

Mayor's Report

The Future of Traffic Flow on Port Moody's North Shore

In June, Port Moody Council approved a study to assess five alternate routes for a new traffic thoroughfare across Port Moody's North Shore, including the extension of David Avenue which has been part of the area's Official Community Plan for the past 30 years. Given the ever-increasing traffic volume along loco Road, the outcome of this study has important implications for all residents living on the North Shore, including the residents of Anmore and Belcarra.

The possible alternate routes to be studied include an expansion of loco and East Roads, a new road along the northern edge of 'Bert Flinn Park' to link David Avenue to Sunnyside Road, a shorter extension of David Avenue through a corner of the park to connect to Strong Road at East Road, and a fifth option that links Strong and Sunnyside Roads. Some of the alternative routes could have significant implications for Anmore, and the outcome of the study will determine the pattern of traffic flow on the North Shore for the foreseeable future.

In studying the alternatives, it is important to recognise that there are other factors to consider in addition to the future residential development of the 250-acre "loco Lands" in loco and Anmore. The increasing number of recreational visitors to 'Belcarra Regional Park' and 'Buntzen Recreation Area' is a huge driver of traffic growth along loco Road. The population of Metro Vancouver has increased by one million people over the past 20 years and is predicted to grow by another one million people over the next 20 years. 'Belcarra Regional Park' is considered the 'Stanley Park' of the Northeast Sector, and the number of park visitors will continue to increase in proportion to the region's population growth.

Another consideration is the future use of the industrial land owned by the Imperial Oil Company. At the moment, the former refinery site is used as a 'Tank Farm' and distribution facility, but the future of this land could have a higher activity use. With both a rail connection and deep-water vessel access on Burrard Inlet, it's current use is unlikely to remain static. Industrial sites around Metro Vancouver are limited in supply and critical to the economic health of the region. As a consequence, the future potential use of the former oil refinery land must contemplate the possibility of increased heavy vehicle traffic to and from the site.

The same question must be posed regarding the 'Burrard Thermal Plant' site which has rail access, deep-water vessel access, a 12-inch high-pressure natural gas line, and high-voltage electrical grid connectivity. What will be the future use of that industrial site?

Port Moody Council should be commended for doing due diligence by studying all alternatives regarding a new traffic thoroughfare across Port Moody's North Shore, and Belcarra Council should constructively contribute to the study by providing Belcarra's perspective regarding the future pattern of traffic flow across the North Shore.

**Ralph Drew
Mayor**