

ITEM 13
MANAGER'S REPORT NO. 71
COUNCIL MEETING Nov. 8/76

Re: LETTERS THAT APPEARED ON THE AGENDA FOR THE NOVEMBER 1, 1976 MEETING OF COUNCIL.

1. Mrs. L. Young, 7030 Edmonds Street, Burnaby (Item 5e)
2. Susan D. Dowell, 7194 Edmonds Street, Burnaby (Item 5f)

LETTERS THAT APPEAR ON THE AGENDA FOR THE NOVEMBER 8, 1976 MEETING OF COUNCIL

1. Mr. and Mrs. Lapre, 7064 Edmonds Street
 2. Mr. Joseph Samusevich
- EDMONDS STREET

Following is a report from the Director of Planning on comments contained in the subject correspondence.

The Chief Public Health Inspector advises that available personnel and equipment are now engaged in the taking of noise emission readings on Boundary Road, and that upon completion of this assignment in about one week, a concentrated effort will be made to enforce the provisions of the noise by-law on Edmonds Street.

RECOMMENDATION:

1. THAT a copy of this report be sent to the correspondents.

TO: MUNICIPAL MANAGER * * * * * November 3, 1976.
FROM: DIRECTOR OF PLANNING
SUBJECT: EDMONDS STREET CORRESPONDENCE

Council, on 1 November 1976 received two items of correspondence related to Edmonds Street.

On 20 September 1976 Council received a comprehensive report (attached) dealing with the concerns expressed in the above referenced correspondence. That report and a previous report (Manager's Report #70, Item 33) explained why Edmonds Street was determined to be the most suitable alignment for the required right-of-way that would permit the declassification of Gilley Avenue as a truck route and provide the most desirable link in the developing road network. The report also discussed some concerns related to the expansion of the adopted Community Plan to include those properties south of Edmonds Street. The report recommended that at the time of road widening where Edmonds Street abuts residentially zoned land, measures be considered to reduce the visual impact of the road on adjacent residences through berming and landscaping. These measures may also reduce noise levels reaching residences, or at least reduce the psychological impact of this noise. Any landscaping proposal involving berming would involve consultation with the affected property owners before implementation to resolve any possible conflicts with access to dwellings.

As stated in the report of 20 September 1976, a major review of the Apartment Study Areas is on the Departmental Work Program. That review will consider the advisability from several points of view of revisions to the subject Apartment Study Area. The review of this Apartment Study Area has been given a priority on our Work Program.

RECOMMENDATION:

It is recommended THAT:

A copy of this report be sent to those who corresponded with Council.

Ad.
CBR:vap
Attach.

A. L. Parr
A. L. Parr,
DIRECTOR OF PLANNING

cc: Municipal Engineer
Transportation Planner (W.S. Scott)
Chief Public Health Inspector

ITEM	12
MANAGER'S REPORT NO.	58
COUNCIL MEETING	Sept. 20/76

Re: EDMONDS STREET
 PETITION AND BRIEF THAT WAS PRESENTED TO COUNCIL ON SEPTEMBER 13, 1976

132

Mrs. Elsie Walls appeared before Council as a delegation on September 13 for the purpose of presenting a petition and a brief on the designation of Edmonds Street between 16th and 19th streets as a truck route. Following is a report from the Director of Planning on this matter.

RECOMMENDATION:

1. THAT the Director of Planning's recommendations be adopted.

* * * *

ITEM	13
MANAGER'S REPORT NO.	71
COUNCIL MEETING	Nov. 8/76

PLANNING DEPARTMENT
 SEPTEMBER 16, 1976

TO: MUNICIPAL MANAGER
 FROM: DIRECTOR OF PLANNING
 SUBJECT: EDMONDS STREET - PETITION AND DELEGATION

Council, on September 13, 1976 received a petition and delegation from property owners along Edmonds Street between 19th Street and 16th Street with respect to the use of Edmonds Street as a truck route. This report was prepared in response to the concerns expressed in that petition and delegation.

I BACKGROUND:

The Municipality has a hierarchical road network that facilitates different levels of movement within and without its boundaries. As part of this hierarchy, certain roads within the Municipality are designated as truck routes which provide for the controlled movement of trucks in Burnaby exceeding a gross vehicle weight of 30,000 pounds.

Council at its meeting of April 28, 1975, directed the Planning Department to bring forward a report on the proposed declassification of Gilley Avenue as a truck route. This declassification proposal was brought about by the excessive grades on Gilley Avenue and the conflict of truck movement on adjacent residential development.

On November 3, 1975 Council received a report (Manager's Report #70, Item 33) which proposed the most suitable alignment for the required right-of-way that would permit the declassification of Gilley Avenue as a truck route and provide the most desirable link in the developing road network.

