

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

**SUBJECT: REQUEST FOR ON-STREET PARKING
 ALONG THE LOUGHEED HIGHWAY AT
 THE BURNABY SHARK CLUB (1899 ROSSER AVENUE)**

RECOMMENDATION:

1. **THAT** Council forward a copy of this report to Mr. John Teti, Shark Club Burnaby, #109 - 1899 Rosser Avenue, Burnaby, B.C. V5C 6D5.

REPORT

The Transportation Committee, at its meeting held on 2003 March 12, adopted the attached report responding to the request of Mr. John Teti, Proprietor of the Shark Club who appeared before Council as a delegation on 2003 February 17.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Doug Evans
Vice Chair

Councillor Lee Rankin
Member

COPY: CITY MANAGER DIRECTOR PLANNING AND BUILDING DIRECTOR ENGINEERING
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City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRANSPORTATION COMMITTEE **DATE:** 2003 03 04
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 38100-20
SUBJECT: **REQUEST FOR ON-STREET PARKING
ALONG THE LOUGHEED HIGHWAY AT
THE BURNABY SHARK CLUB (1899 ROSSER AVE)**
PURPOSE: To respond to the request of Mr. John Teti, proprietor of the Shark Club who appeared before Council as a delegation on 2003 February 17.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. John Teti, Shark Club Burnaby, #109 - 1899 Rosser Avenue, Burnaby BC, V5C 6D5.

R E P O R T

1.0 INTRODUCTION

Council, at the Open Council meeting held on 2003 February 17, heard Mr. John Teti, proprietor of the Shark Club, as a delegation and adopted the following resolution:

1. "THAT the comments of the delegation be REFERRED to staff for review and report to the Transportation Committee."

Mr. Teti asked if Council would look into the viability of making the third lane of traffic on Lougheed Highway and the boulevard in front of the restaurant into a passenger drop-off or valet parking area. He observed that vehicles are currently stopping curbside for loading creating obstacles for cyclists in the bike lane. The third through lane is being used by vehicles to get ahead of the traffic at the signal. Mr. Teti concluded by asking if his suggestions could be referred to the Transportation Committee for further review.

2.0 BACKGROUND INFORMATION

The Shark Club is located on the second floor of the Madison Centre, which is a high-density mixed-use commercial/multiple-family residential development located along Lougheed Highway between Madison Avenue and Rosser Avenue as shown on Exhibit 1, attached. Below the Shark Club is a related Beer & Wine Store with ground floor frontage on the Lougheed Highway.

Customer and employee parking is provided on site within the building envelope and can be accessed by a driveway entrance on Lougheed at the centre of the development immediately to the west of the Beer & Wine Store. There is no on-street parking on the Lougheed frontage but time limited parking to provide high turnover is located adjacent the development on Rosser. An entrance to the development off Rosser is intended for off-street loading. There is no loading on-street in the Comprehensive Development Plan for the Madison.

Lougheed Highway is a primary arterial that is a component of the Major Regional Road Network (MRN). In front of the Madison Centre, the highway is constructed to 3 lanes to enhance the capacity of the westbound approach to the Madison Avenue signal. The highway has a central median that contains the columns supporting the Millennium Line SkyTrain.

Throughout its length in Burnaby, the Lougheed Highway is configured to include a paved shoulder incorporating a bike lane. In front of the Madison complex (Exhibit 2), the street is "finished" to an urban standard and the westbound bicycle lane is marked adjacent the curb. Stopping is prohibited in order to maintain safe continuity of travel for cyclists.

3.0 REVIEW

Staff met with Mr. Teti on site late last year. He requested time limited (high turnover) on-street parking along the Lougheed in front of the Beer & Wine Store to provide for commercial loading/unloading and customer convenience. The parking zone he proposed was also intended to include and facilitate valet parking for Shark Club patrons. Mr. Teti noted that people currently stop illegally in the bike lane to make purchases at the Beer & Wine Store.

