

TO: CITY MANAGER 1997 APRIL 8

FROM: DIRECTOR PLANNING AND BUILDING Our File: 08.640M

SUBJECT: EDMONDS TOWN CENTRE ROAD NETWORK: CORRESPONDENCE FROM MR. J. SEEPERSAD

PURPOSE: To respond to concerns raised by Mr. J. Seepersad with regard to road network in the Edmonds Town Centre South area.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to Mr. J. Seepersad, #1604 - 7272 Kingsway, Burnaby V5E 1G4.

REPORT

1.0 INTRODUCTION

At its regular meeting of 1997 April 07, Council received correspondence from Mr. J. Seepersad with regard to the proposed road network planned for the Edmonds Town Centre South area to be implemented upon completion of the Marine/Tenth Connector. The correspondent raised some concerns with regard to the planned road system in the Edmonds Town Centre area.

This report is written in response to the correspondent's concerns.

2.0 CORRESPONDENT'S CONCERNS

The correspondent's concerns relate to the planned road network in the Edmonds Town Centre South area which was shown on Sketch A of Rezoning Reference #14/96. This sketch referred to by the correspondent (*Figure 1*), shows the adopted Edmonds Town Centre Plan including the planned culs-de-sac on Southpoint Drive south of Southwynde Avenue and north of Sandborne Avenue. The correspondent notes that this configuration will require him to use a circuitous route from his home near Kingsway and Edmonds via 19th/20th Street, Stewardson and Marine Way to access his garden plot on Meadow Avenue in the Big Bend. The correspondent also refers to this closure taking place upon completion of the Marine Tenth Connector and notes his opposition to this road project due to its capital costs and its impact on residents in New Westminster.

3.1 ROAD NETWORK CONFIGURATION

3.1.1 Description

The planned road network for the Edmond's Town Centre South area incorporates culs-de-sac at two points as shown in *Figure 1*. This reconfiguration would be implemented as follows:

- (i) in conjunction with the development of the Southwynde Avenue and Byrne Park Drive a cul-de-sac will be constructed at the south end of Southpoint Avenue as shown in *Figure 2*. This reorientation of Southpoint Drive westbound to Byrne Park Drive originated from the 1987 Development Plan for the Edmonds Town Centre South areas as shown on *Figure 3*. The current connection of Southpoint Drive to the Marine/Tenth Connector on the original Stride Avenue alignment and its classification as a truck route were implemented as a temporary measure in 1989 when the westerly portion of the Connector was built, pending its extension eastward to 10th Avenue.
- (ii) upon completion of the Marine/Tenth Connector, the interim southerly link will be eliminated and a cul-de-sac will be constructed on Southpoint Drive immediately north of Sandborne Avenue. This reconfiguration was included in the Edmonds Town Centre Plan as a traffic calming measure to reduce through traffic, slow traffic speeds and redirect traffic from the two child care centres currently located on Southpoint Avenue. The Edmonds Town Centre Plan was developed through the efforts of a local area advisory committee that obtained a great deal of input from residents of the area and was subsequently adopted by Council to guide further development in the area.

3.1.2 Relationship to the Burnaby Transportation Plan

At the regular meeting of 1997 April 07 at which the correspondence was considered, Council raised some questions with regard to the effectiveness of the planned road network including the Marine/Tenth Connector in accommodating traffic in the Edmonds Town Centre area.

Currently Southpoint Avenue provides the most direct north-south connection between Southeast Burnaby, the Big Bend area and points further south across the Fraser River, and therefore, carries a substantial volume of regional traffic. The completion of the Marine/Tenth Connector in conjunction with the planned changes to the road network in the Edmonds Town Centre South area would offer a faster and safer arterial route for through traffic currently using Southpoint Avenue than the

future more circuitous route through the Edmonds Town Centre area. This approach is founded in the road network policy of the Burnaby Transportation Plan which aims to discourage through traffic through residential areas by developing the adjacent arterial network simultaneously with the implementation of traffic calming measures in local neighbourhoods. In the Edmonds Town Centre South area, full implementation of the planned road network changes will be required to accentuate the travel time, convenience and comfort advantages of using the Marine/Tenth Connector and 19th Street arterial routes relative to the more circuitous local collector route through the residential area. The effectiveness of this approach can only be precisely determined through post implementation monitoring, the results of which will indicate whether further application of traffic calming in addition to the planned road network changes will be required.

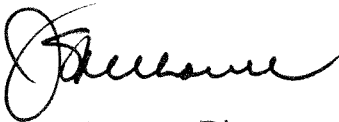
3.1.3 Effect On the Correspondent

The planned road network in the Edmonds Town Centre will always offer to the correspondent a route through the Edmonds Town Centre South area. Upon completion of the Marine/Tenth Connector within 3 - 4 years, the closure of Southpoint Drive south of Southwynde and north of Sandborne will require a minor diversion via Station Hill Drive and Sandborne. At no time will these changes require the correspondent to access the market garden on Marine Drive via 19th/20th Streets and Marine Way. Completion of the Marine/Tenth Connector to full arterial standards, however, will allow a safe and efficient alternate route for the correspondent if desired.

