

TO: CITY MANAGER

1994 AUGUST 02

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: RECONFIGURATION OF 400 BLOCK MACDONALD AVENUE
(PENDER STREET TO HASTINGS STREET)
HASTINGS STREET AREA PLAN
X-REF. REZONING REFERENCE #18/92)

PURPOSE: To obtain Council authority to introduce a Capital Reserve Fund Expenditure Bylaw for the reconfiguration of MacDonald Avenue between Hastings Street and Pender Street for two-way traffic.

RECOMMENDATION:

1. THAT Council bring forward a Capital Reserve Fund Expenditure Bylaw in the amount of \$60,000 for the reconfiguration of 400 block MacDonald Avenue.

REPORT

On 1993 July 26 Council gave Final Adoption to Rezoning Reference #18/92 for the construction of a mixed-use project with non-market housing, a commercial component and a public parking facility (see attached location sketch).

In order to improve access to the public parking facility, Council on 1993 February 22 authorized staff to redesign MacDonald Avenue between Hastings Street and Pender Street to allow for two-way traffic while still maximizing the amount of on-street parking. At that meeting it was indicated that the actual costs would be the subject of a further report to Council.

At present MacDonald Avenue is one-way north-bound between Hastings Street and Pender Street, the only one-way street in the area. There are 22 ninety degree parking stalls accommodated, north of the lane, on the west side by Hastings Street and, south of the lane, on the east side of the street in front of the old post office site. The one-way pattern was intended to facilitate traffic around these parking stalls with the post office as a frequent public destination.

However, it is now appropriate for several reasons to achieve a two-way traffic flow. To begin with, the post office is now open only to commercial customers, not the general public.

Also, a similar on-street parking arrangement but with two-way traffic has recently been developed on Carlton Avenue between Hastings and Albert Street as part of Rezoning Reference #52/88 and is working well. Most importantly, reasonable, identifiable access to and egress from the proposed public parking facility, in particular, off and onto Hastings Street, requires that MacDonald Avenue be a two-way access route.

To develop MacDonald Avenue for two-way traffic, it is most effective to reconfigure the street to have all the on-street angle parking along the east side. The reconfiguration will yield 21 angled parking spaces at the east side of MacDonald Avenue and will also provide clear and easy access to the public parking facility (located on the west side of MacDonald Avenue) especially off Hastings Street, resulting in a simplified circulation pattern without traffic weaving as at present. The design is generally consistent with the proposed configuration for additional side street parking as part of the mitigation measures for the proposed rush hour removal of parking on Hastings Street, as is being contemplated by the Ministry of Transportation and Highways.

