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**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: TRANSPORTATION ISSUES RAISED AT 2009 OCTOBER 27 PUBLIC  
HEARING FOR REZONING #07-59**

**RECOMMENDATIONS:**

1. THAT Council authorize the distribution of this report to those who spoke at, or made submissions to, the 2009 October 27 Public Hearing for rezoning #07-59 on transportation issues.
2. THAT Council be requested to forward a copy of this report to the rezoning applicant, Ledingham McAllister Communities Ltd., and to the Transportation Committee for information.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2010 February 02, received and adopted the *attached* report responding to traffic and transportation issues raised at Public Hearing for the above rezoning.

Respectfully submitted,

Councillor Sav Dhaliwal  
Chair

Councillor Colleen Jordan  
Vice Chair

Councillor Paul McDonell  
Member

Copied to: City Manager Director Engineering Director Planning & Building
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2010 January 28

**FROM:** DIRECTOR PLANNING AND BUILDING

**FILE:** PL 37500 - 01  
*Reference: Transportation - General*

**SUBJECT:** TRANSPORTATION ISSUES RAISED AT 2009 OCTOBER 27 PUBLIC HEARING FOR REZONING 07-59

**PURPOSE:** Respond to transportation issues raised at Public Hearing for the above rezoning.

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**RECOMMENDATIONS:**

1. **THAT** Council be requested to authorize the distribution of this report to those who spoke at, or made submissions to, the 2009 October 27 Public Hearing for rezoning 07-59 on transportation issues.
2. **THAT** Council be requested to forward a copy of this report to the rezoning applicant, Ledingham McAllister Communities Ltd., and to the Transportation Committee for information.

