

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

RE: EXTENSION OF GARDEN GROVE DRIVE TO DEER LAKE PARKWAY

RECOMMENDATIONS:

1. **THAT** Council approve the approach to the extension of Garden Grove Drive to Deer Lake Parkway as outlined in this report.
2. **THAT** a copy of this report be forwarded to Ms. Dawne Lupton, 4720 Elmgrove Place, Burnaby, B.C. V5G 3Z2.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1996 February 14, adopted the attached staff report responding to correspondence from Ms. Dawne Lupton requesting that the City complete Garden Drove Drive to a final standard to the Deer Lake Parkway. Staff advised that this connection to a final standard was postponed pending the results of a Community Transportation Plan process planned for the Greentree Village area to address potential traffic infiltration on Village Drive and Garden Grove Drive resulting from the development of Deer Lake Parkway. Ms. Lupton is of the view that such a process is not required for Garden Grove Drive to be completed.

MEMBERS:

Mrs. Y. Coveney-Boyd
Mr. E. Neumann
Ms. L. Tatangelo
Mr. L. Werden

Respectfully submitted,

Councillor D. Evans
Chairman

: COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR FINANCE
- DIR. PLNG. & BLDG.
- DIR. REC. & CULT. SERV.

Councillor J. Young
Member

TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

1996 FEBRUARY 06

FROM: DIRECTOR PLANNING & BUILDING

OUR FILE: 08.640

SUBJECT: EXTENSION OF GARDEN GROVE DRIVE TO DEER LAKE PARKWAY

PURPOSE: To advise the Traffic and Transportation Committee on an approach to address the concerns raised by Ms. Dawne Lupton, with regard to the extension of Garden Grove Drive to Deer Lake Parkway.

RECOMMENDATION:

1. **THAT** the Traffic and Transportation Committee approve the approach to the extension of Garden Grove Drive to Deer Lake Parkway as outlined in this report.
2. **THAT** a copy of this report be forwarded to Ms. Dawn Lupton, 4720 Elmgrove Place, Burnaby, B.C. V5G 3Z2.

REPORT

1.0 INTRODUCTION

At its regular meeting of 1995 December 13th the Traffic and Transportation Committee received correspondence from Ms. Dawne Lupton of 4720 Elmgrove Place in the Greentree Village townhouse complex (**Appendix 1**). The correspondent requested that the City complete Garden Grove Drive to a final standard to the Deer Lake Parkway.

This connection to a final standard was postponed pending the results of a Community Transportation Plan process planned for the Greentree Village area to address potential traffic infiltration on Village Drive and Garden Grove Drive resulting from the development of Deer Lake Parkway. The correspondent is of the view that such a process is not required for Garden Grove Drive to be completed.

This report reviews the suggestions advanced by Ms. D. Lupton for the consideration of the Traffic and Transportation Committee.

2.0 GREENTREE VILLAGE PROCESS

2.1 Background

A number of public meetings were held with Greentree Village residents in 1994 August and September to discuss their concerns with regard to the Deer Lake Parkway project. As a result of these meetings, revisions were made to the design for acoustic barriers abutting the Parkway. Moreover, the extension of Garden Grove Drive south to the Deer Lake Parkway was constructed to an interim standard so as not to preclude a possible realignment of Garden Grove Drive via the redundant portion of Moscrop Street to Royal Oak Avenue as shown in Figure 1 *attached*. Upon completion of the median modifications on Wayburne Drive to permit left turns to and from Village Drive, it was intended that traffic on Village Drive and Garden Grove Drive be monitored to determine if further measures were necessary.

2.2 Monitoring Studies

2.2.1 Traffic Counts

Traffic counts were undertaken on Village Drive and Garden Grove Drive (Figure 2 *attached*) in July 1994 prior to the construction of the left turn lane on Wayburne Drive eastbound to Village Drive and the completion of Deer Lake Parkway, and also in January and May of 1995 after completion of these facilities. Table 1 shows the daily (24 hour) two directional vehicle volumes on Village Drive at Location 1 and on Garden Grove Drive at Locations 2 and 3.

