date
 1986 SEPT.

Scale
 NTS.

Drawn By

THE CORPORATION OF THE DISTRICT OF
BURNABY
 Planning & Building Inspection Department



COMMUNITY PLAN 9
 APARTMENT AREA 'D'
 EAST SECTOR - BRENTWOOD

MUNICIPALLY OWNED

