

TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: TRAFFIC ISSUES: REZONING REFERENCE #06-68

RECOMMENDATION:

1. THAT Council forward a copy of this report to the applicant and to those area residents who raised the traffic issues in correspondence or at the Public Hearing for Rezoning Reference #06-68.

REPORT

The Transportation Committee, at its meeting held on 2007 November 14, received and adopted the *attached* report responding to traffic issues raised at the Public Hearing for Rezoning Reference #06-68.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor L. Rankin
Member

Copied to: City Manager City Solicitor Director Engineering Director Planning & Building

TO: CHAIR AND MEMBERS
TRANSPORTATION COMMITTEE **DATE:** 2007 November 07

FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 49500 20
Reference: REZ#06-68

SUBJECT: TRAFFIC ISSUES: REZONING REFERENCE #06-68

PURPOSE: To respond to traffic issues raised at the Public Hearing for Rezoning Reference #06-68.

RECOMMENDATION:

1. **THAT** Council be requested to forward a copy of this report to the applicant and to those area residents who raised the traffic issues in correspondence or at the Public Hearing for Rezoning Reference #06-68.

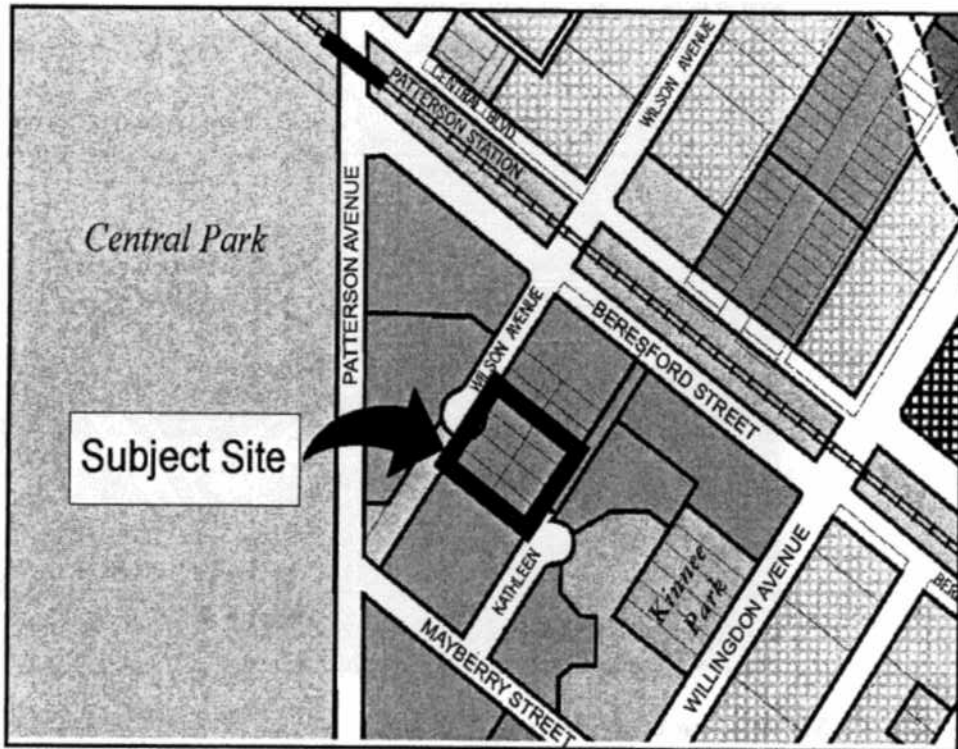
REPORT**1.0 BACKGROUND**

On 2007 August 28, a Public Hearing was held for Rezoning Reference #06-68. The subject rezoning application proposes a 130 unit high-rise apartment tower (29 storeys) and a four unit street-fronting townhouse development in accordance with the Metrotown Development Plan (*see Figure 1*).

The proposed development would back onto Kathleen Avenue which currently has an interim pavement cap of 4.5 m. (15 ft.) and a sidewalk on the east side. The servicing requirements for the development include the closure of a portion of Kathleen abutting the development site and the provision of a pedestrian walkway from the end of the cul-de-sac on Kathleen north to Beresford Street. At the Public Hearing, some area residents from the surrounding multi-family strata developments raised traffic concerns including the closure to vehicular traffic of Kathleen Avenue to Beresford Street.