Council adopted the recommended revision to the Conceptual Road Network as contained in Burnaby Transportation Study to 1985. This revision involved the replacement of the Marino Way/Tenth Avenue connection to the Stormont Interchange by the Marino Way/

ITEM	13
MANAGER'S REPORT NO.	71
COUNCIL MEETING	Nov, 8/76

ITEM	12
MANAGER'S REPORT NO.	58
COUNCIL MEETING	Sept. 20/76

Byrne/Edmonds connection (Figures 1 and 2 attached). This road alignment was chosen because, among other reasons outlined in the report, it will have the least impact on existing and proposed residential areas. Throughout most of its length it passes through commercially zoned or undeveloped land. In the undeveloped areas the design would involve appropriate cut and berming techniques with suitable setbacks and orientation of future residential development.

Mrs. E. Walls, in her delegation to Council, agreed that this proposed alignment "does appear to be the only logical answer to a cross-city route".

II IMPACT ON RESIDENCES

While the adopted Marine Way/Byrne/Edmonds connection has a minimal conflict with presently zoned residential land, it is adjacent to existing residences along Edmonds between 19th Street and 16th Street. Mrs. E. Walls' delegation raises the question of compensation through acquisition, rezoning to a multiple-family residential category or other means.

While it is clear that any increase in traffic on Edmonds Street will have some negative effect on those residents presently adjacent, "compensation" is not considered the best method of resolving the situation. Rather, lessening the impact of the road through design will result in a more equitable situation.

Compensation through acquisition for provision of a landscaped buffer strip is not a viable alternative due to the enormous costs involved. The resultant reduction in sound levels which would be experienced by the residents then adjacent to the buffer strip over what would be experienced by those presently directly adjacent Edmonds could not justify such an acquisition.

Acquisition of the dwellings by the Municipality for low-rental housing is not appropriate as this would imply that it is more acceptable for lower income people to live proximate to a potentially disturbing road while unacceptable for higher income groups.

Rezoning of these properties from Residential District (R5) to a multiple family category solely because of an increase in traffic volumes and resultant noise cannot be supported. Such a rationale would suggest that while it is not suitable to house a relatively few families in single family homes and duplexes along Edmonds due to negative traffic effects, it is an acceptable environment for many more families in apartment or townhouse forms. Such an assumption is not valid. While it is true that multiple family developments have been approved proximate to arterial routes, these have been approved in consideration of overall planning concerns, not because these areas were inappropriate, due to noise, for single family and duplex subdivisions. Further, there is a concern that future expansion of the apartment area south of Edmonds Street would intrude within the single family and duplex area to the south which is within the Neighbourhood Improvement Programme area. A major review of the Apartment Study Areas is on the Departmental work programme. That review will consider the advisability of revisions to this Apartment Area. Presently, however, it is our opinion that Edmonds Street forms a clear and most appropriate boundary.

The B.C. Assessment Authority has been approached with respect to this matter. It was stated by the Authority that if, through evidence of recent sales, it was evident that property values had dropped then assessments could be adjusted and consequently property taxes lowered. However, such adjustment would not result in a major lowering of taxes.

ITEM	13
MANAGER'S REPORT NO.	71
COUNCIL MEETING	Nov. 8/76

ITEM	12
MANAGER'S REPORT NO.	58
COUNCIL MEETING	Sept, 20/76

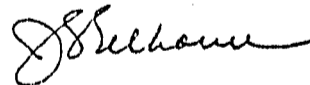
One possible method of reducing the impact of Edmonds Street on ¹³⁴ the existing residents and thereby minimizing the expressed concerns is through road design. Edmonds Street is proposed to be a 46' pavement constructed on an 80' road allowance which will be acquired through future rezonings and/or purchase. This road allowance width provides adequate space for landscaped berms approximately four feet high on either side which would, to some extent, reduce noise levels reaching the homes and would, through obscuring the vision of traffic, reduce the psychological impact of this traffic. Detailed design may show that the pavement could be offset to the north of the allowance to increase the breadth and height of the landscape buffer on the south side. The height of the berm could be further increased if the toe of the berm was partially within the front yards of the residential lots. Apartment developments on the north would be required to provide an adequate acoustical situation through landscaping, double glazing, solid balcony screens and other means.

In implementing such a scheme, it would be desirable to have as few breaks as possible in the berm. All of the properties have rear access via a lane and the majority use this lane for access to carports and garages. It should be a relatively inexpensive matter to relocate those few driveways which gain access off Edmonds Street. This proposal, if adopted, will require detailed design study and cost estimates by Planning, Parks and Recreation and Engineering Departments in consultation with the affected property owners.