Mr. Teti further indicated that he would be willing to fund construction of a pull-off parallel parking bay. Staff agreed to review the technical feasibility and desirability of his proposal.

We considered two possible schemes which were reviewed by staff from the Engineering and Planning Departments. First was the proposed scheme which would involve carving a lay-by for parked vehicles out of the existing boulevard (Exhibit 3). Up to 4 vehicle stalls could be created with this approach. The alignment of the bicycle lane would remain unchanged although it would no longer be curbside. Accordingly, vehicles would need to weave and manoeuvre in the bike lane.

The second option we explored would leave the existing curb as is (Exhibit 4). This would accommodate up to 6 on-street stalls between Rosser Avenue and the driveway access to on-site parking. The concept considered would require “delaying” the onset of a third lane on the westbound approach to the Madison signal to beyond the mid-block driveway. The existing curbside bicycle lane would be pushed outward and its transition to curbside would also occur through the driveway access. We note that putting the bike lane back of curb on what is currently grassed boulevard would obviate some of the vehicle conflict for any cyclists choosing this detour but commingle relatively high speed cyclists with pedestrian activity.

With both schemes, vehicle manoeuvring related to parking would encroach on the bicycle lane. The exposure to risk would be increased by the fact that the on-street parking is intended to be short term with a high turnover. The potential conflict between bicycles and right turning traffic would be exacerbated by both schemes considered but more so by the second. We do not consider the added risk to cyclists by either scheme to be acceptable.

We informed Mr. Teti of our conclusion by letter which also noted:

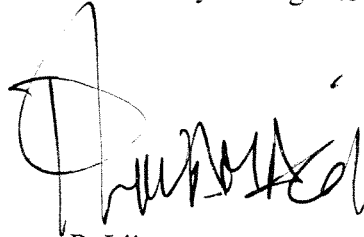
- “1. The present operating standard for the Lougheed Highway does not incorporate on-street parking and it would be undesirable to set any precedent. While road capacity is not at issue at this location at this time, on-street parking would impair the higher capacity arterial function of this road which is an important component of the major regional road network.
2. This particular development (the Madison) was recently constructed with ample on-site parking and, indeed, the access to your businesses from this parking is considered particularly good given the driveway crossing mid-block on Lougheed and the internal layout tributary to that access portal.
3. Loading for this complex is intended to occur on site and we are concerned that loading for your Beer & Wine Store is occurring from the street. As you noted the vertical clearance for the on-site loading access from Rosser appears unduly constrained and we will pursue this with the developer/owner as should you.

4. The on-street parking on Rosser is not far from the entrance to your facilities and it is our intent to encourage turnover there which should assist your objective of providing the opportunity for vehicle drop-off for subsequent valet parking and quick access for Beer & Wine Store customers.”

4.0 CONCLUSION

Staff have considered a number of scenarios intended to provide on-street convenience parking in front of the Beer & Wine Store. All result in compromises to the current and future operating standard for the Lougheed Highway.