On 2007 September 10, Council gave the subject rezoning amendment bylaw Second Reading and also referred the issue of the closure of Kathleen Avenue and broader road network issues to the Transportation Committee for consideration. Subsequently, the Committee, at its regular meeting of 2007 October 10, referred the matter to staff for a report. This report provides the requested information.

Figure 1 Rezoning #06-68



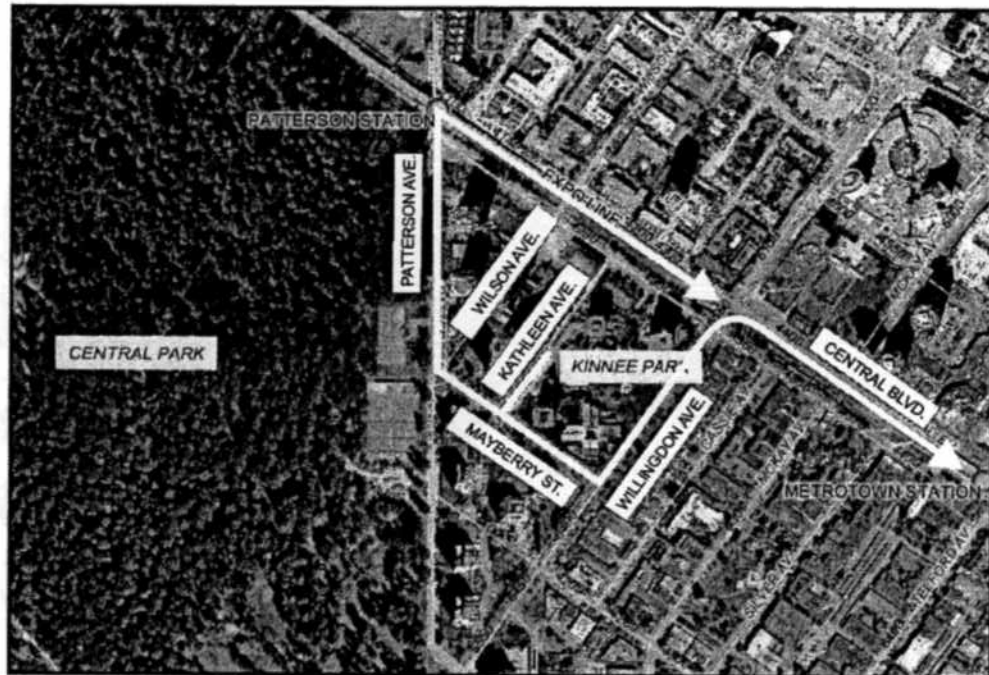
2.0 KATHLEEN AVENUE ISSUES

2.1 Route to Metropolis at Metrotown

It was noted at the Public Hearing that Kathleen Avenue currently provides a direct link to Metropolis at Metrotown via Beresford Street, Willingdon and Central Boulevard and that its closure would result in a less direct route by requiring traffic to use Mayberry Street via Willingdon or Patterson Avenue. As noted, however, after the closure of Kathleen, residents of the area would continue to have the choice of two routes to the Metrotown core: one, via Mayberry to Willingdon and Central Boulevard and the other via Mayberry to Patterson and Central Boulevard, as shown in *Figure 2*.

During off-peak periods when traffic volumes on Willingdon Avenue are lower, the Mayberry/Willingdon/Central Boulevard route will offer equal or better travel times relative to the existing Kathleen Avenue/Beresford/Willingdon/Central Boulevard route. During peak periods, when there is traffic delay on Willingdon, the Mayberry/Patterson/Central Boulevard route would be more convenient for residents. This route is slightly longer than the other routes but, as traffic volumes are low on Patterson and Central Boulevard (west of Willingdon), the travel time by vehicle to Metropolis would be comparable to other routes.

