

ITEM	16
MANAGER'S REPORT NO.	31
COUNCIL MEETING	1980 04 21

RE: BOUNDARY ROAD - CLINTON STREET TO RUMBLE STREET

Following is a report from the Municipal Engineer regarding Boundary Road.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 80 04 16  
 FROM: MUNICIPAL ENGINEER  
 SUBJECT: BOUNDARY ROAD - CLINTON STREET TO RUMBLE STREET

RECOMMENDATIONS:

1. THAT the width standard for the frontage road on Boundary Road, as recommended by the Transportation Committee and adopted by Council, be strictly adhered to except for the frontage of the following properties:
  - (1) 7620 Boundary Road (Hruby)
  - (2) 7640 Boundary Road (Harrison)
  - (3) 3705 Southwood Street (Bender)
  - (4) 7702 Boundary Road (Nelson)

in which cases the frontage road pavement width would be reduced from 5.5 m to 3.7 m, and,
2. THAT copies of this report be provided to each of the owners of the properties listed above.

REPORT

A. NOISE ATTENUATION AND FENCE (MR. S. BENDER)

With reference to the question of the adequacy of the noise attenuation measures being recommended for Boundary Road (as raised by Mr. S. Bender in his presentation before Council on 80 04 14), I would make reference to the statement contained in the Consulting Acoustical Engineers' report which establishes the criteria that "...the berm and fence should be constructed to be a minimum mass of 4.5 kilograms per m<sup>2</sup> (2 lbs/sq. ft.) and should have negligible holes or cracks (i.e. less than 0.5 % of the total area". This basic criteria applies irrespective of the materials to be used. The Acoustical Engineers have also stated, verbally, that as a material 25 mm (1 inch) thick rough cedar meets the above criteria of minimum mass as well as does concrete; however, with

respect to the second criteria of negligible holes or cracks, it is somewhat more difficult to construct a cedar fence with less than 0.5% of the total surface area being open than it is to construct a fence with concrete panels. It is the Acoustical Engineers' professional opinion that this latter problem makes the cedar fence approximately 10% less effective than the concrete fence.

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However, when one considers the fact that concrete panel construction costs approximately two and one-half times as much as does cedar and considering Council's decision to provide noise attenuation measures only for the project increase in noise (which, in the case of Boundary Road, has been estimated by the Acoustical Consultants as being "barely perceptible"), we can only conclude that the 10% reduction in effectiveness is insignificant. This recognizes the pertinent factors of cost-effectiveness, policy compliance, and preference from a visual/aesthetic perspective.

B. REQUEST FOR RETENTION OF TREES FROM FOUR PROPERTY OWNERS CONSECUTIVELY SOUTH FROM RUMBLE STREET

The Transportation Committee recently received and discussed the Consultant's Report on the proposed Boundary Road frontage road and associated matters involving fences and berms. An integral part of the Consultant's report were reports from two sub-consultants in the respective disciplines of acoustical engineering and horticulture.

The horticulture sub-consultant made it clear in his report that time was of the essence in dealing with a variety of shrubs and trees located at or near several property lines. The various forms of treatment called for root pruning, foliage pruning, topping, moving entire shrub or tree away from the work, or in some cases outright removal.

Immediately following upon the deliberations of the Transportation Committee on this matter, the Engineering Department's Construction Division began to effect liaison with the property owners on Boundary Road whose properties had shrubs or trees requiring one or more forms of the treatment mentioned above; we were already beyond optimum timing for pruning and moving. Discussions with the owners made it apparent from the outset that the four consecutive property owners south from Rumble Street had very strong feelings regarding retention of their trees.

It is considered important to point out that representatives from Engineering were in the field at the same time (80 04 10, Thursday p.m.) that the Transportation Committee was considering the request for retention of trees received from the Nelsons at 7702 Boundary Road. The Engineering employees, including your Municipal Engineer, were engaged in the detailed process of examining each affected property on its own respective merits to determine the feasibility and possible alternatives available for saving the trees fronting the four affective properties. Needless to say, it was essential to exercise care and caution in the assessment of the situation in order to honestly and factually answer the many questions raised by the property owners.

On 80 04 11, Friday, the owners who could be reached were told of the decision of the Committee regarding the requests from the Nelsons. On 80 04 14 Mr. Bender and Mr. Nelson appeared before Council to present their cases for tree retention.

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The sketch attached shows all properties between Clinton and Rumble Streets. The four properties affected are:

- (1) 7620 Boundary Road (Hruby)
- (2) 7640 Boundary Road (Harrison)
- (3) 3705 Southwood Street (Bender)
- (4) 7702 Boundary Road (Nelson)

Pertinent points on each property are:

- (1) 7620 Boundary Road (Hruby)

Double garage off Rumble Street. Front door facing Boundary Road. Space for deliveries and guest parking available from driveway or east on Rumble Street.

Evergreens require root pruning and trimming.

- (2) 7640 Boundary Road (Harrison)

Front door and driveway with parking space off Boundary Road. Deliveries can be made from the lane or from Rumble Street. Parking available on Rumble or Southwood.

Evergreens require root pruning and trimming.

