

Re: LETTER FROM MRS. ELSIE WALLS THAT APPEARED ON THE AGENDA FOR THE NOVEMBER 20, 1976 MEETING OF COUNCIL (ITEM 4g) / EDMONDS STREET

Appearing on last week's agenda was a letter from Mrs. Elsie Walls which contained five inquiries on matters pertaining to Edmonds Street. Comments on the inquiries are included in the attached report from the Director of Planning.

Following is an elaboration on two points in the Director of Planning's report:

1. Item 2(b) on Page 2

Anyone wishing to appear as a delegation before the Traffic and Safety Committee may do so upon request in writing to the Committee's secretary. The next meeting of the Committee is scheduled for 6:00 p.m. on December 14, 1976.

2. Item 3 on Page 2

Arrangements were made to begin a noise enforcement program on Edmonds Street on November 16, 1976, but the operation had to be cancelled due to adverse weather conditions.

The Environmental Health Division has arranged with the R.C.M.P. for a monitoring survey, with formal charges for violation of the standards as contained in the Burnaby Noise or Sound Abatement By-Law 1972, #6052, to commence on Monday, December 6, 1976. We will be reporting the results of this enforcement operation to Council when it has been finalized (in approximately three weeks).

The counter referred to in Mrs. Walls' correspondence is a traffic counting device that was placed on the street by the Traffic Division on November 17, 18 and 19. The counter is used to study traffic flows and in no way is related to the monitoring of noise emissions by vehicles.

The Planning Department is now in the process of contacting trucking firms who are believed to be major users of Edmonds Street in order to determine what problems would be experienced by them if the proposal to restrict truck traffic on the street to certain hours is implemented. Any information evolved from this survey will be referred to the Traffic Safety Committee for consideration.

RECOMMENDATION:

1. THAT a copy of this report be sent to Mrs. Elsie Walls.

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Planning Department
December 2, 1976

File #08.640(E)

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: EDMONDS STREET

On November 29, 1976 Council received correspondence on the above captioned subject matter from the Chairman and Delegate for the Edmonds Street Home Owners group, Mrs. Elsie Walls.

Mrs. Walls' correspondence raised several questions as a result of the Municipal Manager's Report #75 to the regular Council Meeting of November 22, 1976, to which she requested a written reply. This report will attempt to provide replies, where immediately possible, to the questions raised.

1. (In reference to Mr. Parr's letter in the Manager's Report #75; quote, "the Conceptual Road Network, as adopted in principle by Council", unquote

What is the clarification of "adopted in principle"? Is this a definite, final and absolute motion by Council which cannot be changed?

The Planning Department's interpretation of "adopted in principle" as it applies to the arterial road network concept illustrated in the "Burnaby Transportation Study to 1985" report means that Council has adopted the idea of the spacing pattern of arterial streets and the location of these arterial streets as being the facilities which would best serve the transportation service and accessibility needs of the municipality as a whole.

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As an example that each route is neither final nor sacred, one need only compare the initial "Conceptual Road Network-1985" dated March, 1974, Attachment "A", with the November 3, 1975 amendment, Attachment "B", and again with the most recent amendment, Attachment "C", dated August 30, 1976 (pending more detailed information on the Royal Oak alignment alternatives).

Questions 2 and 3 (below) do not require a Planning Department response, as they were directed to Council and the Chief Public Health Inspector.

2. (The Kensington delegation were invited by Council, at the Council meeting on November 22, 1976 to meet with the Planning Department regarding any overpass, traffic routes, etc. concerning their area, but no such invitation has been extended to the Edmonds' delegation).

Therefore, we ask that:

- (a) May our delegation meet with the Planning Department to personally participate in and be consulted with the department during their major review of Apartment Study Areas which has a priority on their Work Program, prior to any decision they may make regarding the Edmonds Street area?
- (b) May our delegation meet with the Traffic and Safety Committee to personally participate in and be consulted with with the committee, regarding the alternate truck route concerning the Edmonds Street area, prior to any decisions of the above committee?

With regard to question 2(a), the Planning Department would advise that it would be pleased to meet with the Executive of the Edmonds Street Home Owners group before any policy recommendations are forwarded to Council.

3. (On November 8th, Item #13, Manager's Report #71, stated that the Chief Public Health Inspector would make a concentrated effort to enforce the noise by-law on Edmonds Street in approximately one week, following the completion of noise emission readings on Boundary Road. On November 17th and 18th it was noted that an official counter was placed between 7116 and 7112 Edmonds Street--half-way up the hill between 19th Street and 16th Street. Before my knowledge of this counter, on the evening of November 17, I was aware, as were some other residents on Edmonds Street, that there was a definite lessening of traffic noise. November 18th was also somewhat quieter).