Figure 2 Metropolis Access from Mayberry

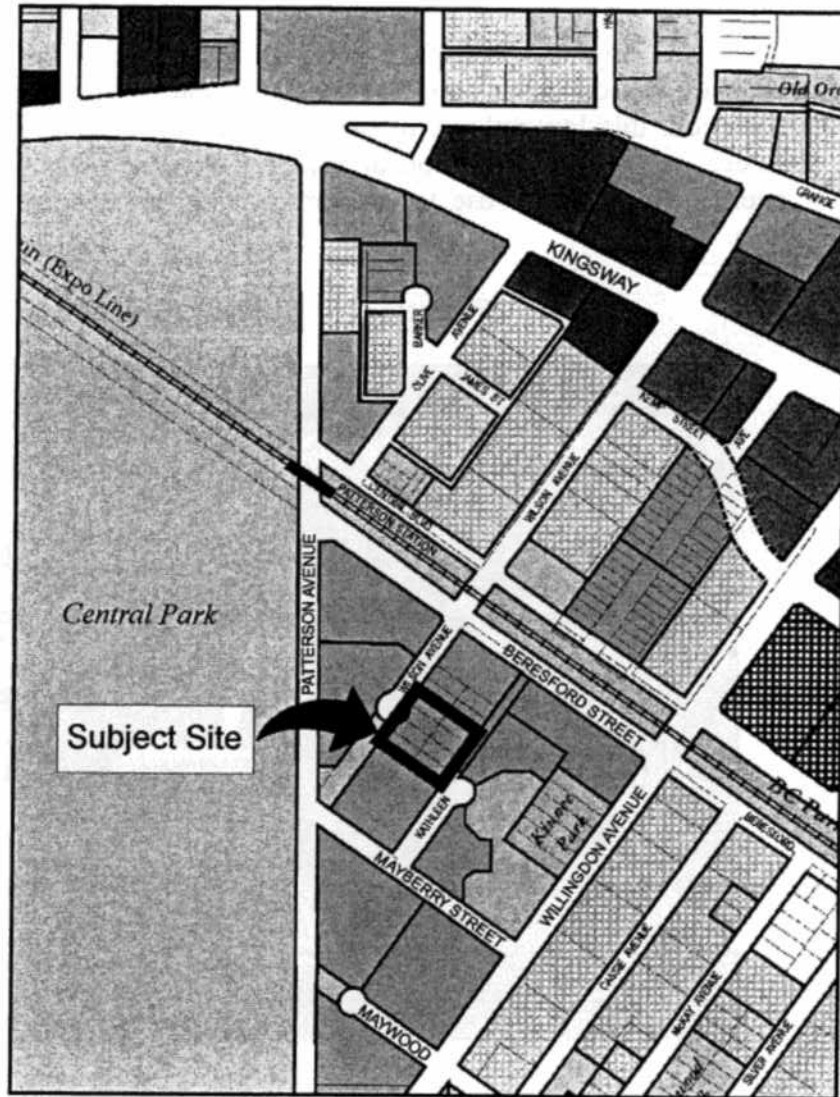


2.2 Metrotown Road Network

The concern was raised that traffic from the residential development, combined with the closure of Kathleen, would increase traffic congestion in the area. Based on typical trip generation estimates for a multi family residential development of this type, the new residential tower could be expected to generate up to 800 vehicle trips on a weekday with access taken from Wilson Avenue. Sufficient capacity is available via Wilson Avenue to Beresford to accommodate the vehicle trips from the proposed development.

To accommodate general growth, the Metrotown Development Plan incorporated a network of roads designed to meet future traffic demands in the Town Centre. Recent road improvements, such as Central Boulevard opening onto Willingdon Avenue have allowed for direct access to the Metrotown Core area from the Mayberry apartment area. Improvements to the Kingsway/Willingdon and Kingsway/Nelson intersections and the widening of McKay Avenue from Grange to Central Boulevard over the past ten years have also added considerable capacity to the Metrotown road network. In the future, continued improvements to the Kingsway intersections and the completion of the remaining segment of Beresford Street to the final standard will serve to accommodate existing and anticipated traffic volumes in Metrotown, including the traffic generated by the subject development. Improvements will also be made to bike and pedestrian routes including the BC Parkway and the Metrotown Bikeway.