RECOMMENDATION:

It is recommended THAT:

1. The Council authorize the Planning Department in coordination with the Municipal Engineer and Parks and Recreation Administrator to investigate the design feasibility and cost of including noise attenuation measures within the future Edmonds Street road allowance between 16th Street and 19th Street as discussed in this report on the understanding that a further report will be submitted to Council.
2. A copy of this report be sent to Mrs. E. Walls.

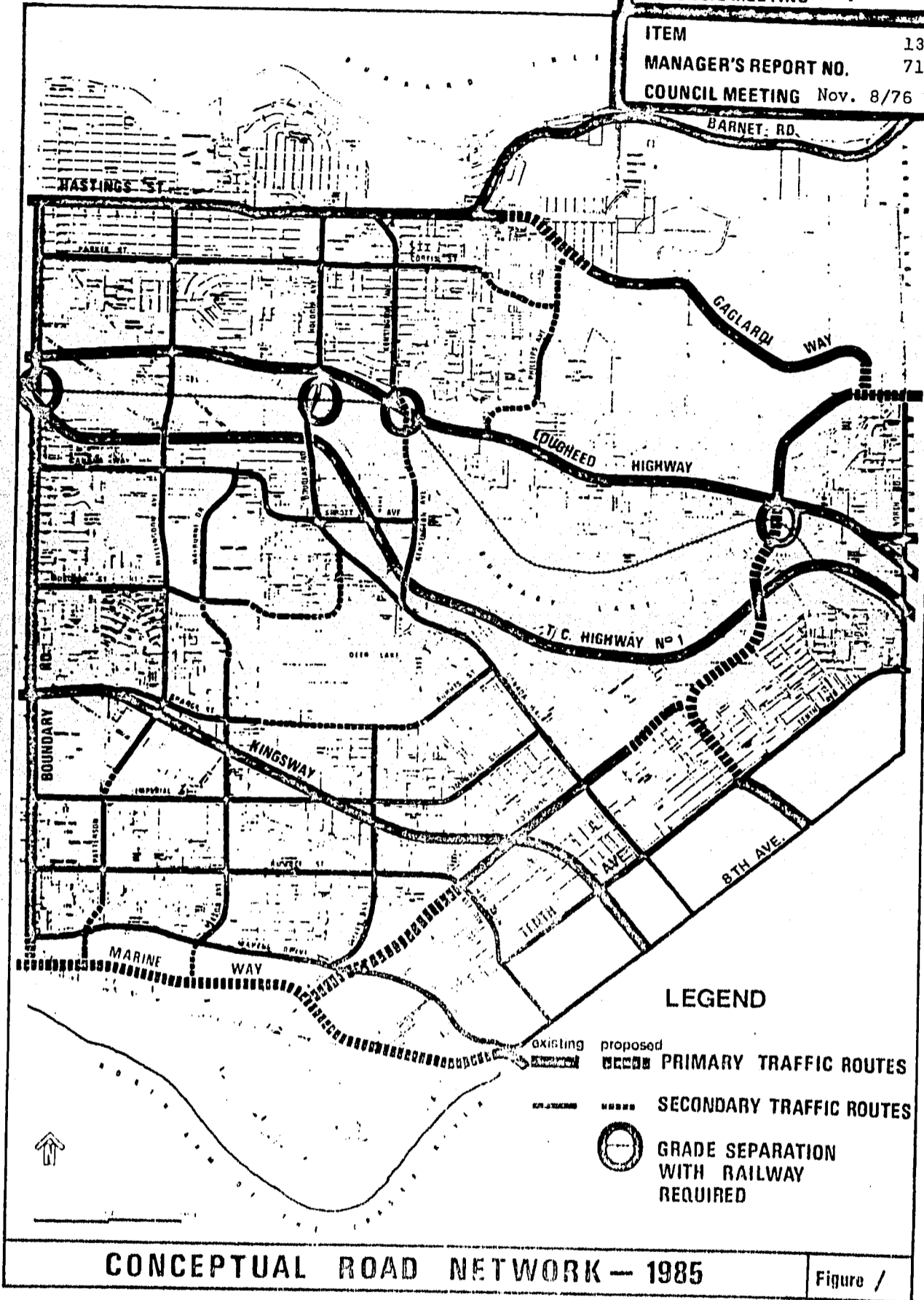


for A. L. Parr,
DIRECTOR OF PLANNING.

