

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: TRAFFIC ON SOUTHPOINT DRIVE**

RECOMMENDATION:

1. **THAT** Council approve the public consultation process outlined in Section 4.0 of this report.

REPORT

The Transportation Committee, at its meeting held on 2003 March 12, adopted the attached report requesting approval for a public consultation process related to the proposed changes to traffic circulation patterns in Edmonds Town Centre South area.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Lee Rankin  
Member

COPY: CITY MANAGER DIRECTOR ENGINEERING DIRECTOR PLANNING AND BUILDING
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**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2003 March 07

**FROM:** DIRECTOR PLANNING & BUILDING

OUR FILE: 08.640

**SUBJECT:** TRAFFIC ON SOUTHPOINT DRIVE

**PURPOSE:** To request Committee and Council approval for a public consultation process related the proposed changes to traffic circulation patterns in Edmonds Town Centre South area.

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**RECOMMENDATION:**

1. **THAT** the Transportation Committee request Council to approve the public consultation process outlined in Section 4.0 of this report.

**REPORT**

**1.0 BACKGROUND**

The Edmonds Town Centre Plan was adopted by Council in 1994. It included a proposed revision of the road network, shown in *Figure 1*, which was designed to redirect commuter and truck traffic around the Edmonds Town Centre South area. Under the plan, through traffic was to be encouraged to use the now-constructed Southridge Drive (Marine-Tenth Connector). However, it was recognized that neighbourhood roads (Southpoint Drive, Southwynde Avenue, and Byrne Park Drive) could provide a shorter and more convenient route for many through trips. Therefore, to discourage the use of the neighbourhood roads by through trips, the Edmonds Town Centre Plan proposed future changes to the road pattern in the area shown in *Figure 1*.