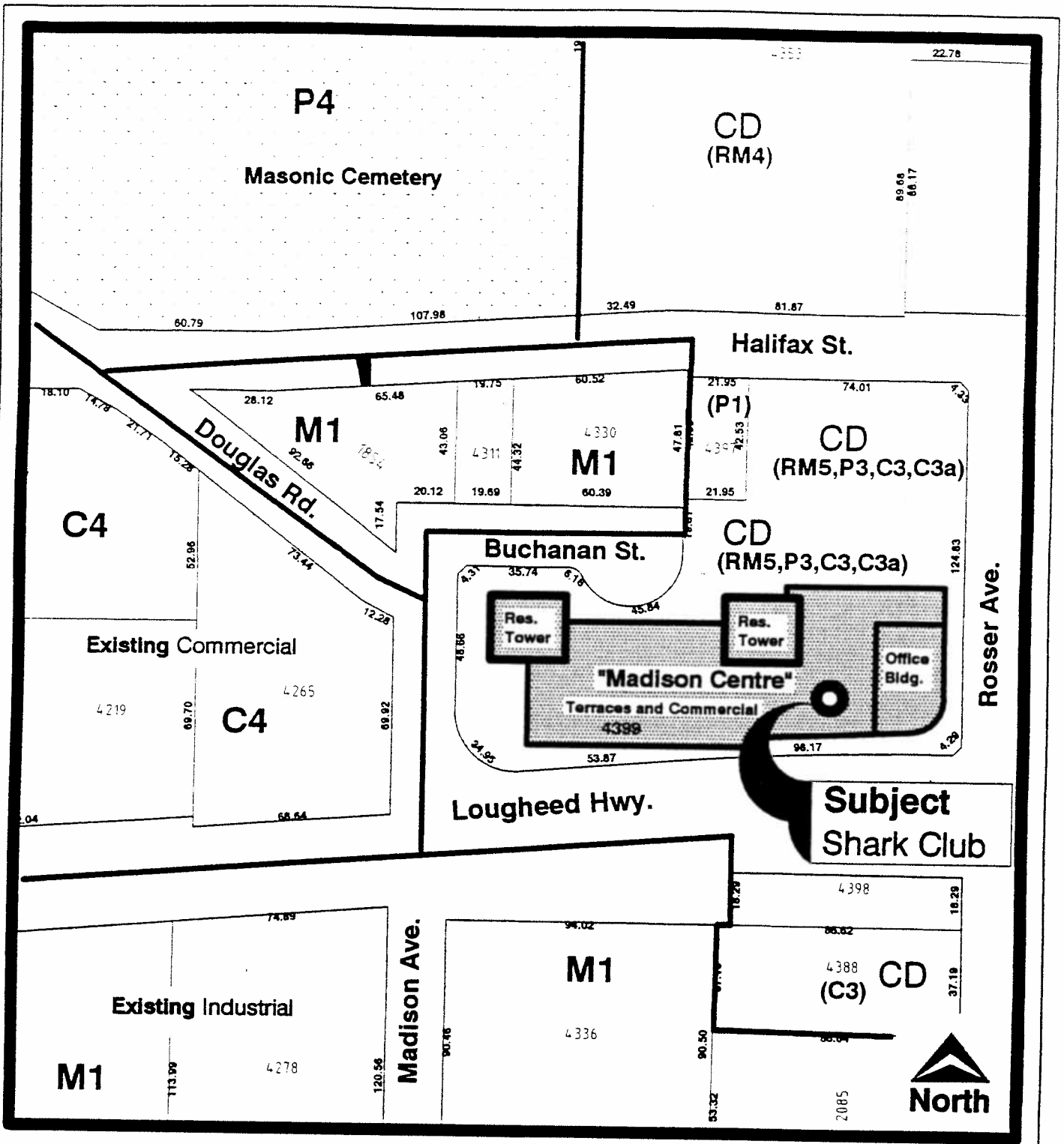
The schemes for providing a high turnover on-street parking area on the Lougheed would also create a significant unnecessary hazard to the commuter cyclists for which this route is intended. Accordingly, we cannot recommend any change to the current stopping prohibition.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENG. SYSTEMS

AE:
Attach.