Figure 3 Area Road Network



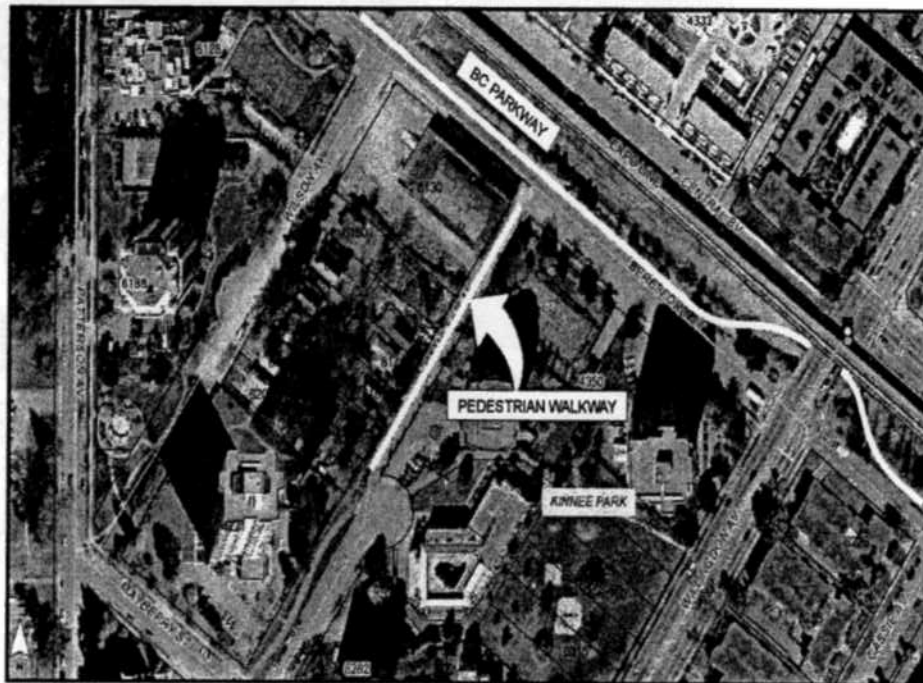
2.3 Pedestrian Walkway

Comments were made regarding the design and function of the walkway which is proposed to be 1.5 m. wide and set within a linear, park-like environment. The walkway is proposed to be constructed within the closed portion of Kathleen Avenue (see Figure 4). The submitted plans for the walkway envision a park-like landscape consisting of a mix of deciduous and coniferous trees, shrubbery and grassed areas, as well as trellis work, benches, a rock feature and pedestrian lighting. The walkway will connect directly with the BC Parkway adjacent to the SkyTrain guideway and provide direct pedestrian access to Patterson and Metrotown Stations. The proposed closure and development of the walkway

reflects objectives to support alternative modes for local access in the Town Centre and to discourage through-traffic on local streets, such as Kathleen.

Currently, approximately 325 vehicles use the segment of Kathleen Avenue between the cul-de-sac and the Beresford on a weekday. With the closure of Kathleen, this low volume of trips can readily be accommodated on Mayberry Street. As such, the portion of Kathleen Avenue proposed to be closed is not needed for vehicular use to support existing and proposed development in the area.

Figure 4 Pedestrian Walkway



2.4 Metrotown Road Hierarchy

Comments were made regarding the rationale for the closure of Kathleen to through-traffic. The closure of the subject segment of Kathleen Avenue is part of the Council-adopted policy and development plans for the area, as reflected in the Metrotown Development Plan.

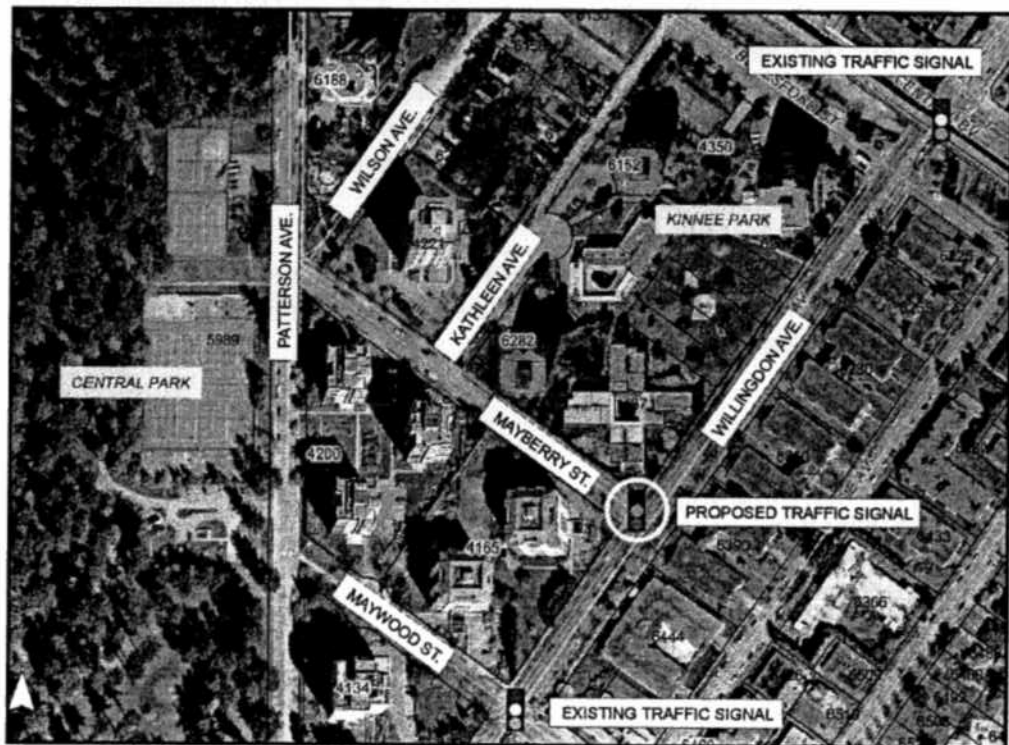
The road component of the Metrotown Development Plan is based on a hierarchy of streets (*Figure 3*) which direct local traffic onto collector roads (Mayberry Street, Patterson Avenue, Beresford Street) from which vehicles can access arterial roads, such as Central Boulevard and Willingdon Avenue. These collector and arterial roads are intended to accommodate higher-volume traffic so that there is less traffic on local streets, such as Kathleen Avenue. This road

