

ITEM 5
MANAGER'S REPORT NO. 21
COUNCIL MEETING 91/03/25

TO: MUNICIPAL MANAGER
1991 March 19

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION
Our File: 08.640
"Cassiar/Cambridge"

SUBJECT: ACCESS FOR BURNABY HEIGHTS RESIDENTS VIA THE
CAMBRIDGE OVERPASS AND THE SKEENA TUNNEL

PURPOSE: To outline a process to address the issue of access for
Burnaby Heights residents to Vancouver City.

RECOMMENDATIONS:

1. THAT Council refer the issue of access for Burnaby Heights residents via the Skeena Tunnel to the Traffic and Transportation Committee for a report including public input from the residents of Burnaby Heights.
2. THAT Mrs. Sheila Hadfield, 2254 Windwood Place, Burnaby, be sent a copy of this report.

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1991 March 11, Council received correspondence from Mrs. Sheila Hadfield, 2254 Windwood Place, Burnaby, regarding the demolition of the Cambridge Overpass and the closure of the Skeena Tunnel. The correspondent expressed concern regarding the aforementioned transportation changes and the resulting reduction in access to Vancouver City for Burnaby Heights residents. Arising out of the discussion on the correspondence, Council directed that staff prepare a report on this subject for the Council meeting of 1991 March 18.

This report is written in response to this direction of Council.

2.0 IMPLICATIONS OF THE CASSIAR CONNECTOR

2.1 Access to Vancouver

The construction of the Cassiar Connector project has necessitated the demolition of the Cambridge Overpass (Figure 1 attached) which was formerly used as an access to Vancouver City for westbound traffic destined for McGill Street and points west. The Skeena Tunnel is unaffected by the Cassiar connector project and could continue to provide two way access via Wall/McGill Streets to Vancouver. Based on representations by the residents of the Vancouver Heights areas however, Vancouver City Council has taken the position that the tunnel remain closed to all but emergency vehicles and pedestrians. As a result, access to Vancouver for Burnaby Heights residents must be taken via Hastings Street.

2.2 Hastings Street

Removal of the Cambridge Overpass and the closure of the Skeena Tunnel is expected to have a significant impact on Hastings Street. Staff have identified the following as the major issues:

- (i) Traffic to and from the Burnaby Heights area will be required to use Hastings Street to connect to Vancouver, North Vancouver and areas to the south via Highway 1, thus increasing peak period traffic on Hastings Street.
- (ii) To accommodate increased traffic on Hastings Street to the Burnaby Heights area, left turn channelization and intersection improvements could be required.

Overall, these impacts on Hastings Street would be imposed simultaneously with the increased traffic demands on Hastings associated with the proposed improvements to the Barnet Highway and the development of the Hastings/Gaglardi Connector.

2.3 Traffic in Burnaby Heights

The changes to access associated with the Cassiar Connector are expected to result in a significant reduction in traffic on east/west collector streets in the Burnaby Heights area including Eton, Cambridge and Oxford Streets which are currently used for access to the Cambridge Overpass and the Skeena Tunnel. While some of this east/west traffic is derived from traffic bypassing Hastings Street, a substantial proportion is attributable to Burnaby Heights residents. Balancing the reduction in east/west trips by local residents will be an increase in traffic on north/south streets in Burnaby Heights including Boundary Road and Gilmore Avenue due to the reorientation of local trips to and from the neighbourhood via Hastings Street.

3.0 PROPOSED PROCESS

3.1 Previous Public Input

It would appear from correspondence received in recent years that there is a lack of unanimity amongst the residents of Burnaby Heights regarding the changes in access due to the Cassiar Connector.

In 1989 December, correspondence was received from the North Slope Ratepayers' Association (Attachment A) requesting a meeting with staff to discuss the proposed changes due to the Cassiar Connector. Subsequently, at a meeting held on 1990 January 24 at Gilmore School, a substantial number of Burnaby Heights residents expressed their concern over the loss of direct access to Vancouver via the Cambridge Overpass and the Skeena Tunnel.

In addition, the Hastings Street Advisory Committee in anticipation of increased traffic on Hastings Street, has asked for the opportunity to review and comment on traffic changes resulting from the Cassiar Connector (Attachment B).

3.2 Council Position

Council has not taken a position on the Cassiar Connector since 1984 February 06 when it endorsed in principle the City of Vancouver's design concept for the Cassiar Connector. This design concept did not provide connections to either the Cambridge Overpass or the Skeena Tunnel.