cc: City Manager
Director Planning



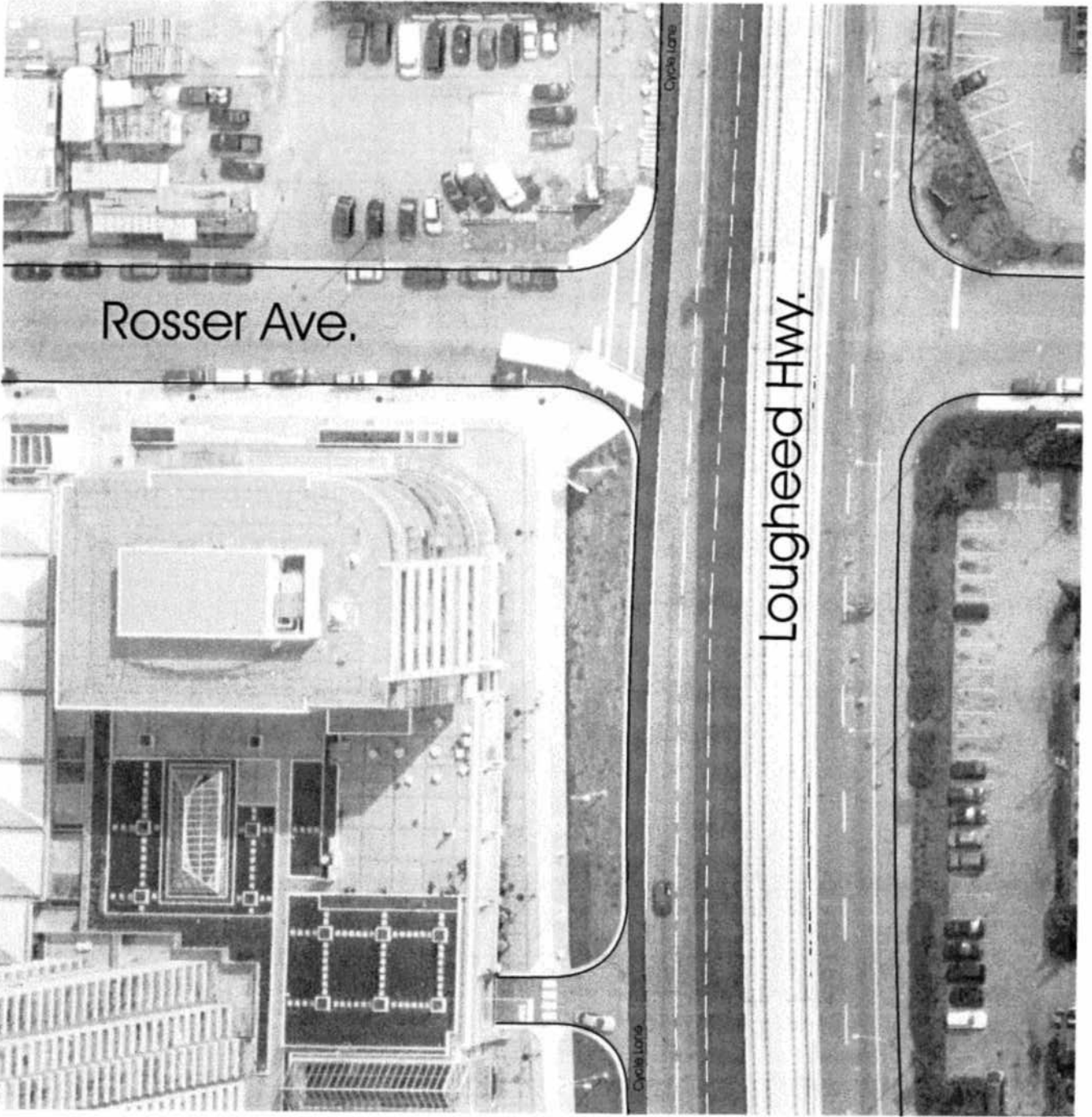
Planning And Building Department

Scale: 1 : 2000

Drawn By: J.P.C.

Date: November 2002

Exhibit #1
Shark Club: Land Use Context



Rosser Ave.

Lougheed Hwy.