hierarchy continues to be a valid and supportable approach to address area traffic demands while controlling traffic in residential neighbourhoods.

2.5 Traffic Signal at Mayberry/Willingdon

The provision of a traffic signal at Mayberry Street and Willingdon Avenue was also raised in connection with the closure of Kathleen Avenue. Currently, the intersection at Mayberry Street and Willingdon Avenue is not signalized but allows all traffic movements. Signalization is not proposed as it may have the unintended consequence of drawing more peak-period traffic from Willingdon to use Mayberry and Patterson as traffic seeks to bypass northbound queuing on Willingdon. As well, a new traffic signal on Mayberry/Willingdon added to the existing signals at Maywood/Willingdon and Central/Willingdon, as shown in *Figure 5*, would have the adverse effect of increasing traffic delay on this arterial and could also generate more traffic infiltration through the neighbourhood.

Figure 5 Willingdon Traffic Signals



3.0 CONCLUSION

The closure of Kathleen Avenue, in conjunction with the multi-family development (Rezoning Reference #06-68), is based on the Metrotown Development Plan which guides the growth of the Town Centre and provides a level of certainty to the


To: Transportation Committee
From: Director Planning and Building
Re: Closure of Kathleen Avenue: Rezoning Reference 06-68
2007 November 08 Page 7

development community. As Metrotown has grown, the Plan has been reviewed and updated over time to maintain its currency and to respond to emerging issues and new directions, particularly in relation to its role in supporting alternative modes of travel by foot, bike and transit. The Metrotown Development Plan envisions the closure of Kathleen to allow for the construction of a pedestrian walkway, free from traffic, to connect to the BC Parkway and the Patterson and Metrotown SkyTrain Stations. The provision of this walkway is appropriate to the development of Metrotown as a transit village promoting walking, cycling and transit as alternatives to private vehicle travel.

The Plan incorporates the closure of the portion of Kathleen Avenue south of Beresford as part of an overall road network which is based on a hierarchy of arterial, collector and local streets. The road network hierarchy is designed to provide safe vehicle access and efficient mobility in Metrotown and continues to be a valid and supportable approach to addressing traffic demands in the Town Centre. This approach has been successful in accommodating the growth of traffic in the Town Centre, while reducing traffic infiltration on local roads intended to serve multi-family residential areas of Metrotown.

In this context, the portion of Kathleen proposed for closure currently serves relatively few vehicles and therefore, its closure and the resulting redirection of these trips to other routes will have only a minor impact on other streets. Retaining Kathleen Avenue open to through-traffic is not necessary in order to provide vehicular access to the Metrotown Core as the road network provides other safe and convenient routes for local residents to travel between this multi-family residential area and the retail/office core of the Town Centre.

It is recommended that a copy of this report be sent to the applicant and to those area residents who raised traffic issues in correspondence or at the Public Hearing for Rezoning Reference #06-68.


B. Luksun, Director
PLANNING AND BUILDING

RG:jc:sa

cc: City Manager
City Clerk
City Solicitor
Director Engineering

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