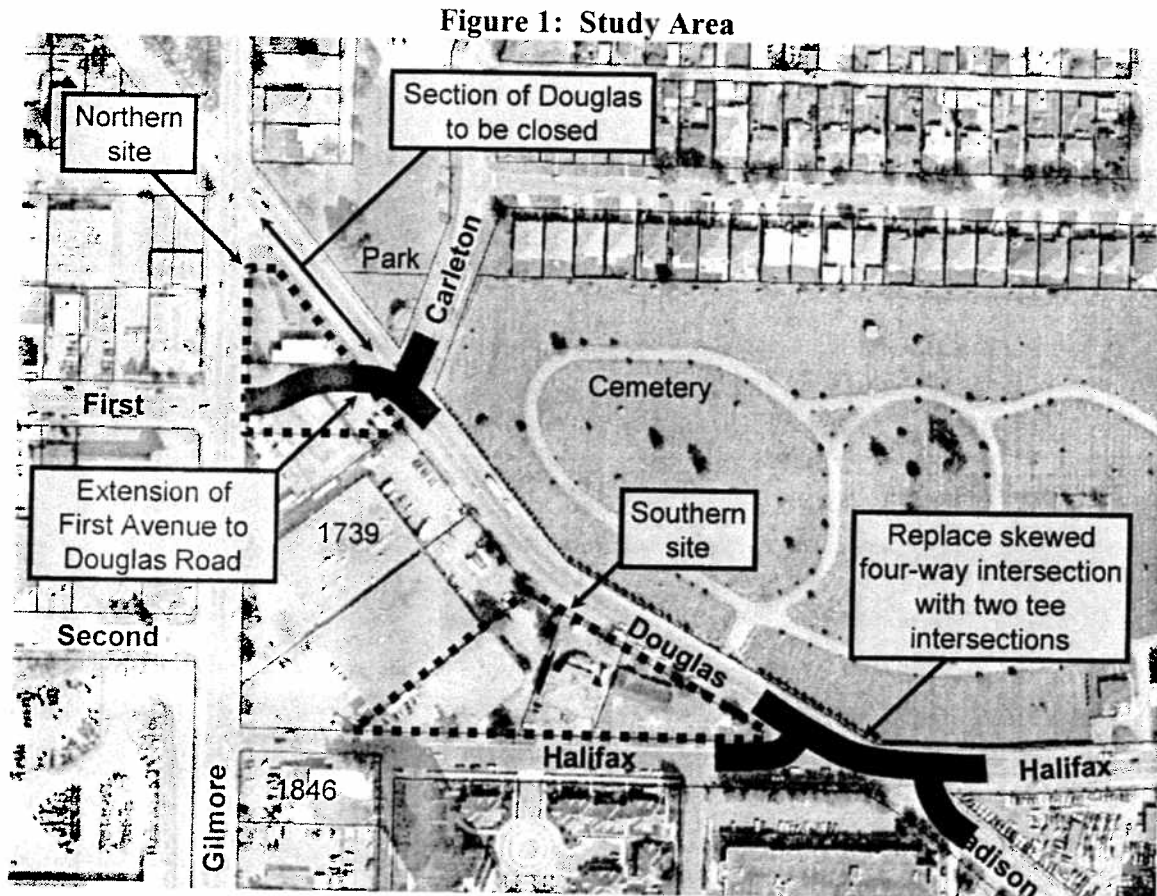
**REPORT****1.0 INTRODUCTION**

On 2009 October 27, Council held a Public Hearing for rezoning 07-59. As shown in *Figure 1*, this rezoning encompasses a Northern Site (1680 and 1710 Gilmore Avenue) and a Southern Site (1771, 1779 and 1791 Douglas Road) within the Brentwood Town Centre Development Plan area. The Northern Site will be dedicated for road and park use, and the Southern Site is for a proposed high-rise apartment tower and street-facing townhouses. The figure also shows proposed transportation improvements to be provided by the developer, including:

- the extension of First Avenue eastward to align with Douglas Road (at Carleton Avenue);
- the corresponding closure of a section of Douglas Road between Gilmore and Carleton Avenues, for incorporation of the land area into the adjoining park; and
- the reconfiguration of the existing four-leg Douglas / Halifax / Madison intersection into two tee intersections.

Certain transportation issues were raised at the Public Hearing. Council referred these issues to the Traffic Safety and Transportation Committees for review. On 2009 November 3, the Traffic

Safety Committee requested a report on the issues. This report responds to the issues that arose at the Public Hearing. In so doing, it also responds to questions raised by Council at its meeting of 2009 November 2.



## 2.0 ISSUES RAISED AT PUBLIC HEARING

**Issue #1:** Traffic lights should be installed at intersections near the proposed development.

**Response:** All intersections surrounding the proposed development have been reviewed. It is recommended that each existing and new tee intersection (including Gilmore Avenue at Douglas Road) be controlled by a stop sign on the centre leg.

The traffic study<sup>1</sup> for this development indicates that the proposed intersection of First and Gilmore Avenues is expected to operate poorly if controlled by four-way stop signs. It is therefore appropriate that the developer install traffic signals at this intersection, at the time that the developer extends First Avenue eastward to align with Douglas Road. This will result in an acceptable level of service.

<sup>1</sup> Bunt and Associates: "Halifax & Douglas Residential Tower Transportation Review - Final Report"; 2009 June 11.

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**Issue #2:** Concern regarding road access limitation and interruption to daily plant operations at 1739 Douglas Road.

Response: This is one of the industrial properties between the Northern and Southern Sites. It has two driveways onto Douglas Road. Access will remain unchanged. There may be some short-term disruption to the site's northern driveway during construction of the extension of First Avenue to align with Douglas Road.

**Issue #3:** Concern regarding pedestrian safety at nearby intersections and particularly at Douglas Road / Halifax Street intersection.

Response: There are three key intersections in the vicinity of the proposed development.

1. As discussed previously, the intersection of Gilmore Avenue at First Avenue will be signalized. This will facilitate pedestrian movements.
2. The intersection of Gilmore Avenue at Halifax Street will retain its existing stop sign for westbound Halifax Street. It can be difficult for pedestrians to cross Gilmore Avenue, but there is little demand for such crossing due to the BC Hydro site and other industrial properties on the west side of Gilmore Avenue. The proposed signal at First Avenue will create gaps in traffic that will make it easier to cross Gilmore Avenue at Halifax Street.
3. As previously shown in *Figure 1*, the existing Douglas / Halifax / Madison intersection will be reconfigured into two tee intersections. This eliminates the existing four-way intersection which has a severe skew. The two new intersections will have shorter crossing distances and a more conventional configuration, both of which should enhance pedestrian movements. The only drawback for pedestrians in the new design is in crossing to/from the cemetery on the north side, for which pedestrian volumes are expected to be low. In case a pedestrian signal is warranted in the future, it is appropriate that the developer's reconstruction of the intersection include pre-ducting for a future pedestrian signal across Halifax Street at Madison Avenue.