City of
Burnaby

Exhibit #2
The Madison Centre

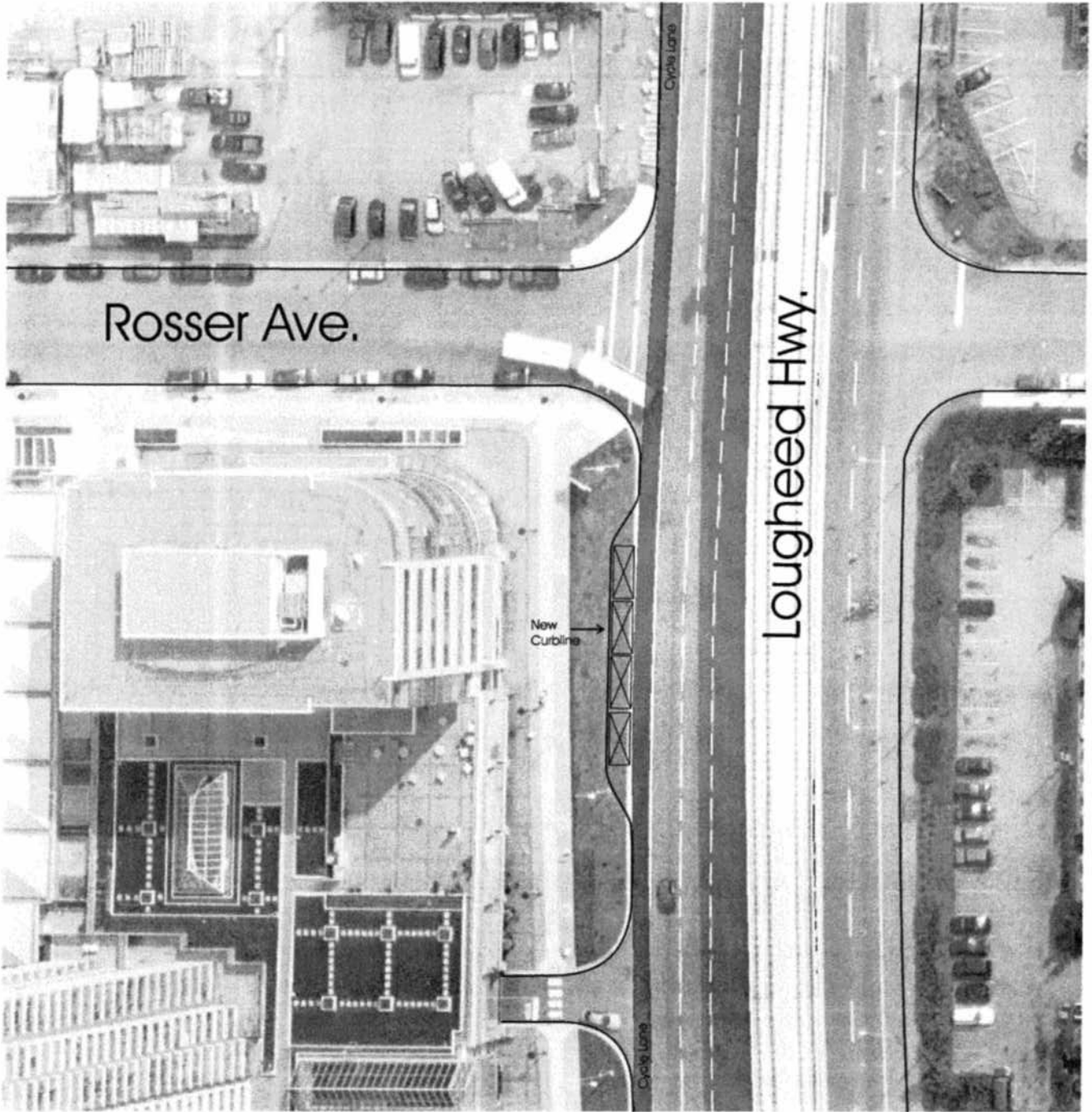
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SCALE: NTS

APPRV'D BY: PL

DATE: 19/12/01





Rosser Ave.

Lougheed Hwy.

