

ITEM 19
MANAGER'S REPORT NO. 5
COUNCIL MEETING Jan. 22/73

19. Re: Letter dated January 9, 1973 from Mr. A. Bettiol
Winston Street Collector

Appearing on the Agenda of the January 15, 1973 meeting was a letter dated January 9, 1973 from Mr. A. Bettiol regarding the landscaping of the boulevard on Winston Street and the noise from the traffic.

The following is the report of the Planning Director dated January 19, 1973, in this regard.

Mr. Bettiol notes in the third paragraph of his letter that "During my investigation your Engineering Department informed me that they told this Council, that if the road went through it would cause nothing but trouble and they were against building it where it now is."

The Engineer advises that "The statements of the third paragraph have been checked and we can find no one who recalls making such statements."

RECOMMENDATION:

THAT no changes be made in the landscaping plan.

* * * * *

PLANNING DEPARTMENT

JANUARY 19, 1973

OUR FILE: 08.640W

MR. MELVIN J. SHELLEY
MUNICIPAL MANAGER

DEAR SIR:

RE: WINSTON STREET COLLECTOR
MR. A. BETTIOL - 3957 LOZELLS

Council on January 15th received a letter from the above property owner located on the northwest corner of Winston and Lozells and decided that a report be submitted on the points raised by him.

The Planning Department has reviewed this letter and would offer the following comments under the headings noted below.

A. LANDSCAPING

a) Background

Council will recall that in 1970, prompted by concern from the residents of the Government Road general area, the whole question of the location of the Winston Collector was again reviewed. The topic was the subject of several reports and much discussion in 1967 and before that in 1959 when the concept of a Collector Street and basic land use decisions were initially formulated, discussed at public meetings and subsequently adopted.

The result of the three general reports over an eleven year period was a decision to construct the collector in its present location. The most alternative routes had been considered but none were found to be comparable considering all aspects.

A Special Committee of Council reconsidered this matter in 1970, confirmed the location of the present route and instructed the Planning Department to present a report on the various other aspects of the development of this area. This report was presented to Council in February 1971 and once adopted, formed the basis for the meeting in the Seaforth School which is referred to in the Bettial letter. At this meeting the report earlier presented to Council was read in its entirety and copies of this eight page report can be reproduced if Council so wishes. The major topics covered in the report were:

Area Development Plan
Proposed Bylaw Amendments
Landscaping and Screening
Warner Loat Park
Recommendations

Council had previously on December 14th 1970 agreed to initiate and contribute toward the Landscape scheme along Winston Street and with the adoption of the February 1st report referred to above, adopted the landscape concept conceived in that report.

Subsequently a consultant was retained, Plans were prepared, presented to the Winston Street residents, approved by Council, and the landscaping work completed.

b) Concept

In the initial document prepared by the Planning Department covering the landscape concept, it was envisioned that a combination of berming, fencing and planting located on public and private property could be used in order to provide a transition between the Residential area to the north of Winston and the Industrial area to the south. However, when a Consultant was engaged and Preliminary design work was commenced, it became evident that the use of private property would not be accepted and that all of these elements could not be included within the 15' wide boulevard, particularly at street intersections. A plan was therefore prepared that used a combination of these elements at different locations to achieve the desired purpose. These plans were presented to the residents along Winston at a meeting in the Municipal Hall on February 23, 1972. The scheme was explained and questions answered. There was substantial agreement on the plan and it was then presented to Council, adopted, and authority granted to call tenders. A copy of the plan for the area adjacent to the subject property is attached.

c) Construction

As noted on the plan, there is an evergreen hedge on the property, four coniferous trees proposed on the boulevard, low planting adjacent to the intersection to ensure visibility for the Pedestrian crossing and ground cover over the remainder of the boulevard. According to the specification, the two Douglas Fir were to be 8'-10" in height and the two Hemlocks were to be 6'-8" in height. Inspection reveals that all planting is in accord with the drawings and specification.