Table 1
TRAFFIC COUNTS (24 HOUR)
VILLAGE DRIVE AND GARDEN GROVE DRIVE

| Location | July 1994 | January 1995 | May 1995 |
|------------------------|-----------|--------------|----------|
| 1 - Garden Grove South | 1209 | 1552 | 1617 |
| 2 - Village Drive | 334 | 333 | 555 |
| 3 - Garden Grove North | 997 | 1005 | 1043 |

The daily traffic volumes in 1994 July reflect summer traffic volumes which are typically lower than fall and spring volumes due to school closures and vacations. Subsequently, in 1995 January, after completion of Deer Lake Parkway but prior to completion of the Wayburne left turn lane, daily traffic volumes show an increase at Location 1 on Garden Grove South. As traffic volumes remain stable on Village Drive and Garden Grove Drive North, however, the increase on Garden Grove Drive South can not be attributable to the anticipated shortcutting traffic from Deer Lake Parkway via Garden Grove Drive and Village Drive to Wayburne Drive.

Upon completion of the left turn lane on Wayburne Drive in 1995 March traffic volumes on Village Drive (Location 2) increased significantly from 333 to 555 vehicles per day. As traffic volumes on Garden Grove Drive, however, do not change appreciably, the higher volumes on Village Drive are not attributable to shortcutting traffic, but to greater use of the Village Drive access by Greentree residents.

3.0 SUGGESTED APPROACH

3.1 Complete Garden Grove Drive to a Final Standard

As the monitoring studies have not indicated the presence of a problem with traffic infiltration on Garden Grove Drive, the need to maintain the option of realigning Garden Grove Drive via the redundant Moscrop Street right-of-way to Royal Oak Avenue has not been demonstrated. The interim extension of Garden Grove Drive is operating satisfactorily as a local collector providing access to and from the Greentree Village complex without attracting through traffic. It is the view of staff, therefore, that Garden Grove Drive could be completed to a final standard and the redundant Moscrop Street right-of-way could then become available for recreational facilities, pedestrian access or other uses.

Completion of Garden Grove Drive to a final standard would involve construction of curbs on the east side; landscaping and a final asphalt cap. Funds are available from the 1996-2000 Provisional Capital Budget to undertake this work.

3.2 Use of Redundant Moscrop Right-of-Way

Coincident with the completion of Garden Grove Drive to a final standard it is recommended that a concept plan for use of the redundant Moscrop Street right-of-way be developed including a pedestrian/cycle trail and recreational facilities. A basketball court has already been established by the City at this location on an "initial use" basis. This concept plan should be developed in consultation with Greentree Village residents to determine their views on the use of the redundant right-of-way ultimately leading to development and approval of a concept plan by Greentree residents.

3.3 Subdivision of City Lands

Subdivision of City-owned property located immediately to the west of Oaktree Place could also be initiated in conjunction with the development of the concept plan for the redundant Moscrop Street right-of-way.

4.0 CONCLUSION

Staff have reviewed the suggestions advanced by Ms. Dawne Lupton regarding Garden Grove Drive and the use of the redundant Moscrop Avenue right-of-way, and have developed an approach for the consideration of the Traffic and Transportation Committee. As traffic monitoring studies have not shown a problem with traffic infiltration on Garden Grove Drive as a result of construction of Deer Lake Parkway or the Wayburne left turn lane, the major issues which would have necessitated a Community Transportation Planning process for the Greentree Village area have not materialized. An alternative approach which is recommended would involve proceeding with completion of Garden Grove Drive as suggested by the correspondent and instead initiating a process for resident involvement in developing a concept plan for the use of the redundant Moscrop Street right-of-way. Subdivision of City owned lands west of Oaktree Place could also proceed in tandem with this process. In conclusion, it is the view of staff that this approach could best respond to the overall needs of the residents of the Greentree Village area.



