

**TO:** CITY MANAGER

1998 May 27

**FROM:** DIRECTOR PLANNING & BUILDING

OUR FILE: 8.614M

**SUBJECT:** Hazel Street/McKay Avenue: Petition Regarding Traffic Signal

**PURPOSE:** To respond to a petition from residents of Hazel Street between McKay and Sussex, concerning the cycling/pedestrian signal to be installed at McKay and Hazel Street.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to Mr. and Mrs. J. Godfrey, #707 - 4657 Hazel Street, Burnaby.

**REPORT**

**1.0 INTRODUCTION**

At its regular meeting of 1998 May 25, Council received correspondence and a petition from Mr. and Mrs. J. Godfrey, residents of apartments on Hazel Street between McKay Avenue and Sussex Avenue, regarding the traffic signal to be installed on McKay Avenue at Hazel Street. The petition contains the names of seventy-seven signatories requesting the City to withdraw the proposed traffic signal, as it is considered to be too close to the existing signals at Grange/McKay and Kingsway/McKay and could thereby compromise access into and out of Hazel Street.

This report is written in response to the concerns expressed by the correspondent and petitioners.

**2.0 BACKGROUND**

**2.1 Metrotown Bike Route**

The Metrotown Bike Route as shown in Figure 1 *attached* is currently under development to provide an on-street bicycle route for circulation in the Metrotown area. To accommodate cyclists on the section of the route on McKay Street from Central Boulevard to Hazel Street, McKay Avenue is to be widened on the east side from Kingsborough to Hazel in conjunction with the "Crystal" multi-use development (RZ #9/96) and the hotel and residential developments on the west side of McKay Avenue (RZ #21/96 and RZ #22/96). As cyclists traveling on the bike route from Hazel westbound to McKay southbound must cross McKay at Hazel, a

cyclist pedestrian signal was identified as being needed at that location to maintain the safety of cyclists on the bike route.

## 2.2 Hotel and Residential Developments

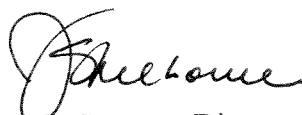
The hotel and residential developments (RZ #22/96 and RZ #21/96) currently under construction in the block bounded by Kingsway, Willingdon, Grange and McKay, will be accessed by an extension of Hazel westwards from McKay to a cul-de-sac as shown in Figure 2 *attached*. This cul-de-sac is now largely constructed. As this extension of Hazel will be the main pedestrian route in and out of the development, the traffic signal at McKay and Hazel was identified as a servicing requirement in order to accommodate pedestrians crossing McKay and continuing along Hazel or McKay. The block contains one residential tower which is completed and occupied and one residential tower and a hotel tower under construction.