New Curbline

Cycle Lane

Cycle Lane



Exhibit #3
On street Parking in Bay

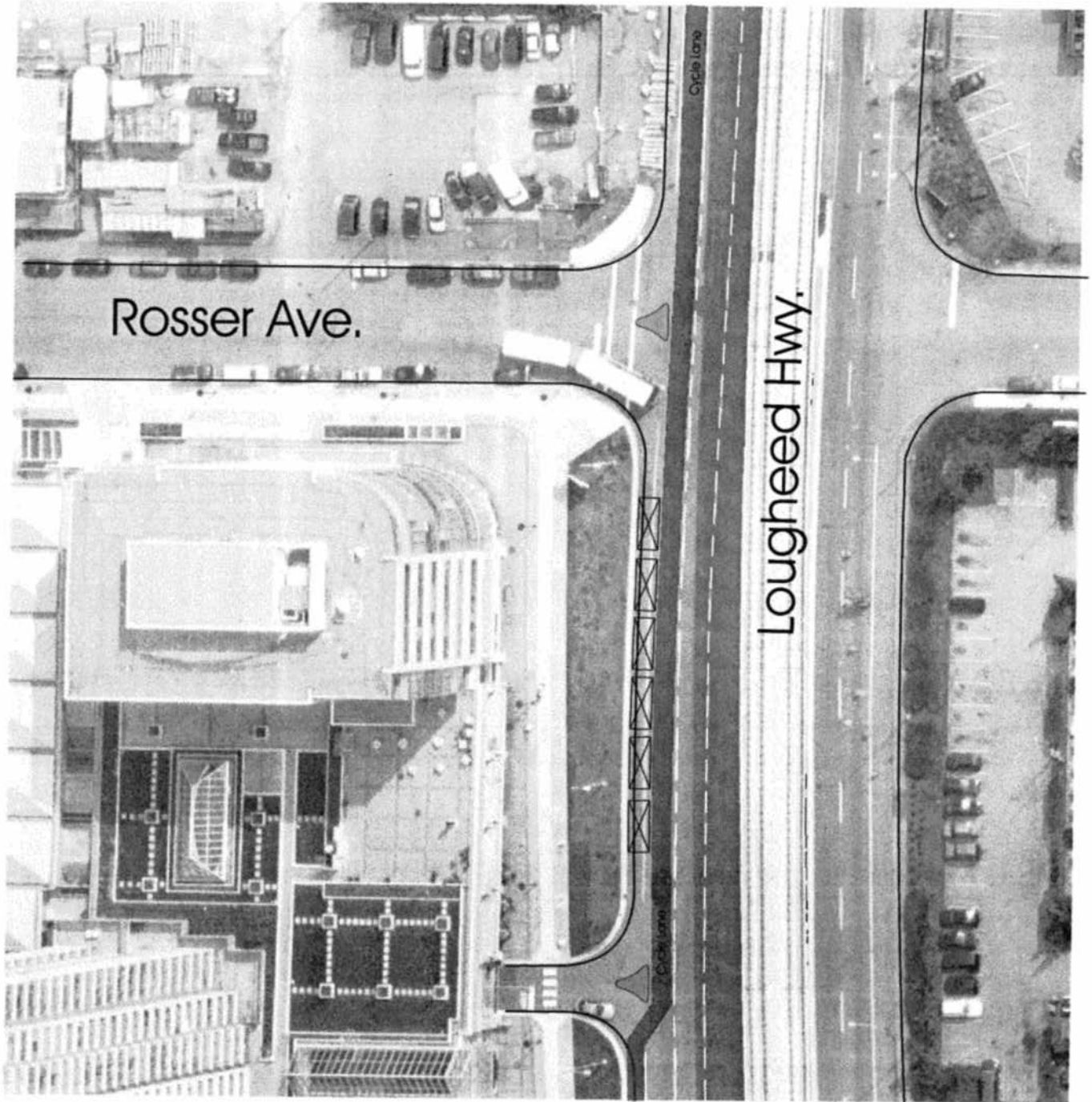
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SCALE: NTS

APPRV'D BY: PL

DATE: 19/12/01





Rosser Ave.

Lougheed Hwy.

Cycle lane



Exhibit #4
On Street Paking Curbside

DRAWN BY: AKE

SCALE: NTS

APPR'D BY: PL

DATE: 19/12/01