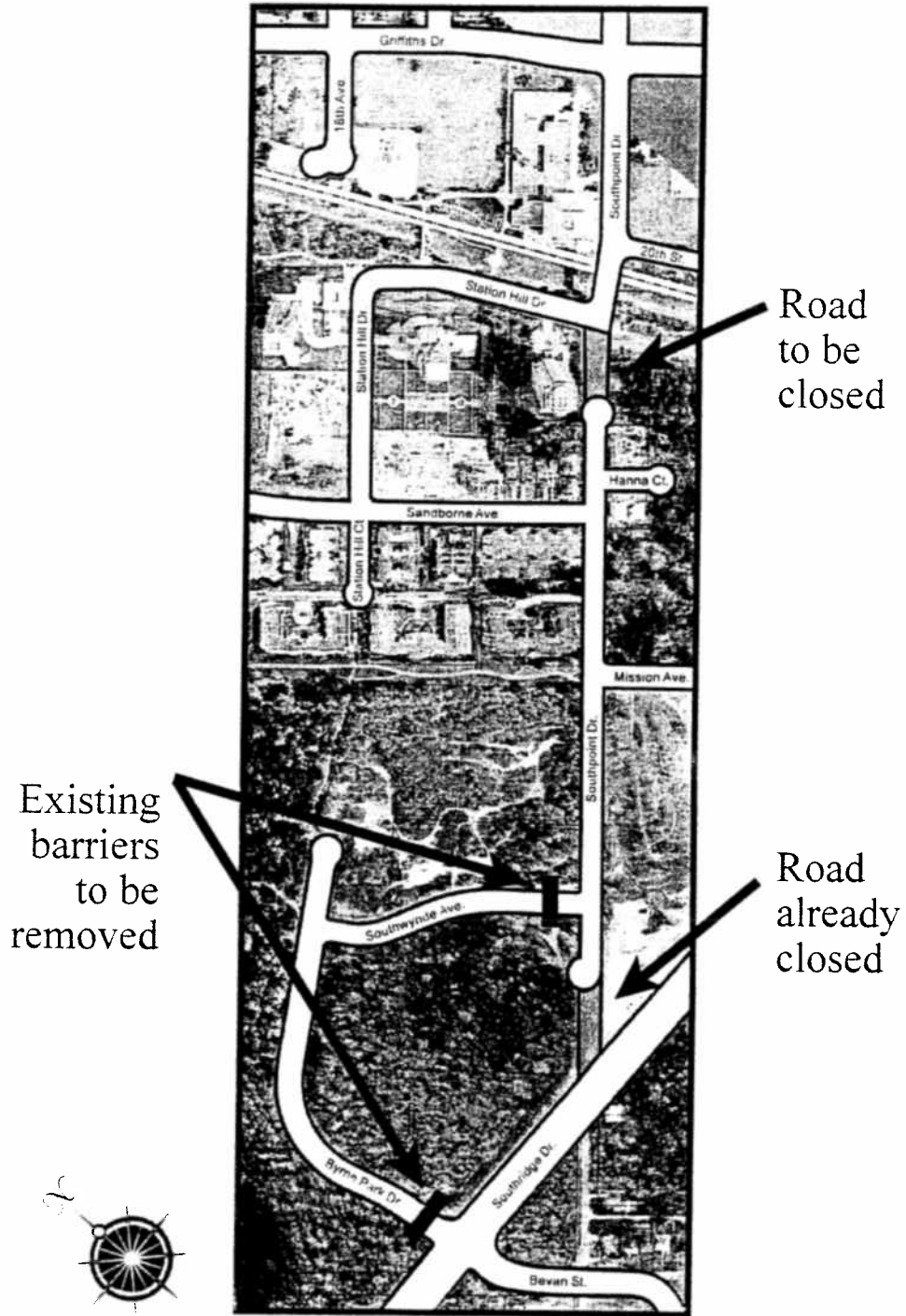
**2.0 EDMONDS TOWN CENTRE ROAD NETWORK**

**2.1 Network Objectives**

As shown in *Figure 1*, the road network identified in the Edmonds Town Centre Plan was intended to accomplish the following objectives:

- The completion of Southridge Drive and its designation as the new truck route would allow for the removal of large trucks and commuter traffic from Southpoint Drive, by providing an alternate link from 10<sup>th</sup> Avenue to Marine Way.

Figure 1: 1994 Network Plan



- A linkage to Southridge Drive (via Southpoint Drive, Southwynde Avenue, and a signalized intersection at Byrne Park Drive), would establish a safe southern access to/from the Edmonds Town Centre South neighbourhood.
- Closure of one block of Southpoint Drive, from Station Hill Drive to Sandborne Avenue, was intended to discourage through traffic from using Southpoint Drive as a shorter alternative to Southridge Drive.

Together these measures establish a safe local street network in the Edmonds Town Centre South area by discouraging through-traffic while maintaining safe access for local residents to the arterial roads, namely Griffiths Avenue and Southridge Drive.

## **2.2 Network Implementation**

Construction of various roads over the past decade has led to the creation of most of the network originally envisioned for the Edmonds Town Centre South neighbourhood. To finish the implementation, only two additional steps are required:

- the opening of Southwynde Avenue and Byrne Park Drive, to occur in conjunction with the development of multi-family residential units on Southpoint Drive at Southwynde Avenue which is commencing; and
- the closure of a short section of Southpoint Drive, immediately south of Station Hill Drive.

The latter initiative would force traffic destined for the southern end of Southpoint Drive to detour through the neighbourhood via Station Hill Drive and Sandborne Avenue. As outlined above, the intent was that this detour would discourage the use of Southpoint Drive for through trips.

## **3.0 ISSUES**

The population of the Edmonds Town Centre South neighbourhood has increased dramatically in the time since the Plan was adopted. It is likely that many of today's residents were not there to participate in the public consultation that led to the creation of the Edmonds Town Centre Plan.

As the neighbourhood continues to develop southward, it is still considered essential to create a southern access via the intersection of Southridge Drive and Byrne Park Drive. Given the commencement of construction on a multi-family residential development on Southwynde Avenue, staff intend to arrange for the removal of the existing barriers on Southwynde Avenue and Byrne Park Drive, to complete the necessary southerly connection.

The remaining issue is whether or not there is still a community consensus to proceed with the proposed closure of a short section of Southpoint Drive, south of Station Hill Drive. Rather than proceed immediately with that closure, a community consultation process is proposed, which would focus on two options:

- Close the short section of Southpoint Drive, as originally envisioned in 1994.
- Keep this section of road open, and possibly use traffic calming techniques to discourage the use of Southpoint Drive by through traffic. However, a full use of traffic calming will be constrained as Southpoint is designated as a Local Collector for the Neighbourhood.