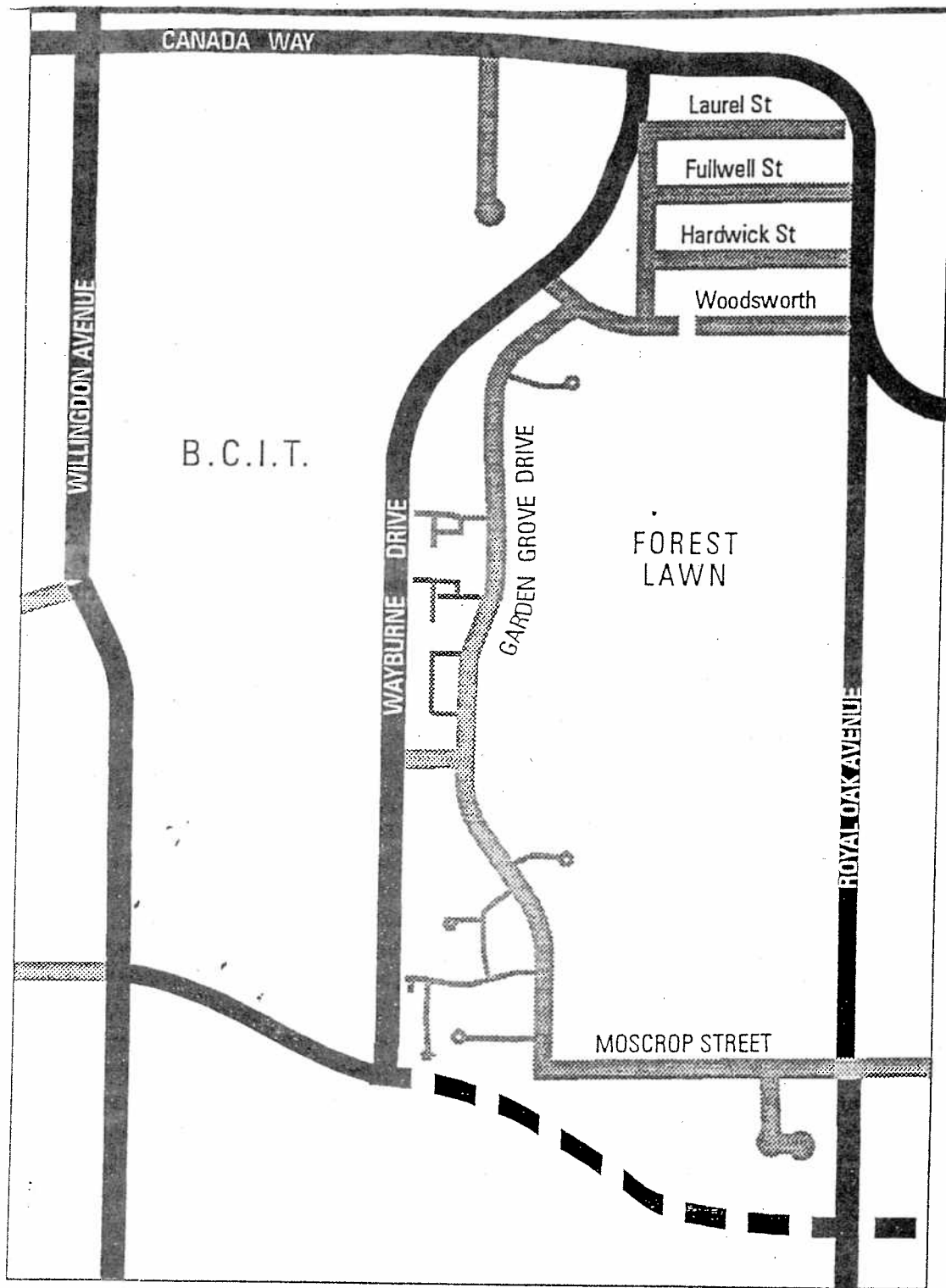
D.G. Stenson, Director
PLANNING & BUILDING

RG/jp

Attachments (2)

cc: City Manager
Deputy City Manager, Corporate Services
Director Engineering
Director Finance
Director Recreation & Cultural Services