Is it possible that truck operators "pass the word" when first encountering these official check points?

When will we be informed of the results of this counter?

On the subject of question 3, the Chief Public Health Inspector advises that his department is currently undertaking the study and the results of the study will be presented to Council at the earliest possible date.

4. (Mr. Parr has suggested in his report of November 18, 1976 that the Alternate road link would involve property acquisition from B.C. Hydro power line right-of-way). **153**

Why? Can we not lease this portion on a temporary basis? There are no power poles involved close to the suggested road link. (There are two poles placed within 10 feet of Rumble Street with the power lines carried up and over Prenter to two poles on the north side of Prenter). Is it not possible to solicit some consideration from the B.C. Hydro on a temporary basis?

Subsequent to the matter being discussed in the Traffic Safety Committee, and should it be resolved that the Committee accedes to the truck routing suggested by the Chairman of the Edmonds Street Home Owners group and Council concurs with the Committee's recommendation, the matter of property discussions with B.C. Hydro could be pursued.

5. Are we to understand that a truck route, proposed through an industrial zone--even though it may be indirect--would not be acceptable to truck operators and they would be against using it? Has the day finally come in Burnaby when they can choose a route through residential areas because it is a more direct route?

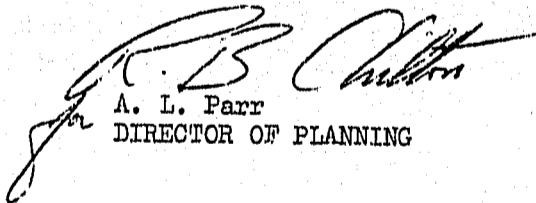
An indirect and very circuitous route obviously would not be acceptable to users "forced" onto the suggested routing compared with the currently established route, particularly when it is considered that the routing would involve a greater number of time consuming restricted turning maneuvers for the large and long vehicles and the potential safety hazard associated with these movements.

This report is for the information of Council.

RECOMMENDATION

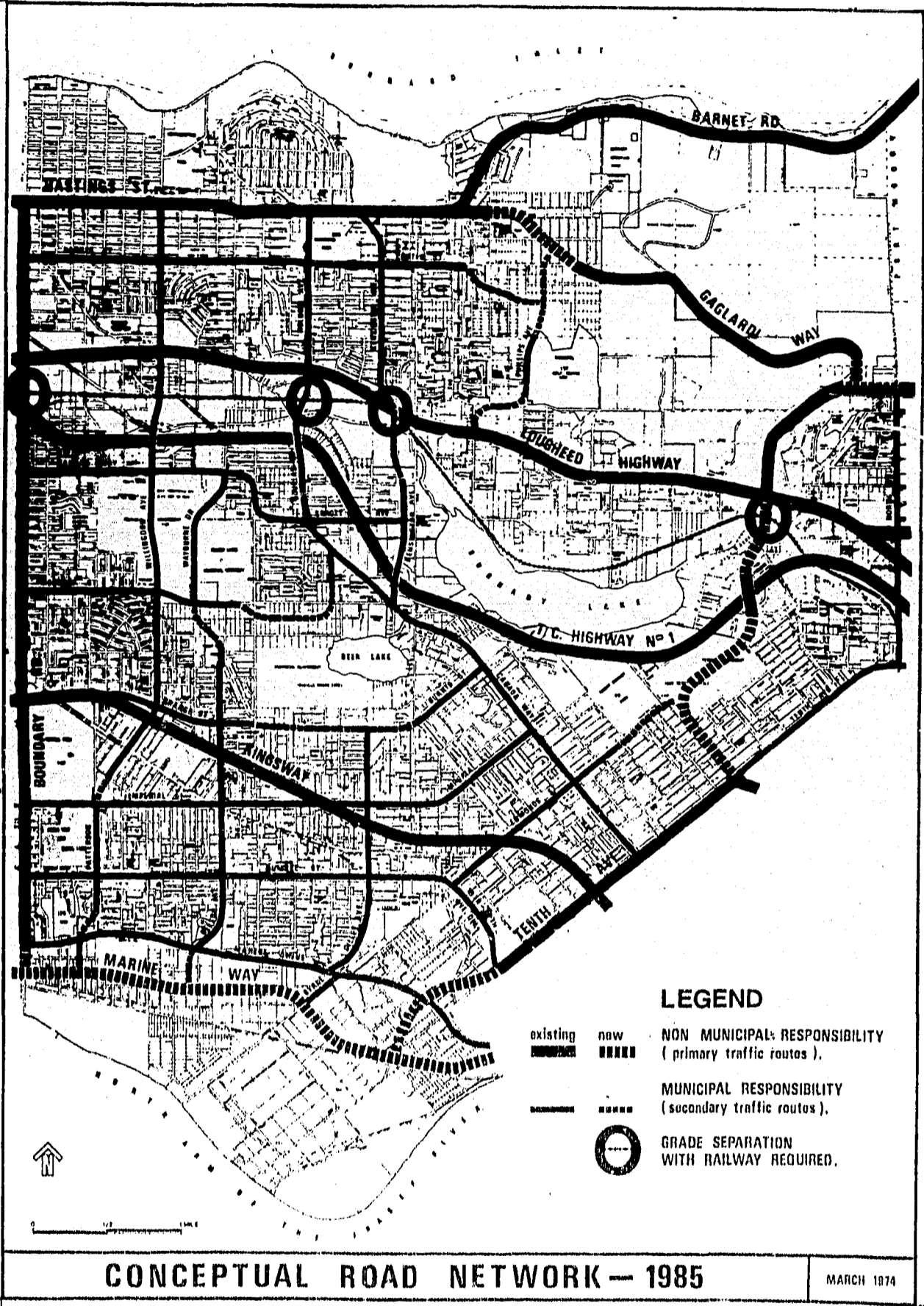
It is recommended:

1. THAT a copy of this report be sent to Mrs. Elsie Walls, Chairman, Edmonds Street Home Owners group.


A. L. Parr
DIRECTOR OF PLANNING

WSS/dm
cc Municipal Engineer
Chief Public Health Inspector

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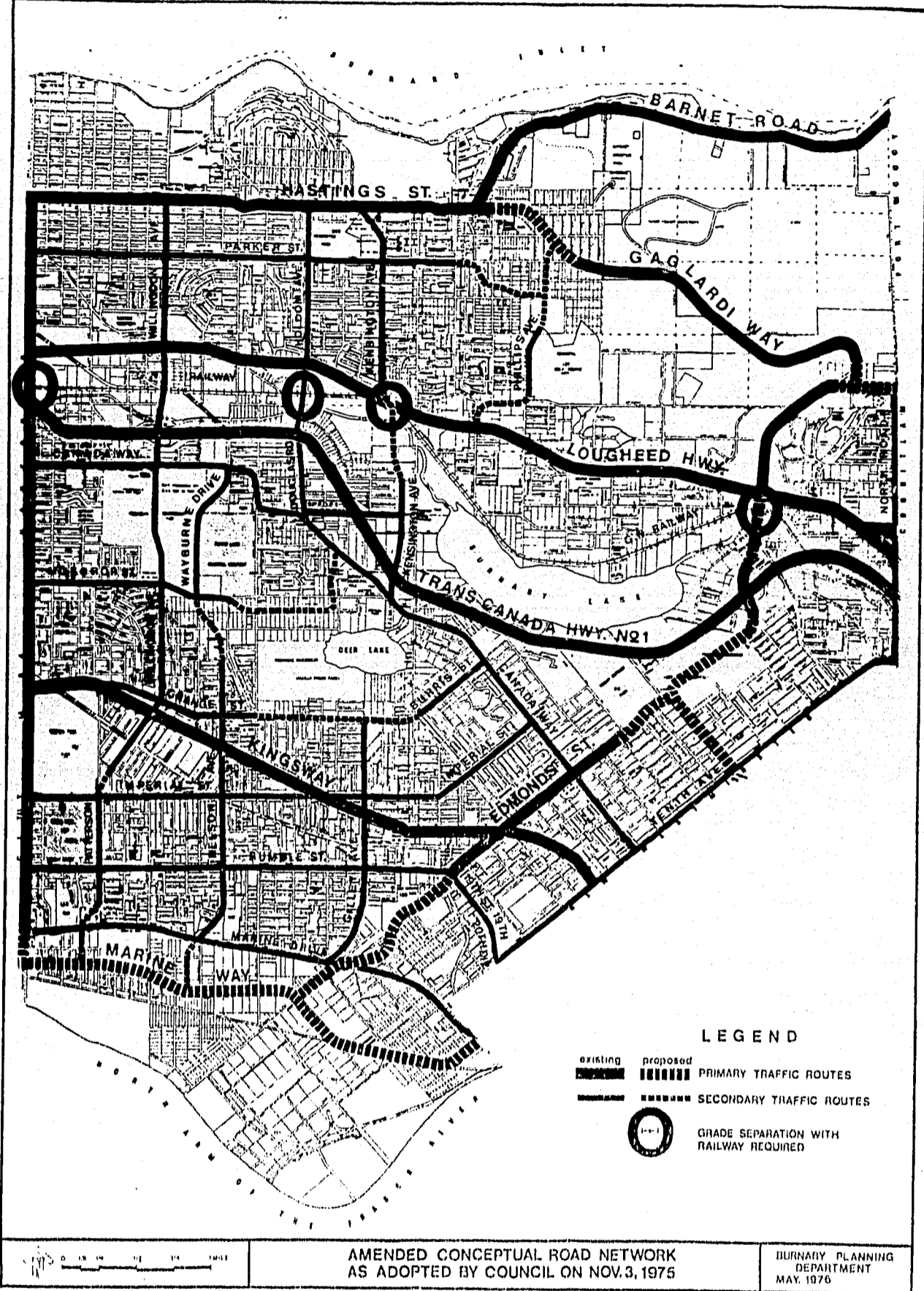