- (3) 3705 Southwood Street (Bender)

Front door facing Southwood Street. Deliveries from lane or Southwood. Parking available on Southwood Street. Driveway off Boundary Road not used.

Thick grove of evergreens require extensive root pruning, trimming, and topping. Two deciduous ("cottonwoods") will be removed in any event for safety reasons.

- (4) 7702 Boundary Road (Nelson)

Front door facing Boundary Road. Ample-sized driveway off Southwood. Deliveries and ample parking available from Southwood Street.

Thick grove of healthy evergreens require outright removal (too large to be moved).

7750 Boundary Road

Front door and vehicular access for this new house are from the lane. No problem exists along the Boundary side of the property. Full standard can be constructed.

3705 Clinton Street

Front door facing Clinton. Vehicular access of lane. No problem exists along the Boundary side of the property. Full standard can be constructed.

For properties (1), (2), and (3) the evergreens (which are well worth saving) require such extensive combinations of root pruning, trimming, and topping that both the health and structural stability of the trees are severely jeopardized. For property (4) (Nelson), where the evergreens are also well worth saving, the trees are in direct conflict with the road work.

In considering alternatives, the one of reducing the paved width of the frontage road would save the trees and present no undue hardship on either the property owners or the general public, as can be seen from the sketch and the description of the physical layout of the properties.

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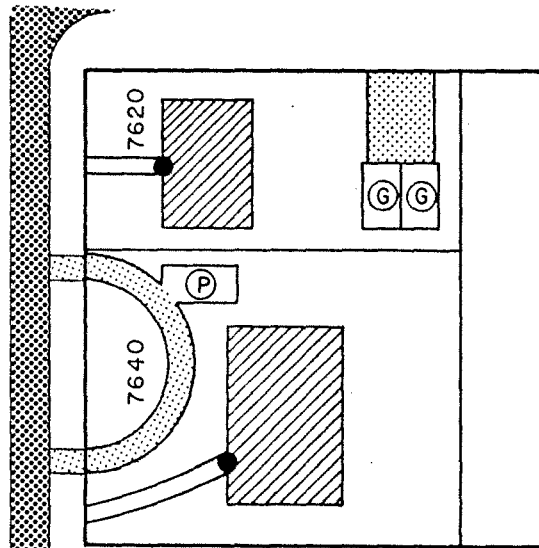
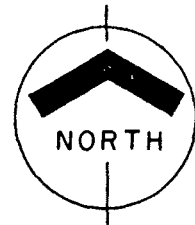
Fronting the four properties where the paved width would be reduced from 5.5 m to 3.7 m would be signs prohibiting vehicular stopping on the pavement. The area is served with sufficient lanes and side streets that the likelihood of not having an acceptable form of access for emergency vehicles is extremely remote and, in fact, is almost inconceivable of happening.

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MUNICIPAL ENGINEER

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RUMBLE ST.

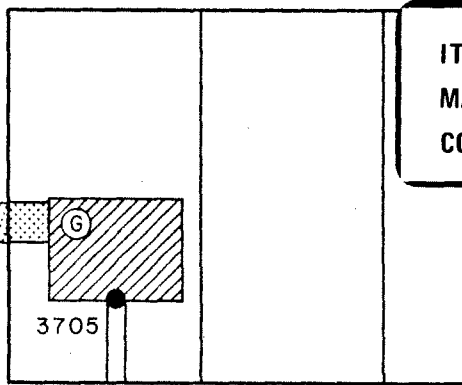


LEGEND :

- FRONT ENTRANCE
- Ⓞ GARAGE
- Ⓟ PARKING SPACE
- Ⓞ CARPORT
- ▨ DRIVE WAY
- ▩ ROADWAY

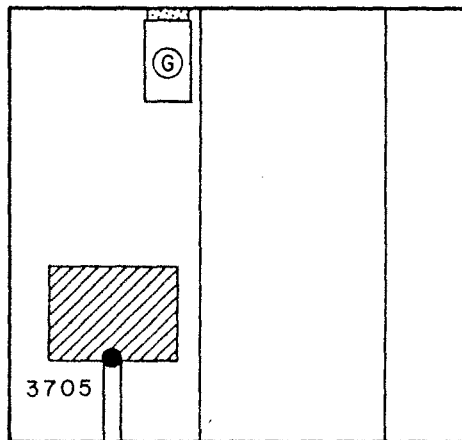
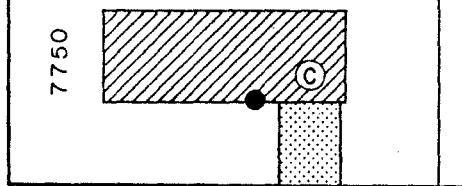
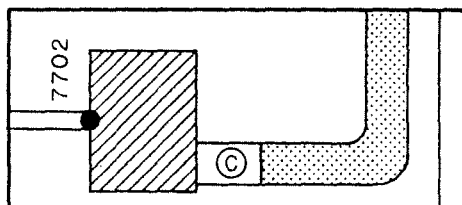
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SOUTHWOOD ST.

BOUNDARY



CLINTON ST.