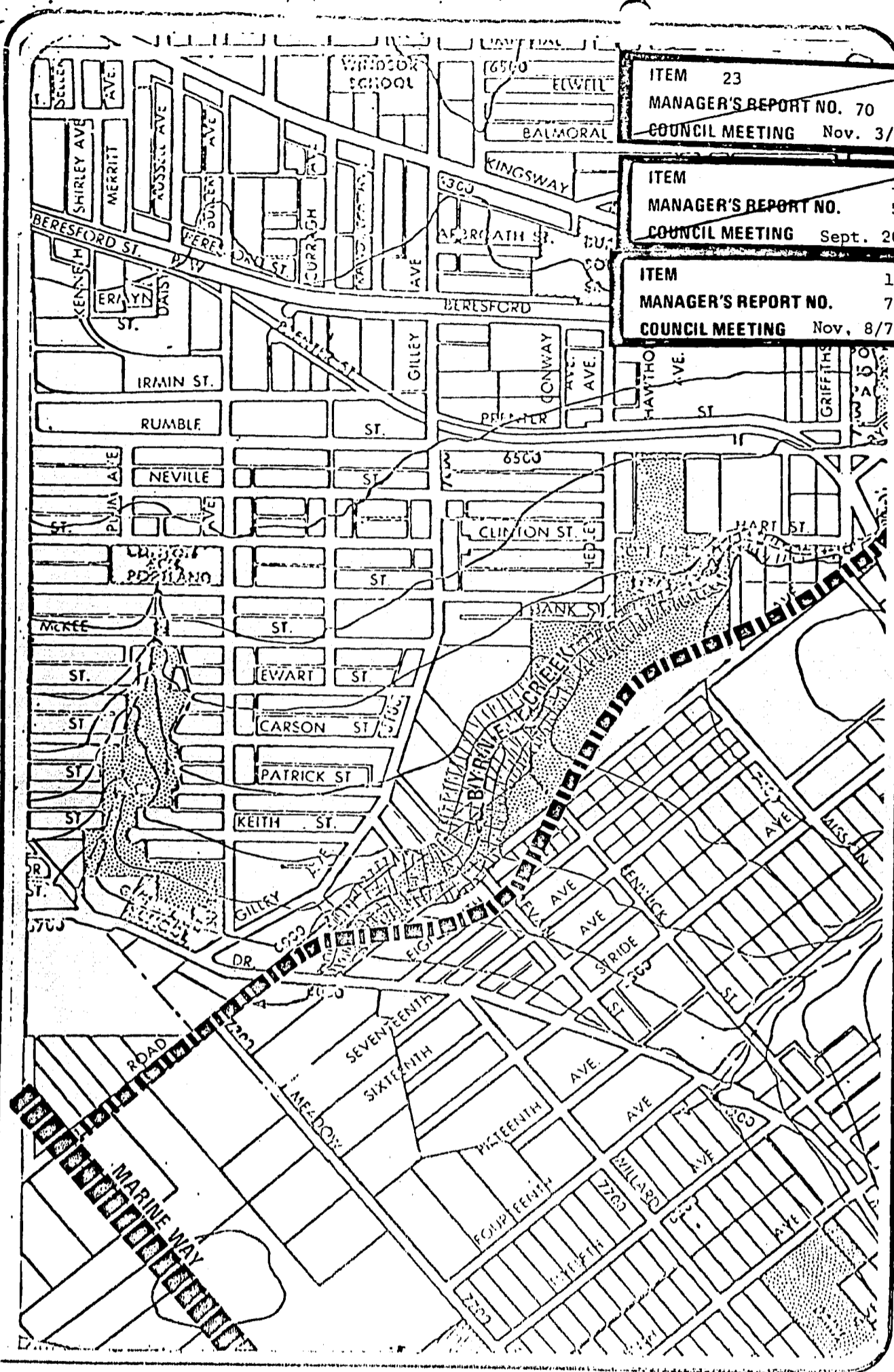
CBR:cm
Attach.

c.c. Municipal Engineer
Parks and Recreation Administrator
Transportation Planner (W.S. Scott)

ITEM	12
MANAGER'S REPORT NO.	58
COUNCIL MEETING	Sept. 20/76
ITEM	13
MANAGER'S REPORT NO.	71
COUNCIL MEETING	Nov. 8/76



Adopted by Council - Nov. 3, 1975

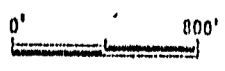


ITEM 23
 MANAGER'S REPORT NO. 70
 COUNCIL MEETING Nov. 3/75

ITEM 12
 MANAGER'S REPORT NO. 58
 COUNCIL MEETING Sept. 20/76

ITEM 13
 MANAGER'S REPORT NO. 71
 COUNCIL MEETING Nov. 8/76

136



EAST OF BYRNE CREEK ROUTE

FIGURE 2

7