CONCEPTUAL ROAD NETWORK — 1985

MARCH 1974

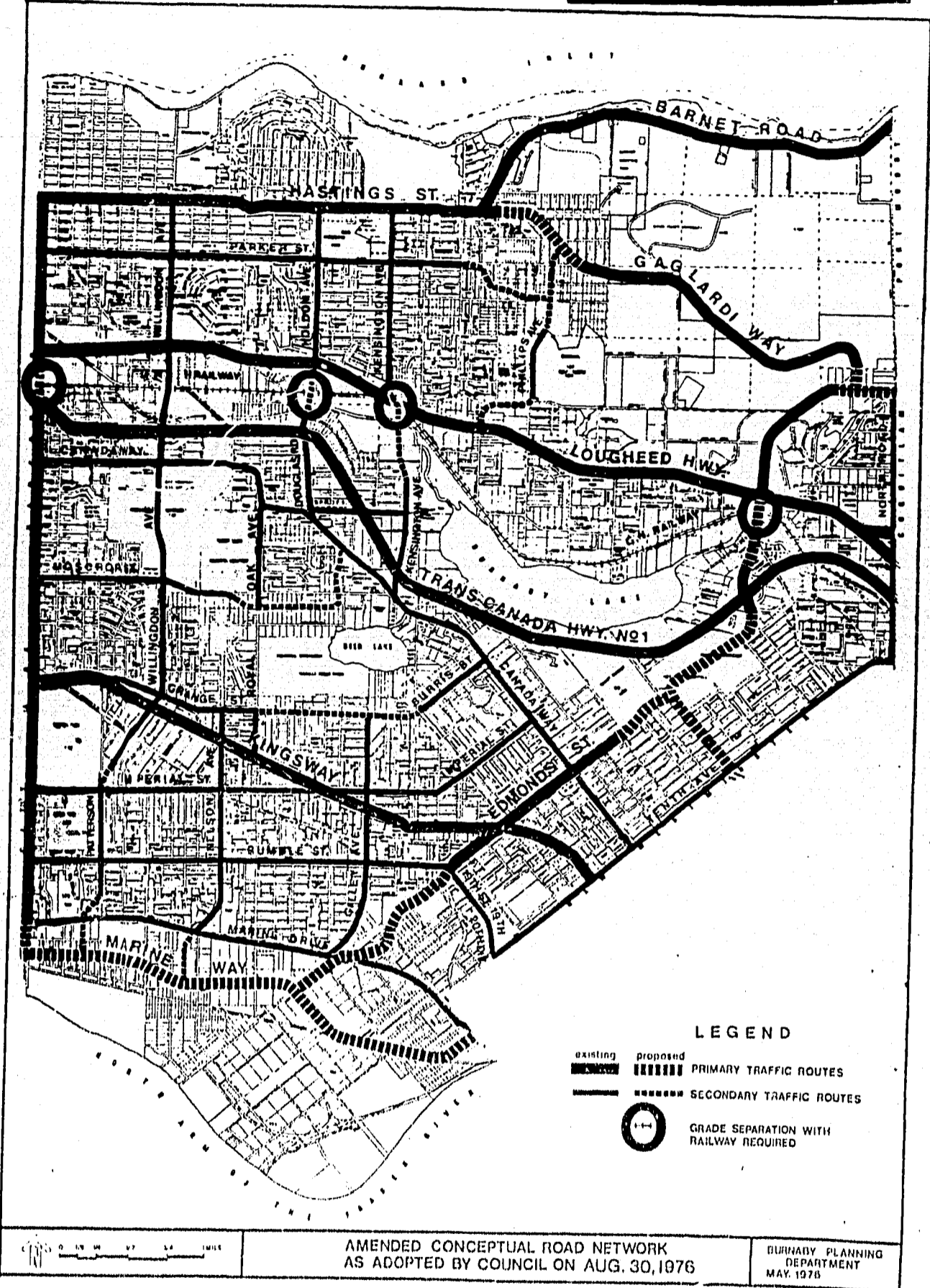
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B

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AMENDED CONCEPTUAL ROAD NETWORK
AS ADOPTED BY COUNCIL ON AUG. 30, 1976

BURNABY PLANNING
DEPARTMENT
MAY, 1976

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