In view of recent developments with respect to the Barnett/Hastings project and representations from Burnaby Heights residents, it is clear that the circumstances relative to the Cassiar Connector have changed. Based on these considerations, it is suggested that the Traffic and Transportation Committee be directed to review access and traffic in Burnaby Heights and bring back a report to the regular Council meeting of 1991 May 27. This report should include community input, possibly through a questionnaire survey of Burnaby Heights residents.

4.0 CONCLUSION

The Cassiar Connector will have major implications for access to Burnaby Heights and traffic patterns through Burnaby Heights and on Hastings Street. In view of the importance of these access changes, it is proposed that this matter be referred to the Traffic and Transportation Committee for a report on the Cassiar Connector including a process for public input on the access changes. As this approach provides a process for resolution of an important issue which would have arisen through the public input process for the Burnaby Transportation Plan Renewal, the proposed approach is also viewed as complementary to the Plan Renewal process. In this respect it would be undertaken concurrently with the policy review phase of the Burnaby Transportation Plan Renewal. A report could be brought forward in 1991 May for the consideration of Council.

And
RG/mm
Attachs:

A.L. Parr
A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

cc: Director Engineering

ITEM 5
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 COUNCIL MEETING 91/03/25

SKEENA
 TUNNEL

117

WALL ST.

COMPOSITE SCHEME R/W
 REQUIRED R/W

PNE GROUNDS

CAMBRIDGE
 OVERPASS

STADIUM

HASTINGS
 STREET

Date: 1990 JAN

Scale: NTS

Drawn By:



Planning &
 Building Inspection
 Department



CASSIAR CONNECTOR

FIGURE 1

ATTACHMENT A

CORRESPONDENCE AND PETITIONS
REGULAR COUNCIL MEETING
1989 DECEMBER 18

Original to: RG

cc: ALP

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COUNCIL MEETING	91/03/25



CONCERNED CITIZENS COMMITTEE OF THE
NORTH SLOPE RATEPAYERS ASSN.

3911 Edinburgh St.,
Burnaby, B. C.,
V5C 1R4.

December 9, 1989.

Mayor Wm. J. Copeland and
Members of Council,
Corporation of Burnaby,
4949 Canada Way,
Burnaby, B. C.,
V5G 1M2.

Gentlemen:


At a major meeting of the Citizens of Vancouver Heights in approx. 1984, we were advised by the Traffic Department of Burnaby that we would be informed of any proposed changes to traffic patterns which affected our community. We have recently been made aware of the proposed closure of the Cambridge overpass and the Skeena underpass which is the main access for this area to the City of Vancouver and Highway No.1.

We realize that the Cambridge overpass and the Skeena tunnel are in the City of Vancouver but they form an integral part of the traffic system important to the area known as Burnaby Heights commonly known as Vancouver Heights.

We are requesting a meeting with the traffic Department as soon as possible. We are available at Phone no. 298-7659 to arrange a meeting prior to December 15, 1989, as this is a matter of the utmost urgency.

Yours sincerely,

CONCERNED CITIZENS COMMITTEE OF
THE NORTH SLOPE RATEPAYERS ASSN.


Secretary.

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ATTACHMENT B

ITEM 5
MANAGER'S REPORT NO. 21
COUNCIL MEETING 91/03/25

REPORT
Regular Council Meeting
1989 June 19

119

THE CORPORATION OF THE DISTRICT OF BURNABY

HASTINGS STREET ADVISORY COMMITTEE

HIS WORSHIP, MAYOR W.J. COPELAND
AND ALDERMEN

RE: PROPOSED CASSIAR CONNECTOR

Recommendation:

1. THAT, before staff submit recommendations to Council as a result of the implementation of the Cassiar Connector and the possible resulting increase in traffic in the Hastings Street area, Council refer the matter to the Hastings Street Advisory Committee for review and comment.

R E P O R T

The Provincial Premier's Office issued a News Release on 1988 November 07 announcing the construction of the Cassiar Connector between the Second Narrows Bridge and the Trans Canada Highway.

The Hastings Street Advisory Committee, at its meeting held 1989 May 31, discussed the future opening of the Cassiar Connector and its possible impact, in terms of increased traffic volumes, in the Hastings Street area.

Heavy volumes of vehicular traffic, as well as lack of off-street parking are subjects of concern which have been identified in the Committee's overall review of Community Plan Three.

Therefore, the Hastings Street Advisory Committee respectfully requests Council afford them the opportunity to review and make comment on traffic changes which will affect the residents and merchants in the Hastings Street area.

Respectfully submitted,

Ms. Celeste Redman
Chairperson

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