Since the completion of the Municipal contract, land to the west of the subject property has been subdivided and the developer was requested to extend a similar landscape treatment along the Winston frontage of his subdivision. This has been done.

B. ROAD FUNCTION

Mr. Bettial indicated that the road in question had become a well traveled road. This of course was the function of the road from the outset, to provide a route for transient traffic through the area, and it is clear that this function is still being performed. The only problem that has been happening is the overuse of the road as a through route for

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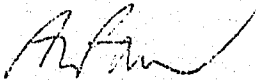
enforcement. The route is posted at 30 mph, and we understand that this limit is being enforced.

While the function of the route is primarily to serve as a means of access to the Industrial area, the type of industrial vehicle is not restricted. The Council has however through zoning, not recognized Truck Terminals in this area and they will not be permitted to expand. Relocation as they outgrow their premises will likely take place. In addition, Council has through Land Exchange relocated two of the industries in the area which were contributing to the problem. Rollico Pipe are relocating to Still Creek Avenue and Inter City are to vacate in March of this year.

CONCLUSIONS:

Council has taken significant positive action to minimize the problems that invariably exist along a residential-industrial zone interface. Through zoning change, street closures, land acquisitions and landscaping, the area has been substantially improved. As the landscaping grows and matures the residents can look forward to a further reduction in sources of conflict.

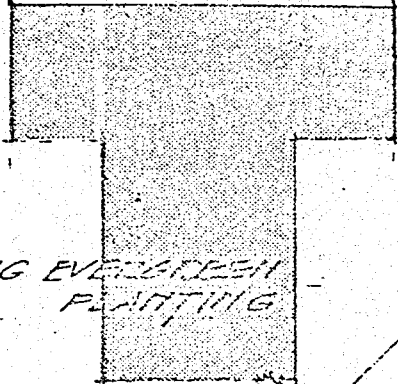
Respectfully submitted,



A. L. Parr,
DIRECTOR OF PLANNING

LEA/mp

Attachment



EXISTING EVERGREEN PLANTING

92 FERTILLA 'GOLD DROPE' 36" O.C.

52' SECTION A-A

DRIVEWAY

HYPERICUM CALYCINUM 18" O.C.

DOUGLAS FIR 8'-10'

HEMLOCK 6'-8'

RHODDENDRON

WINSTON STREET

PEDESTRIAN CROSSING

HYPERICUM CALYCINUM 18" O.C.

LOZELLS AVENUE

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EXISTING EVERGREEN PLANTING

DRIVEWAY

92 FERTENTILLA 'GOLD DROPE' 56" O.C.

52' SECTION A-A

HYPERICUM CALYCEUM
13" O.C.

DOUGLAS FIR
8'-10'

HEMLOCK
6'-8'
RHODDENDRON

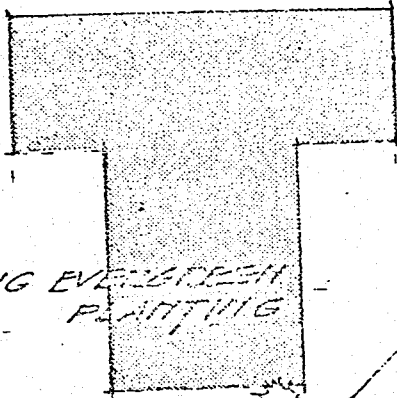
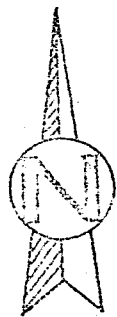
WINSTON STREET

PEDESTRIAN CROSSING

HYPERICUM CALYCEUM
18" O.C.

LOZELL AVENUE

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MANAGER'S REPORT VOL. 5
COUNCIL MEETING 11/11/00



EXISTING EVERGREEN PLANTING

92 FERTENTILLA 'GOLD DROOP' 36" G.C.

52' SECTION A-A

HYPERICUM CALYCEINUM
18" O.C.

DOUGLAS FIR
8'-10'

HEMLOCK
6'-8'
RHODDENDRON

WINSTON STREET

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