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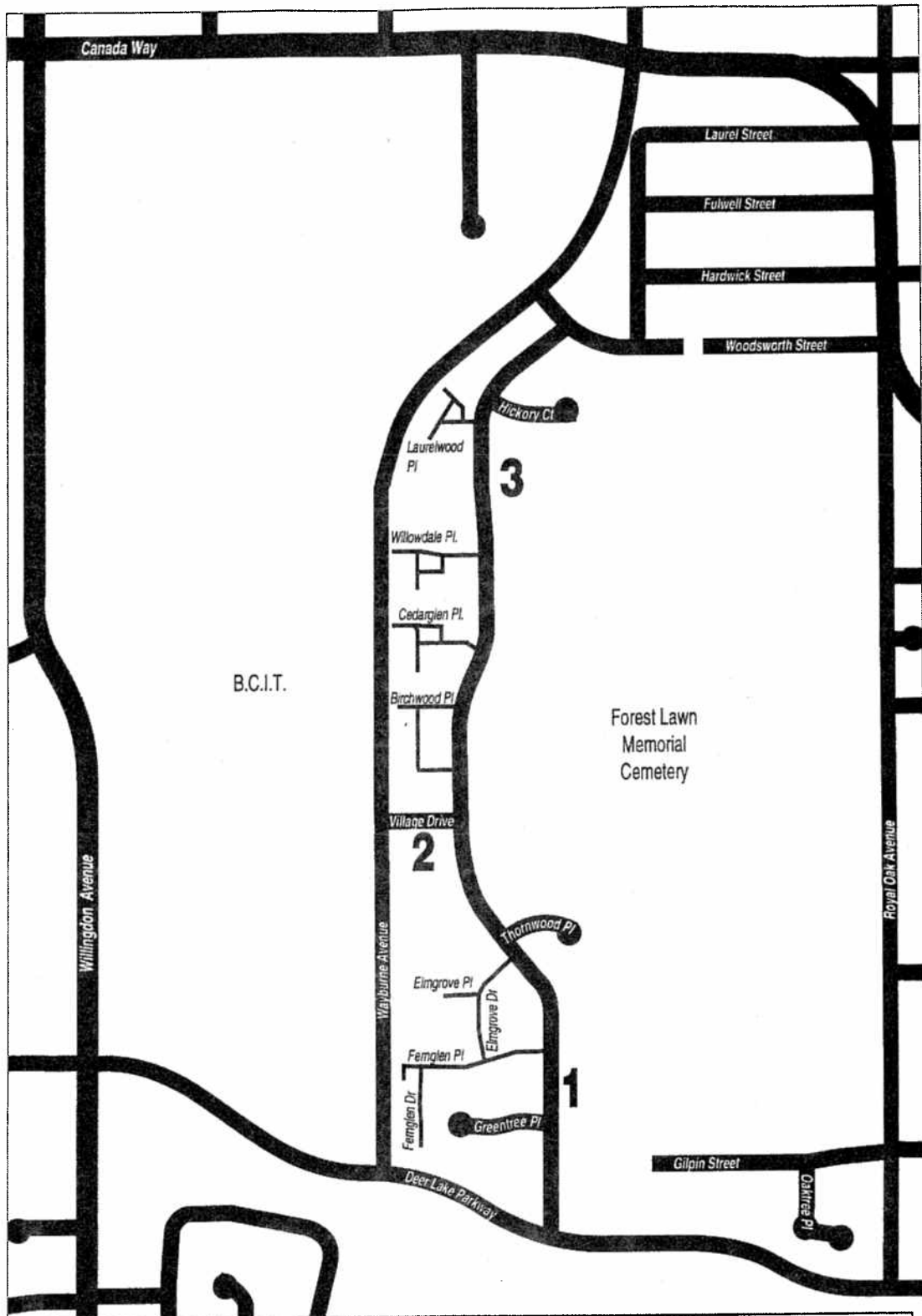


Garden Grove Drive:
 Resident's Proposal for
 Retaining Moscrops Street

Not to scale



FIGURE 1



*Greentree Village
Count Stations*



1996 02 07

Figure 2

4720 Elm Grove Place
Burnaby B. C.
V5G 3Z2

October 16, 1995

Dear Mr. Glover:

Re: TEMPORARY Garden Grove Drive treatment at Deer Lake Parkway.

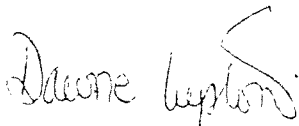
I am a resident of Greentree Village and have been looking forward to the completion of Garden Grove Drive at Deer Lake Parkway for a long time. The current bottleneck design is frustrating, inconvenient, and dangerous. Last spring the Roads Department advised me that the work would be done this fall. Last week I was told that a Citizens' Committee was supposed to approve it. If that is the case, I would urge you to consider a faster and more efficient process.

I attended the information meetings at GTV that the City staff kindly arranged and I remember that a small but vocal group of residents hysterically predicted that Deer Lake Parkway would turn Garden Grove Drive into a freeway. To appease this concern the road was given a temporary treatment in anticipation of the "grand prix" which never materialized. I am part of the silent majority that has patiently waited for this project to be properly completed. So...let's get the show on the road - no pun intended!

I strongly recommend that you skip the idea of a Citizens' Committee (which every one has forgotten about anyway) and deal with this situation in the same way as the opening of Waybourn at Village Drive - a letter was sent to all GTV residents announcing that the road work would proceed unless there was strong opposition. In the Garden Grove case I'm sure there would be overwhelming support. Finally, once that was decided and completed the redundant portion of Moscrop could be made into a safe Sports Court for youth. (The hysterical group's suggestion that Moscrop be used for Garden Grove access from Royal Oak is ludicrous).

Thank you for reviewing this matter. I appreciate that the City has wanted to respect the wishes of area residents. Now that people have had ample opportunity to experience the new traffic patterns I'm sure they will agree that the City's original plan was a good one. I look forward to progress in the very near future.

Sincerely,



Dawne Lupton
433-3296 (H) / 660-5836 (W)

P.S. Could you please arrange to have litter receptacles near the bus benches on Deer Lake Parkway near Garden Grove and also at Waybourn ? Thank you.