**Issue #4:** There is significant traffic on Halifax Street. The property at 1846 Gilmore Avenue constricts widening of the roadway. Concern was expressed about pedestrian and vehicle safety in this section of Halifax Street.

Response: As can be seen in *Figure 1*, Halifax Street has an unusually narrow right-of-way (10 metres) for the 70 metres closest to Gilmore Avenue. As a result, the roadway is built to an interim standard with an interim-standard sidewalk on the south side.

The traffic study for this development shows that traffic volumes on Halifax Street are expected to decline below existing levels. This is a result of the proposed roadworks previously shown in *Figure 1*, which will have the effect of shifting through traffic onto Douglas Road, a Major Collector – Primary. The development is thus expected to result in a reduction of traffic volumes on the narrow part of Halifax Street.

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To date, the City has taken the approach of waiting for the aforementioned south-side property at 1846 Gilmore Avenue to redevelop, which would allow this part of Halifax Street to be widened to its final standard. In the interim, it is appropriate to prohibit parking on the south side of Halifax Street in this section, as the parking intrudes on the travel lane and/or the sidewalk.

**Issue #5:** Concern regarding traffic congestion on Gilmore Avenue between Douglas Road and Canada Way.

Response: Volumes on Gilmore Avenue are expected to decline because traffic will no longer use Gilmore Avenue to jog one block either northward (to Douglas) or southward (to Halifax) from First Avenue. The creation of a continuous east-west route from First Avenue to Douglas Road will result in lower volumes on Gilmore Avenue between Douglas Road and Halifax Street.

Between Halifax Street and Lougheed Highway, volumes are expected to rise by a minor amount: less than 2%. South of Lougheed Highway, the effect will be even smaller.

**Issue #6:** Concern regarding the number of accidents at the Lougheed Highway and Gilmore Avenue intersection.

Response: Intersection collision data were reviewed from 2004 to 2008, and compared with other similar intersections along Lougheed Highway. The number of collisions at the Gilmore intersection was found to be comparable to other intersections with similar traffic volumes. In general, the relative number of collisions at any location is often attributable to the higher volume of traffic. No significant changes to the operation of the intersection of Lougheed Highway at Gilmore Avenue are anticipated as a result of the proposed development.

**Issue #7:** Concerns were expressed regarding the lack of sidewalks and crosswalks in the subject area. It was suggested that these have not kept pace with development. It was proposed that a detailed pedestrian access plan be developed for the area.

Response: When an area is transitioning from industrial to residential or mixed use, it is common to have an incomplete pedestrian network during the transition phase. In the current case, the pedestrian network is relatively complete. All roads in the area have sidewalks on at least one side, and most have them on both sides. The primary challenge to the quality of the pedestrian experience is the general lack of front boulevards: most sidewalks are abutting rather than separated. This will be remedied incrementally through redevelopment. The current development will improve pedestrian conditions by converting abutting sidewalks to separated sidewalks along both the Halifax and Douglas frontages. In addition, the proposed reconfiguration of the Douglas / Halifax / Madison intersection will improve pedestrian safety by reducing crossing distances, and the proposed signalization of First Avenue at Gilmore Avenue will facilitate crossings of the latter.

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### 3.0 CONCLUSION

This report provides responses to issues raised at the 2009 October 27 Public Hearing for rezoning 07-59. It identifies that it is appropriate to signalize the proposed intersection of Gilmore and First Avenues, and to pre-duct the intersection of Halifax Street at Madison Avenue for a possible future pedestrian signal. These features will be included as part of the required servicing of the proposed development. The applicant will be required to sign a servicing agreement with these items listed, prior to final adoption of the rezoning amendment.

In addition, City staff will prohibit parking on the south side of Halifax Street for 70 metres east of Gilmore Avenue to address pedestrian and traffic issues on this section of interim road.

It is recommended that this report be distributed to those who spoke at, or made submissions to, the 2009 October 27 Public Hearing for rezoning 07-59 on transportation matters.

It is further recommended that a copy of the report be sent to the rezoning applicant, and to the Transportation Committee for information.



B. Luksun, Director  
PLANNING AND BUILDING

SR:jc:sa

cc: City Manager  
Director Engineering