

TO: CITY MANAGER

1999 August 03

FROM: DIRECTOR PLANNING AND BUILDING

**SUBJECT: PUBLIC HEARING COMMENTS
REZONING REFERENCE #49/97
Brentwood Town Centre**

PURPOSE: To provide information in response to issues raised at the Public Hearing for Rezoning Reference #49/97.

RECOMMENDATION:

1. **THAT** this report be received for information.

R E P O R T

1.0 BACKGROUND:

The subject rezoning is for a major mixed-use multi-family residential/retail/office redevelopment which includes the present Loughheed Hotel site.

At the Public Hearing held on 1999 January 26, the following issues were raised:

- access and egress points for the proposed development.
- the possibility of the proposed development causing increased traffic, including trucks , on Madison Avenue which could adversely affect the access and egress of the Staples building to the west.
- traffic volume and speed on Halifax Street.
- appearance of the proposed development's loading area fronting on Madison Avenue.

Information in response to these issues is provided below, including comments regarding the traffic concerns provided by the developer's transportation consultant with which Transportation Planning staff concur.

2.0 DEVELOPMENT ACCESS AND EGRESS

Access and egress points for the development have been located to enable traffic to enter into the multi-level parking garage at various levels, to distribute the traffic loads, and to fill the garage evenly. The attached sketch by Bunt and Associates illustrates the weekday p.m. peak hour traffic expected to be generated by the development. The sketch indicates that site traffic is expected to be distributed approximately equally in all four cardinal directions, producing no particular concentration of traffic on Madison Avenue.

3.0 TRAFFIC ON MADISON AVENUE:

The transportation consultants, Bunt and Associates, advise that the major source of increased traffic on Madison Avenue will not be the proposed development, but rather the planned traffic signal at Lougheed/Madison redirecting traffic away from the congested Lougheed/Willingdon intersection. Staples has supported and co-operated in the installation of this signal which will soon be operational.

Although one existing access to the Staples store is very close to the Lougheed Highway (approximately 13m north of the future southbound stop lane on Madison), another access to the site is located further north on Madison. This will be available for use when left turns into the south access from Madison Avenue are blocked, which will be the case whenever there is a queue of three or more vehicles in either of the two available lanes approaching the intersection at the new signal.

With respect to truck loading operations, Bunt and Associates have advised that the frequency of truck movements at the food store loading dock can be expected to average some two to three semi-trailer movements per week. This level of traffic is so light that the possibility of negative effects on traffic operation is very small and a restriction on the truck movements is not required. Although there will also be smaller truck movements (perhaps in the range of 5 to 10 vehicle trips per day) maneuvering space is not an issue for these and they will have negligible effect on traffic operations.

4.0 TRAFFIC ON HALIFAX STREET:

Bunt and Associates have advised that the new traffic generated by the proposed development will be offset by the redirection of traffic away from Halifax Street as a result of the new traffic signal at Lougheed/Madison. They expect the overall net effect to be a slight decrease in traffic on Halifax Street. Between Rosser and Willingdon, the total peak hour traffic will decrease by 3.3%, while between Madison and Rosser the decrease will be approximately 0.4%.

With respect to traffic speed, Bunt and Associates note that the existing traffic which will be diverted away is through traffic which tends to travel at high speeds, while the new traffic will be primarily new local residents who are likely to travel at generally lower speeds along Halifax.

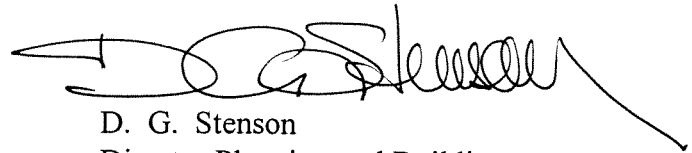
5.0 MADISON AVENUE FRONTAGE:

Concern was expressed that the proposed Save-On loading and garbage area, accessed from Madison Avenue, should be adequately screened. This area has been well designed in a neighbourly fashion. It is recessed between two columns, behind a roll-down screen.

6.0 SUMMARY STATEMENT:

The above comments demonstrate that the concerns expressed have been dealt with in an appropriate manner.