## 3.0 PETITIONERS' CONCERNS

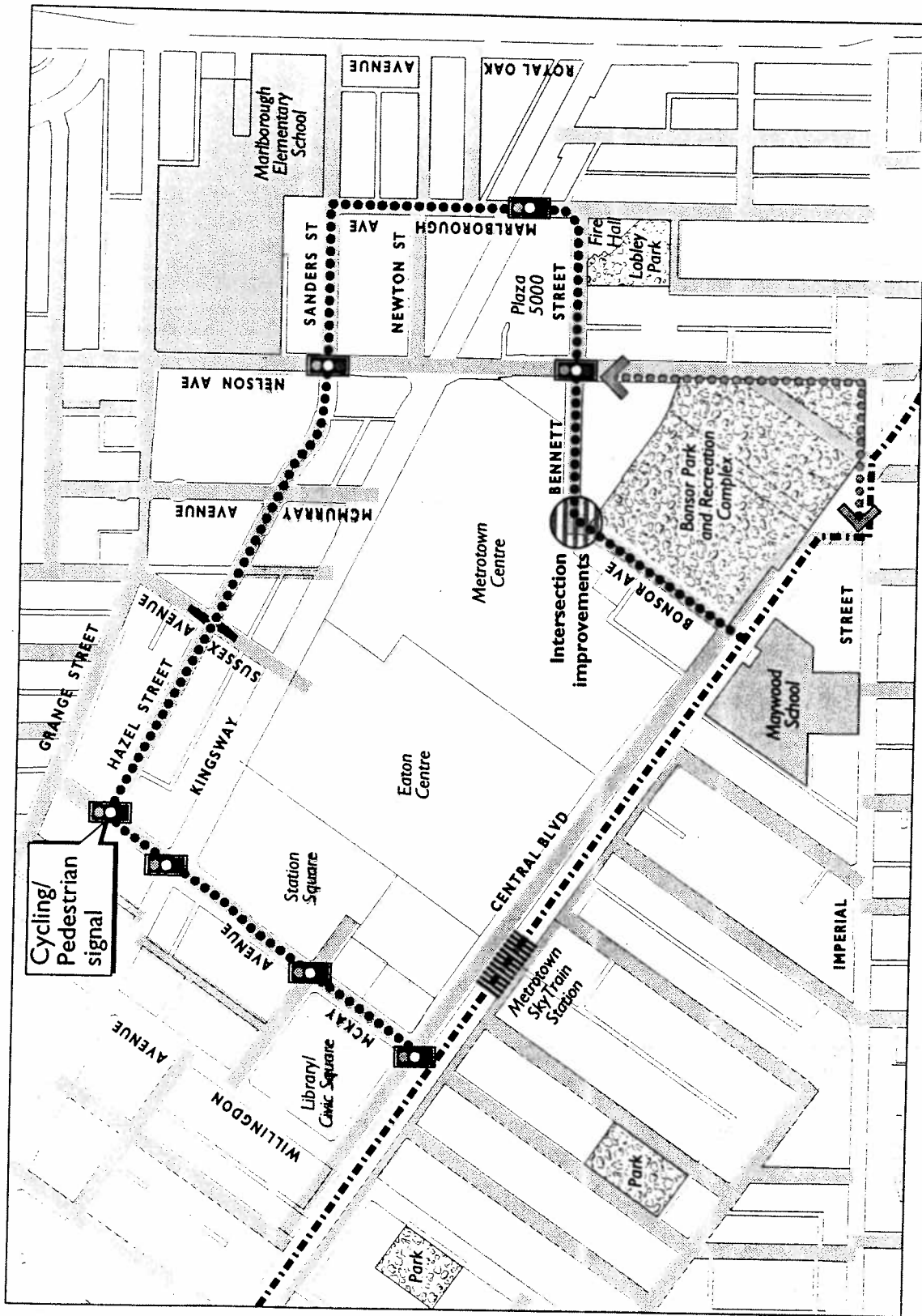
The concerns noted in the petition appear to be based on the perception that a full vehicle-actuated traffic signal is to be installed at the intersection of McKay and Hazel. There is concern about the resulting potential delay for residents left turning from McKay to access their buildings on Hazel Street. Reference is made to the cycling/pedestrian signal compounding the inconvenience caused by the traffic diverter on Sussex at Hazel, also previously installed to accommodate the Metrotown Bike Route. As a cycling/pedestrian signal will be actuated much less frequently than a vehicle-actuated signal, access to Hazel from McKay should be relatively unaffected by the installation of the signal. Moreover, the nature of the operation of the cycling/pedestrian signal will not promote non-local traffic to use Hazel to cross McKay at Hazel to and from the developments to the west.

## 4.0 CONCLUSION

As the traffic signal to be installed at the intersection of McKay and Hazel is a cycling/pedestrian signal to accommodate the Metrotown Bike Route rather than a vehicle-actuated signal, it is the view of staff that the signal will have no appreciable effect on access for the petitioners, most of whom are residents of Hazel Street between Sussex and McKay. Rather, the signal will be of significant overall benefit to the area as an integral component of the bike route in Metrotown and the pedestrian network serving the hotel and residential developments west of McKay Avenue.