4.0 CONCLUSION

The road network plan adopted by Council for the Edmonds Town Centre is based on recommendations to Council prepared by the citizen-based Edmonds Area Advisory Committee through a review process extending from 1993 May to 1994 September. The Committee's review was based on an extensive community consultation process, which was attended by over 200 area citizens who identified issues and concerns related to the Town Centre. The Advisory Committee and its subcommittees developed proposals for a new Edmonds Town Centre Plan which were submitted for community review and comment, including distribution of the draft plan throughout the area, and an Open House held at Stride Community School. Overall response to the draft plan was very favourable, thereby providing a firm foundation for Council adoption of the Plan. In summary, the adopted Edmonds Town Centre Plan represents the outcome of a rigorous community-based process, and is considered to fairly reflect a balanced consensus of diverse interests in the community.

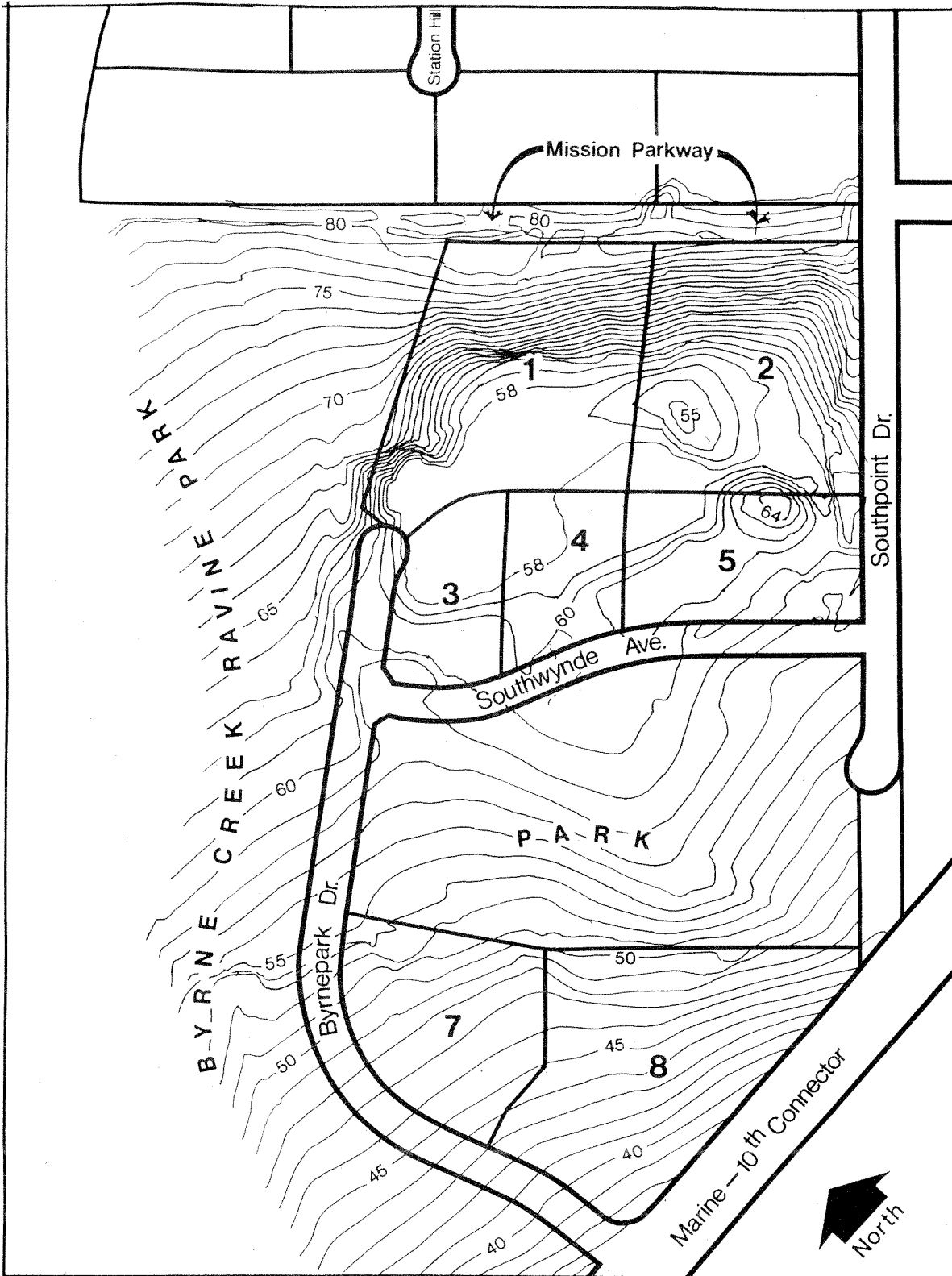
In this context the road network has been developed to protect interests of current and future residents of the Edmonds Town Centre South community while maintaining reasonable access for those such as the correspondent who live outside the community. It is the view of staff that the road network adopted by Council in the Edmonds Town Centre Plan achieves this balance without unduly inconveniencing the correspondent.



