

ITEM	6
MANAGER'S REPORT NO.	26
COUNCIL MEETING	94/04/18

TO: CITY MANAGER 1994 APRIL 14

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #61/93
7755, 7785 CLAYTON AVENUE; 5079, 5089 CLAUDE AVENUE
PUBLIC HEARING CONCERNS

PURPOSE: To provide Council with information regarding concerns raised at the Public Hearing for Rezoning Reference #61/93 and to seek Council support for the installation of a traffic signal at Sperling Avenue and Canada Way.

RECOMMENDATIONS:

1. **THAT** Council inform the Ministry of Transportation and Highways that the installation of a traffic signal is required at Sperling Avenue and Canada Way.
2. **THAT** a copy of this report be sent to J. Jensen, Regional Director, Ministry of Transportation and Highways, #200 - 1065 Columbia Street, New Westminster, B.C. V3M 6H7 and the applicant Mr. Mark Bulietta, Taina Developments, #106 - 1008 Beach Avenue, Vancouver, B.C. V6E 1T7.

REPORT

1.0 BACKGROUND INFORMATION:

- 1.1 On 1993 November 15 Council received a rezoning report regarding the requested rezoning of the subject properties from R4 Residential District to R9 Residential District to permit the first phase of a small lot subdivision development. The area north of Canada Way from Clayton Avenue to Sperling Avenue was designated for low density, multiple family residential Comprehensive Development and the rezoning of the subject site required an amendment to the Area Plan. In light of the Area Plan and the need to integrate the subject rezoning proposal with the remainder of the residential lands to the west toward Sperling Avenue, a preliminary layout was submitted by the applicant and was utilized to illustrate an amendment to the Canada Way-Clayton Avenue Area Plan. The first phase (the subject rezoning) includes a 22 lot single-family small lot development, while the overall Area Plan amendment involves the creation of 78 R9 District zoned lots.

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At that time Council authorized staff to seek public input on the proposed amendment to the Canada Way-Clayton Avenue Area Plan.

- 1.2 A further report was submitted to Council on the rezoning on 1993 December 20. The report concluded that the public input process had revealed very little opposition to the land use and subdivision layout changes proposed for the Area Plan. This report addressed both of the issues subsequently raised at the Public Hearing. The first issue is safe vehicular access from this area to Canada Way, which was the central theme of two letters received in the public input process and is of concern to the City of Burnaby. In order to address this concern and better understand the solutions, the applicant engaged a transportation consultant to study traffic volumes and operational considerations under different options. The report stated that staff considers the provision of safe, signalized vehicular access to this area to be an essential component of this rezoning.

The report also addressed the issue of the effect of the proposed development on school capacity in the area, which was also the subject of a letter from a concerned resident. The report stated that the approval by the Ministry of Education of capital funding for the expansion of school facilities is normally provided on the basis of actual enrollments rather than on development potential (proposed developments). The School District and City staff maintain a continuing liaison to assure that school planning can be facilitated in line with development trends. The subject R9 small lot proposal would result in approximately 20% fewer units than if the area were to be developed for the currently designated low-density multiple housing at 10 units per acre. The subject rezoning also only applies to a Phase I 22-lot proposal.

At that time Council adopted the recommendations that the rezoning be advanced to Public Hearing and that the amendment to the Canada Way-Clayton Avenue Area Plan be approved.

- 1.3 On 1994 February 07 Council gave Second Reading to the subject rezoning amendment bylaw and directed that a further report be provided on the matter of the traffic signal at Canada Way/Sperling Avenue or Canada Way/Chiselhampton Street and the issue of school capacity, which were both raised at the Public Hearing.

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2.0 GENERAL DISCUSSION:

- 2.1 With regard to the issue of school capacity, this Department received a letter from the Burnaby School District on 1994 February 25 advising that they had considered the potential impact of the proposed Area Plan amendment on school enrollment. The letter noted that Buckingham Elementary School is at capacity at the present time and that additional enrollment will necessitate the use of portable classrooms. If enrollment does increase, the School District will be discussing with the Ministry of Education the need for an addition at that school.

This represents standard School District operating practice. It should be emphasized that the Area Plan amendment represents a reduction in the number of dwelling units to be permitted in the area.

- 2.2 The matter of traffic signalization has not been satisfactorily concluded with the Ministry of Transportation and Highways and the applicant. In January 1994 the applicant engaged a transportation consultant to study the traffic impact of the proposed and possible future developments in the area and to evaluate the relative merits of providing traffic signals at Canada Way and Sperling Avenue or Canada Way and Chiselhampton Street.

The City of Burnaby for some years has strongly supported the provision of a signal at Canada Way and Sperling which is required to accommodate general access to civic facilities in the Deer Lake area, improved emergency access to the #1 Fire Hall and pedestrian crossing protection. The provision of an additional traffic signal on the section of Canada Way between Kensington and Burriss was also viewed as necessary to provide safe access to the Raeside residential area located between Canada Way and Highway #1. Currently, access into and exit out of this area must be taken at unsignalized intersections of local streets with Canada Way. Without a signal and with further development in the Raeside area the accident rate could be expected to increase significantly. The two outstanding issues with regard to signalization involve the need for a signal and the appropriate location for a signal. The transportation consultant determined that a traffic signal was warranted using standard signal warrant procedures. The Ministry, however, has commented that using the Ministry's procedures for determining the need for a signal, a traffic signal in this section of Canada Way is not warranted at this time. In the past the Ministry has been reluctant to support a traffic signal at Canada Way and Sperling Avenue due to its proximity to the existing signal at Canada

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Way and Kensington. The Ministry has given preliminary approval to the subject rezoning application subject to certain conditions but with respect to the traffic signalization issue has commented that should a signal be required in the future, Chiselhampton is their preferred location to maximize the distance to the Canada Way/ Kensington signal, to provide more desirable geometric conditions and to provide more acceptable intersection spacing along the corridor.

The consultant study however concluded that a signal could be accommodated at Canada Way and Sperling or Canada Way and Chiselhampton by coordinating the two signals. Signal coordination would address previous concerns regarding the impact of a full signal at Sperling on traffic progression on Canada Way.

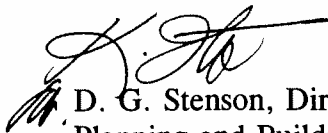
Upon receiving a copy of the letter from the Ministry advising of its views, the applicant wrote to this department informing staff of his position. The applicant notes that he has been working on different plans for this site for some time and that he has completed the traffic study as required, which he states, indicates that the proposed development does not impact the subject area. The applicant, therefore, requests that the City deal with the issue of the traffic signal at the time of a future phase rather than in conjunction with this current phase and that this matter be handled exclusively by the City of Burnaby and the Ministry on a separate basis.

Staff cannot support this suggestion, as the installation of a traffic signal is considered to be a vital factor in Burnaby's consideration of this rezoning and the development of further dwelling units in this area north of Canada Way.

In summary, it is the view of staff that a traffic signal on Canada Way between Kensington and Burris is necessary to accommodate the rezoning and further that Sperling is the preferred location for this signal to serve the access needs of the City of Burnaby, the general public and the developer. Further discussion with the Ministry will be required. To further these discussions, it is recommended that Council reaffirm its requirement for a signal at Canada Way and Sperling.

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D. G. Stenson, Director
Planning and Building

cc: Director Engineering