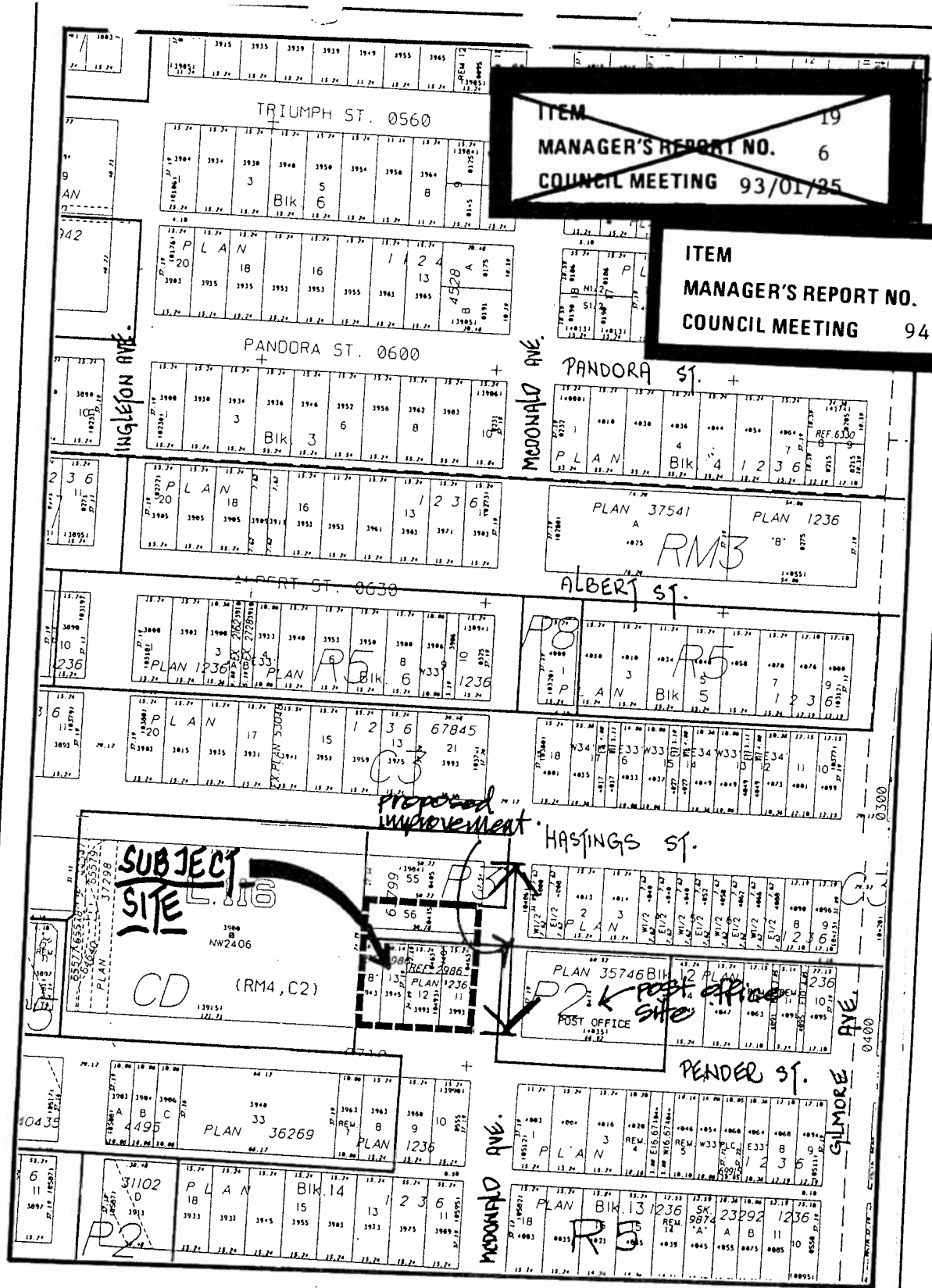
The mixed-use project, comprising non-market housing, the public parking facility and ancillary commercial, is now nearing completion and MacDonald Avenue will shortly no longer be needed for construction vehicles. Since the reconfiguration serves to bring this block of MacDonald Avenue into the normal street circulation pattern and improves access to the public parking, it was determined at the 1993 February 22 Council meeting that the costs would be borne by the City rather than by the developer of the non-market housing located above the public parking.

Sufficient Capital Reserves are available and the project is included in the Urban Revitalization component of the 1994 - 1998 Capital Program with \$100,000 allocated. This reconfiguration involves the reconstruction of some curbs and sidewalks and provision of boulevard paving and street trees. The Engineering Department has provided an estimated construction cost for the road/parking improvement work of \$60,000.

In order to proceed with construction of this improvement work in the near future, Council is requested to authorize the expenditure of up to \$60,000 and to introduce a Capital Reserve Fund Expenditure Bylaw which appears elsewhere on this Agenda.


D.G. Stenson, Director
Planning and Building

- FA:yg
Attach.
cc: City Clerk
City Solicitor
Director Engineering
Director Administrative & Community Services
Director Finance
Manager, Transportation Planning



ITEM 19
 MANAGER'S REPORT NO. 6
 COUNCIL MEETING 93/01/25

ITEM 10
 MANAGER'S REPORT NO. 46
 COUNCIL MEETING 94/08/08

Date:
 MARCH 1992

Scale:
 1:2000

Drawn By:
 J.P.C.

 **BURNABY**
 Planning &
 Building Inspection
 Department



LOCATION SKETCH
 (REZONING REFERENCE # 18/92)