D.G. Stenson, Director
PLANNING AND BUILDING

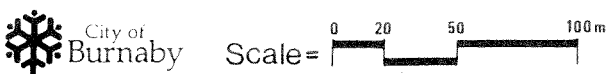
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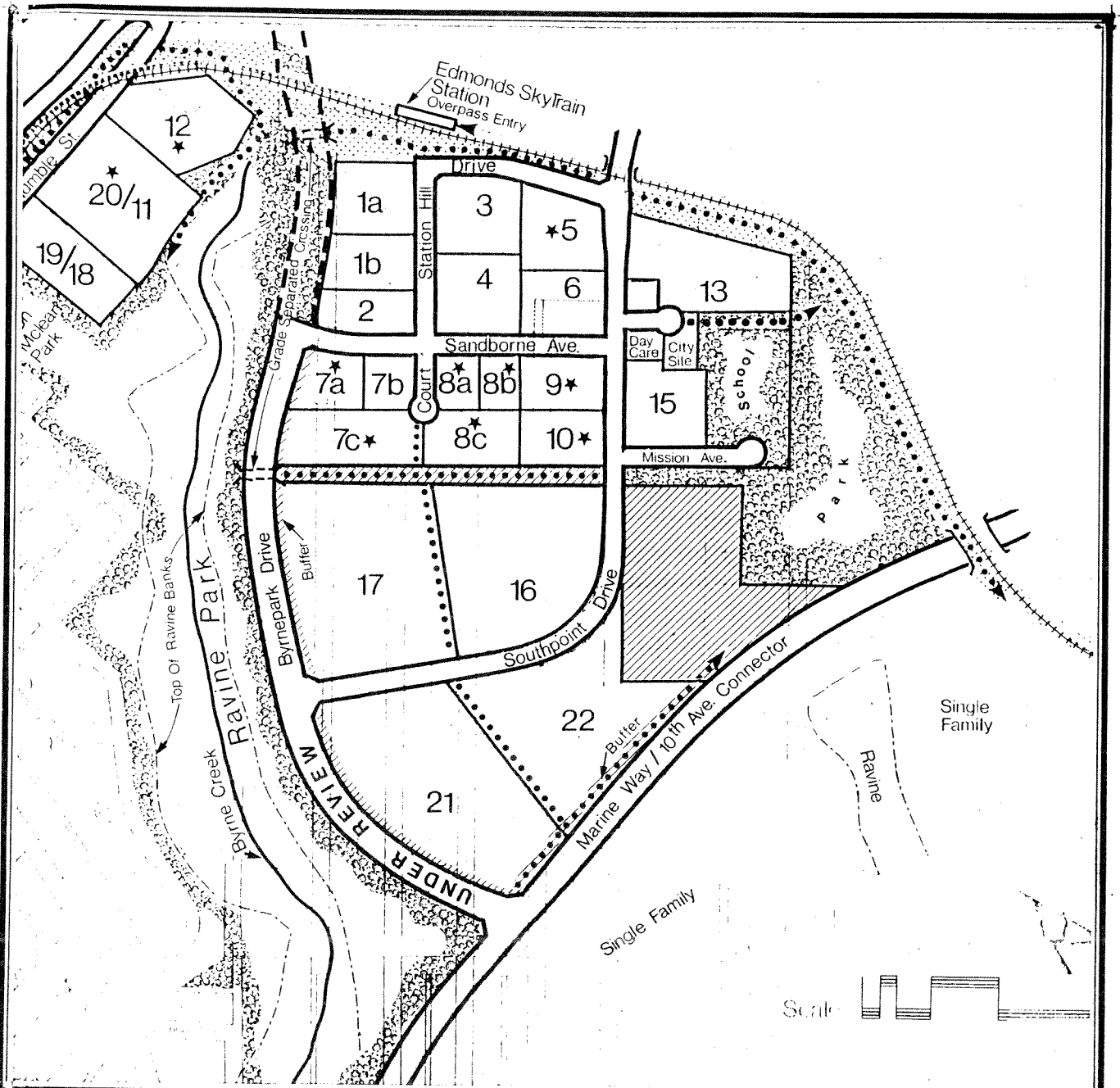
cc: Director Engineering



SOUTHWYNDE DEVELOPMENT SITES

Topography **FIGURE 2**
 Contour Interval: 1 Meter





Date:

APRIL 9, 1997

Scale:

N.T.S

Drawn By:

RSE



City of Burnaby
 Planning & Building Dept

FIGURE 3

1987 ROAD NETWORK

