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Transportation + Circulation

Introduction

East Fraserlands is envisioned as a walkable community that supports the use of transit. Existing transit service in the area is poor, and surrounding areas do not promote walking very effectively, so it is critical that a walkable neighbourhood that is well serviced by transit is created at East Fraserlands. While the actual route network will be worked out in detail at the ODP Phase, these policies guide the planning of pedestrian, bicycle and transit circulation, links to surrounding areas, public realm design, traffic impacts, parking and loading, the rail corridor, and the riverfront walk.

Comments from the 2003 Open Houses

Walkable Community

The concept of a walkable neighbourhood, where shops, services and transit are within 400 metres walking distance of most residences, received broad public support at the 2003 Open Houses.

Transportation

Residents felt that effective public transit is critical, otherwise the proposed density would not be supportable. Many expressed concern because of their experience with the cancellation of bus service to the West Fraserlands.

Residents supported development of a new neighbourhood based on a route network that gives priority to pedestrians, cyclists and transit ahead of private automobiles.

Traffic

Traffic volume and speed on Marine Way is a concern of residents in the area. Some community members are concerned about the introduction of traffic lights on Marine Way because it may encourage short-cutting through existing neighbourhoods.

The capacity of existing roads to take more traffic and the potential for short-cutting are major concerns of surrounding neighbours.

Draft Policy Highlights

Circulation Network (section 4.1)

Provide a network of routes throughout the site that caters collectively to various modes of movement and places priority on pedestrians, bicycles, transit and goods movement ahead of private automobiles.

The route network should take advantage of three existing traffic signals at Kerr, SE Marine and Boundary for access in and out of the site, and for pedestrian crossing of Marine. In addition, new signals should be installed at some intersections along Marine to safely accommodate access and pedestrian crossing.

★ A Transportation Study will be required as part of the ODP that evaluates the suitability of the proposed route network for serving the new community and the traffic impacts on the adjacent neighbourhoods to the west and north.

Public Realm, Streets and Lanes (section 4.2)

Streets and lanes should be designed to provide a safe and attractive environment.

Attractive residential streets should be provided, with shade trees and generous sidewalks.

Street designs should accommodate opportunities for sustainable initiatives for surface water management wherever possible.

Pedestrians and Bicycles (section 4.3)

Ensure that there is a network of pedestrian and bicycle routes connected to key destinations, including the adjacent employment area in Burnaby.

Streets should be designed to encourage bicycle use, and secure bicycle parking racks should be provided in residential areas, retail areas, public parks, and in other appropriate locations.

The public realm should be fully accessible using the principles of Universal Design.

(Universal Design: the design of products and environments to be useable by all people, to the greatest extent possible, without need for adaptation).

Transit (section 4.4)

Ensure that the street system allows for the extension of transit to serve East Fraserlands with a variety of possible mode options including neighbourhood shuttle, conventional bus, rapid bus, light rail and street car.

TransLink, in conjunction with City staff, should periodically review transit service in the area and ensure that service improvements come on stream at the same time as new developments are occupied.

Parking and Loading (section 4.5)

★ Parking requirements for East Fraserlands should be based on a full assessment of the site's needs at the ODP phase.

On-street parking should be encouraged in the commercial areas as well as in the residential areas to increase parking opportunities especially for customers and visitors, and to provide traffic-calming.

Surface parking areas should incorporate "green design" strategies, such as permeable paving and swales, where appropriate to manage surface water.

Riverfront Walk (section 4.6)

A continuous, public pedestrian and bicycle path system should be located at or near the water's edge. It should be linked to the existing riverfront walkway and designed to accommodate a variety of users.

The treatment of the riverfront walkway should increase the ecological health of the riverfront habitat.

Provide an interesting variety of riverfront walkway experiences such as quiet areas near naturalised parks, and more active connections to the riverfront in commercial/retail areas.

Explore opportunities for public access over the water to view the river and marine activities.



🌍 A symbol of the earth marks policies that promote sustainability.

★ The red star marks policies that will be further informed by studies during the next phase - The Official Development Plan - please refer to Board 2 for more information or ask City Staff.

City of Vancouver