  
D.G. Stenson, Director  
PLANNING & BUILDING

RG/sk



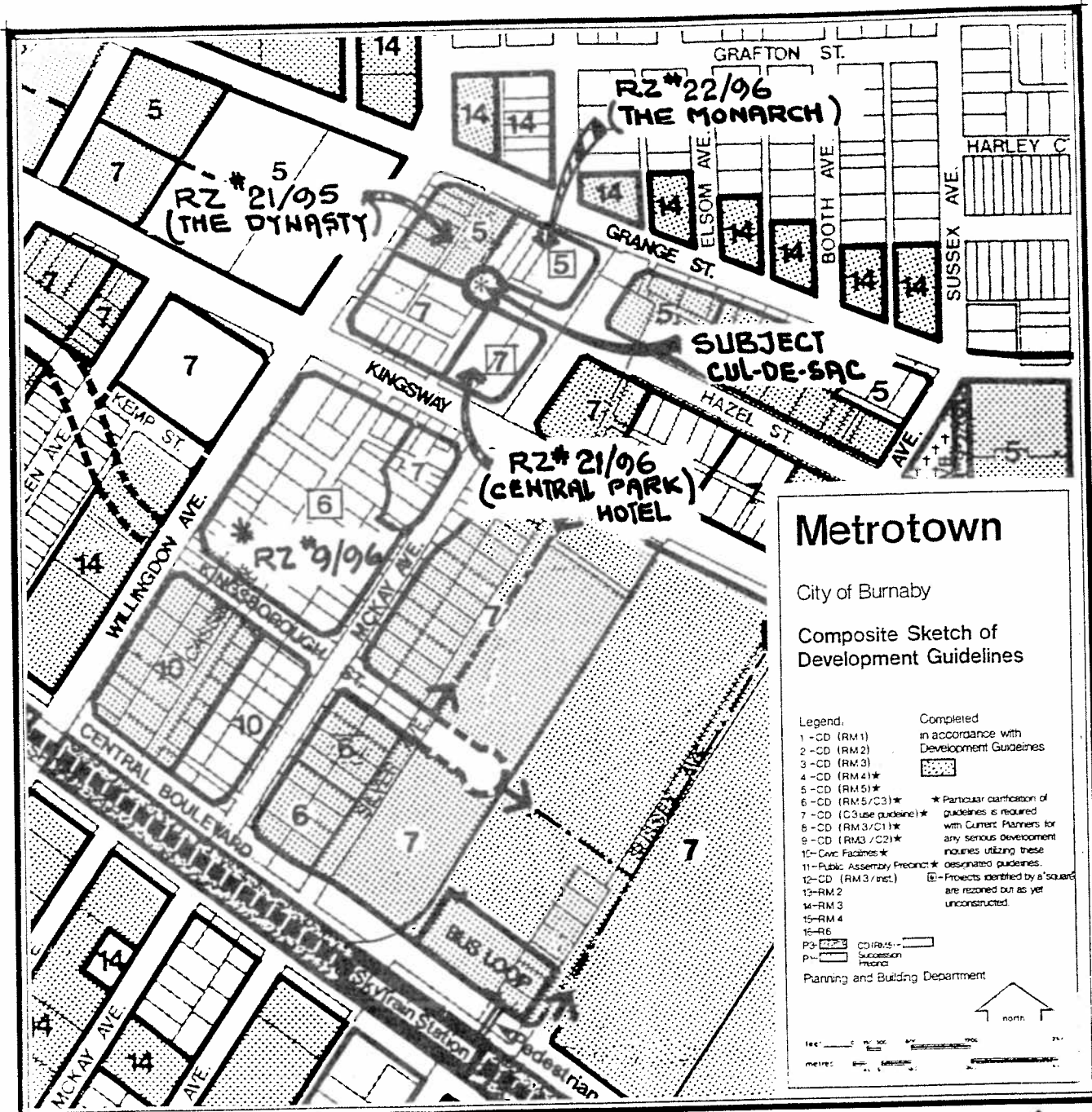
# Metrotown Bike Route



1998 05 27

FIGURE 1

- proposed Metrotown Bike Route
- future alternate route
- - - - - BC Parkway (7-Eleven Bike Path)
- ◻ traffic signal (existing/proposed)
- ↔ refuge median



### Metrotown

City of Burnaby

Composite Sketch of  
Development Guidelines

<p>Legend.</p> <p>1 - CD (RM 1)</p> <p>2 - CD (RM 2)</p> <p>3 - CD (RM 3)</p> <p>4 - CD (RM 4)*</p> <p>5 - CD (RM 5)*</p> <p>6 - CD (RM 5/C3)*</p> <p>7 - CD (C3 use guideline)*</p> <p>8 - CD (RM 3/C1)*</p> <p>9 - CD (RM 3 /C2)*</p> <p>10 - Civic Facilities*</p> <p>11 - Public Assembly Precinct*</p> <p>12 - CD (RM 3 /int.)</p> <p>13 - RM 2</p> <p>14 - RM 3</p> <p>15 - RM 4</p> <p>16 - R6</p> <p>P3 - CD Re-use Succession Precinct</p> <p>P - Planning and Building Department</p>	<p>Completed in accordance with Development Guidelines</p> <p>* Particular certification of guidelines is required with Current Planners for any serious development inquiries utilizing these designated guidelines.</p> <p>Ⓜ - Projects identified by a square are rezoned but as yet unconstructed.</p>
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north

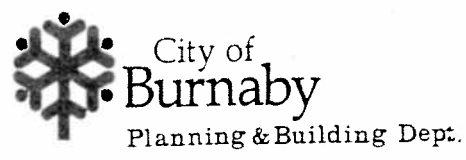
feet: 0 50 100 200 300

metres: 0 50 100 200

Date:  
May 1998

Scale:  
N.T.S.

Drawn By:  
J.P.C.



**HAZEL CUL-DE-SAC AND ADJACENT DEVELOPMENTS**  
**FIGURE 2.**