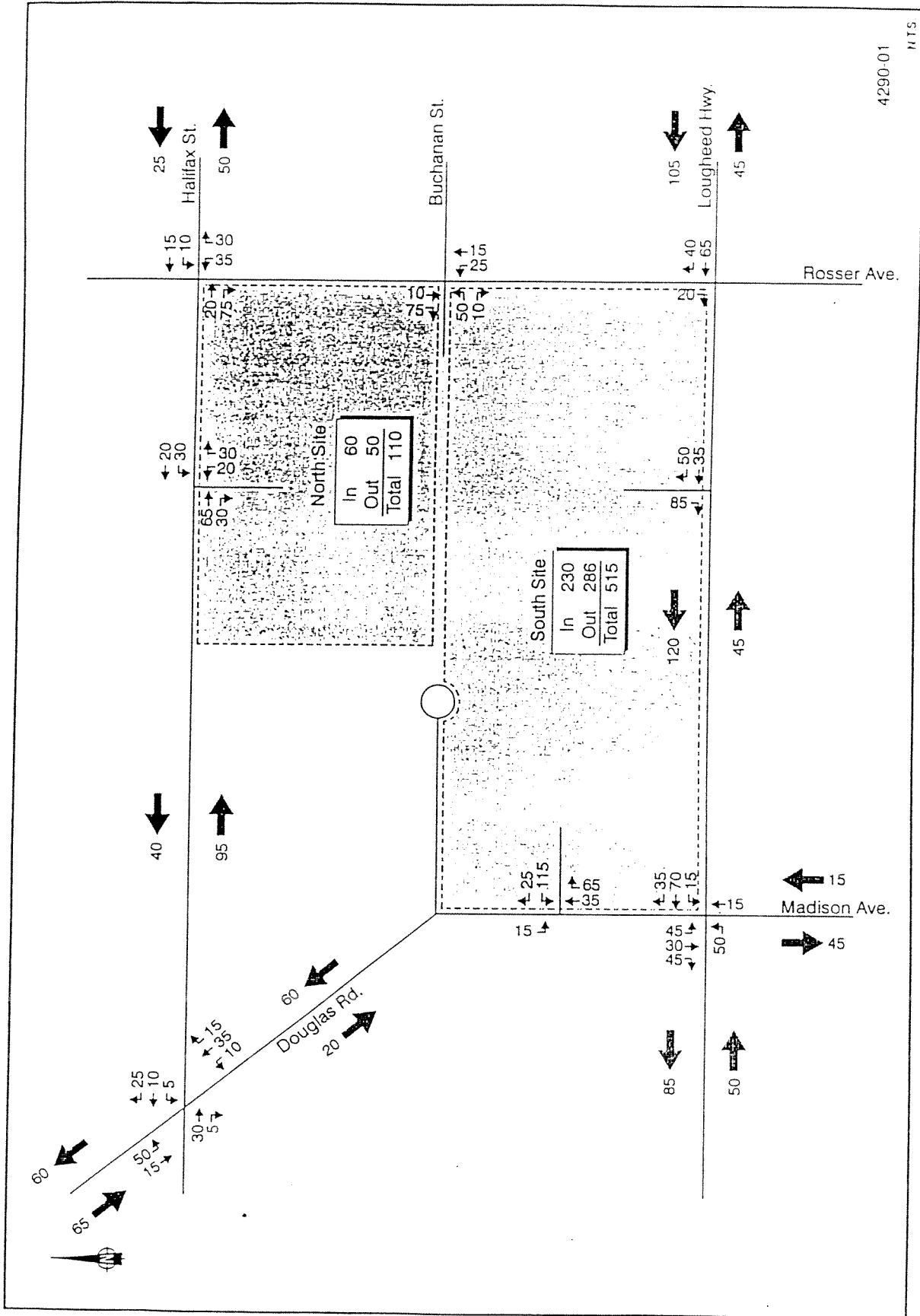
This is for information of Council



D. G. Stenson
Director Planning and Building

RR:gk
Attach

cc: Director Engineering



4290-01
M.T.S.

Site Traffic (Weekday PM Peak Hour)
Brentwood West Traffic Study

BUN T
& ASSOCIATES