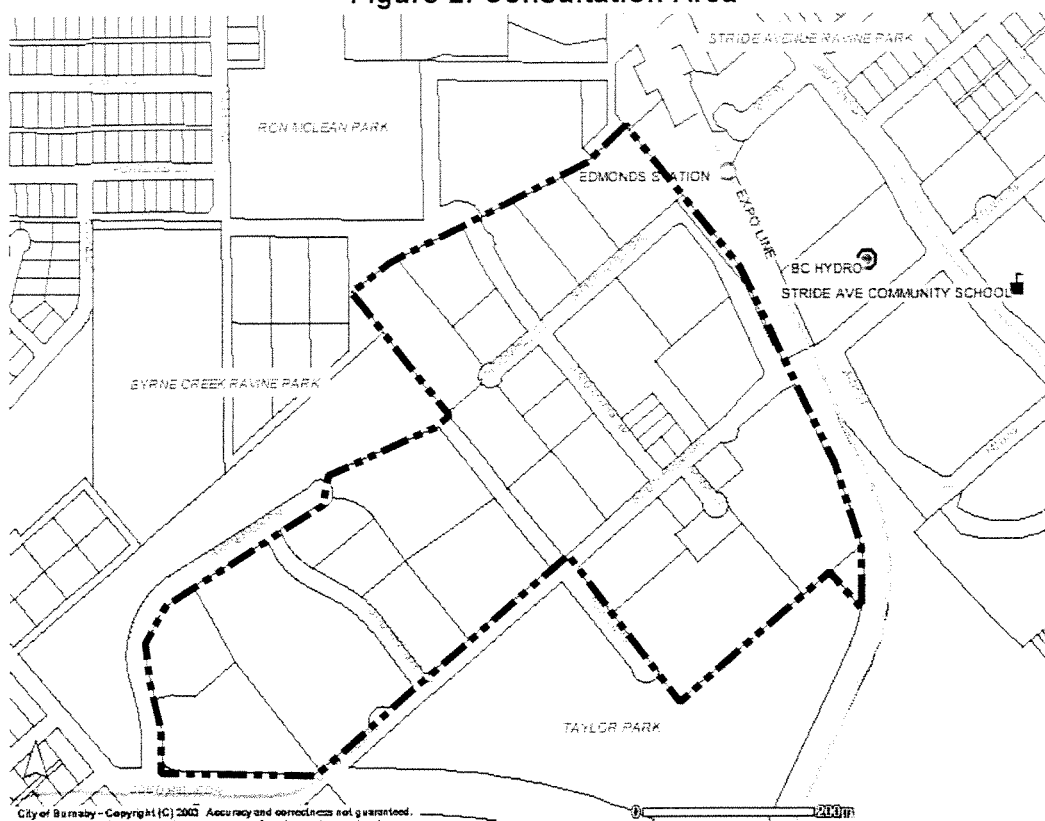
Another approach might include starting with the latter option and reverting to the original proposal if evidence proved that through movements remained to be a significant concern.

#### 4.0 PUBLIC PROCESS

To provide an opportunity for public input by current residents, the following process is proposed:

1. **Prepare Brochure (by April 11).** Create an informational brochure that describes the issue and the two options. The brochure will include a questionnaire to solicit resident feedback.
2. **Mail Brochure (by April 18).** Mail the brochure to residents and other properties in the consultation area, shown in *Figure 2*.
3. **Open House (week of May 5).** Hold an open house at Stride Community School.
4. **Receive Feedback (by May 23).** Allow a two-week period for residents to respond.
5. **Processing of Results (by May 30).** Tabulate the results and draw conclusions from the public process.
6. **Report to Committee (June 11).** Report the results of the public process to the Transportation Committee.

Figure 2: Consultation Area



## 5.0 CONCLUSION

The 1994 Edmonds Town Centre Plan identifies a strategy for keeping through traffic out of the Edmonds Town Centre South neighbourhood. However, many of the current residents were not there in 1994, and therefore did not have an opportunity to comment on the plan. Accordingly, a public process is recommended prior to implementing the originally proposed road pattern changes.

  
J. S. Belhouse, Director  
PLANNING AND BUILDING

SR:sa

cc: City Manager  
Director Engineering