

ITEM	10
MANAGER'S REPORT NO.	57
COUNCIL MEETING	1983 09 26

RE: LETTER AND PETITION FROM MRS. ESTHER TRENCHARD
272 NORTH GAMMA AVENUE, BURNABY, B.C. V5C 1X9
WHICH APPEARED ON THE AGENDA FOR THE 1983 SEPTEMBER 19
MEETING OF COUNCIL (ITEM 4(a))
LANE EAST OF GAMMA AND WEST OF BESSBOROUGH DRIVE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

* * *

TO: MUNICIPAL MANAGER 83 09 21
FROM: DIRECTOR ENGINEERING
SUBJECT: LANE EAST OF GAMMA AVENUE AND NORTH OF BESSBOROUGH DRIVE
RECOMMENDATIONS:

1. THAT the lane between Gamma Avenue and Brisbane Crescent north of Bessborough Drive not be opened to Penzance Drive.
2. THAT Mrs. Esther Trenchard, 272 N. Gamma Avenue, Burnaby, B.C., V5C 1X9, representing the petitioners, be sent a copy of this report.

SUMMARY:

This report discusses a number of factors which provide sufficient justification for not undertaking the lane extension requested by the petitioners.

REPORT:

The Council Agenda of 83 09 19 contained a petition from some residents of N. Gamma Avenue and Brisbane Crescent requesting that the existing lane be extended to provide egress to Penzance Drive.

The subject lane is opened and paved and serves all properties having rear access from Bessborough Drive to the south property line of 330 N. Gamma. The only egress for the lane at the present time is to Bessborough Drive (see Sketch #1, attached).

The extension of the subject lane was previously considered by Council in 1972 and at that time a design for the possible extension of the lane to Penzance Drive was produced. (A re-typed version of the 1972 Council report is attached.) The findings and conclusions of the 1972 report have been reviewed and found to be still valid. A number of factors, some from 1972 and some new ones, support the 1972 decision to not extend the lane. They are:

1. The only extension in any way practicable of being undertaken is the one to Penzance Drive as shown on the sketch but any extension would, of necessity, need to go through designated Parks lands with attendant severe removal of trees and underbrush. The "scar" on the landscape would be very evident.

(cont'd)

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2. The gradient of the existing lane which opens out to Bessborough Drive averages some 6% to 7%, whereas the extension to Penzance Drive would be in excess of 20%. Such a gradient in itself during dry weather is bad enough but would present a significant traffic hazard for vehicles exiting onto Penzance Drive into industrial traffic during periods of wet pavement from rain or snow.
3. The topography of the area involved in the extension to Penzance Drive is severe and would not only result in very high construction costs but would also cause a requirement for significantly more land from Parks-designated property to accommodate cut slopes and fill placement areas.
4. Ever since the late 1950's and following the construction of Penzance Drive, the Corporation has attempted to minimize construction of roads and other services on or near the north face of Capitol Hill because of possible problems with unstable soil conditions. It is by no means a certainty that this lane would present problems of a geotechnical (soils) nature, but it is still good policy to minimize disruption of the present conditions, which we believe to be relatively stable at this time.

The Recreation and Cultural Services Department has advised us that they have a very strong preference for not having work of the nature of a lane extension built across Parks-designated property, except perhaps if the work was of a highly essential nature. Your Director Engineering agrees with this viewpoint and feels that the project is not sufficiently warranted to support intrusion into Parks-designated property.

At the Council meeting of 83 09 19, when the petition was received by Council, staff were requested to consider the feasibility of constructing some form of turn-around area at the present north-end terminus of the lane. The basic request from the property owners was for the lane extension, not a turn-around area but, as it transpires, there is an already existing turn-around area near the north end which is quite adequate for the purpose of a turn-around for all "normal" vehicles. The approximate location of the turn-around area is shown or attached [sketch #1].

Staff were also asked to consider whether the lane extension would cause short-cutting traffic to go through the lane and if the present pavement could be widened to accommodate two lanes of traffic. Staff is of the opinion that there would be no incentive for traffic to use the lane were it to be extended to Penzance Drive. Lanes are not constructed to a width of two lanes because there is not sufficient justification to do so; the cost of achieving a two-lane width on the subject lane would be extremely high because of topography.

CONCLUSION:

For the primary reasons of excessive cost of construction, the considerable encroachment into Parks-designated property, and the availability of the present outlet to Bessborough Drive with reasonable gradients, construction of the requested lane extension to Penzance Drive is not being recommended.



DIRECTOR ENGINEERING

EEO/VMT/ch

Att.

c.c. () Director Recreation & Cultural Services

1977 COUNCIL REPORT

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6. Re: Lane East of Gamma Avenue
Between Penzance and Bessborough Drive
(Item 15, Report No. 19, March 20, 1972)

Council on March 20, 1972, received the attached petition from seventeen persons who reside or own property on the east side of North Gamma Avenue in the block between Penzance and Bessborough Drives (see attached sketch). Council concurred with the Engineer's recommendation to defer a decision until a local survey could be conducted to establish acceptable gradients for the lane.

The Engineer has completed the survey and advises that a switchback connection of the lane to Penzance Drive through approximately 400 feet of undeveloped Municipal Park land would cost about \$18,000 and would involve difficult side hill clearing and construction problems.

The Engineer also notes that:

"the petitioners have made the case for the opening of this lane principally from the fact that in the wintertime during periods of heavy snow they find it impossible to use the lane behind their properties. Although the existing lane is a dead end, it has a grade of 6% to 7% which is not entirely unusual in lane construction, and we would point out that during periods of heavy snow the Municipal policy to date has not been to snowplow lanes, and as a result most residents, during periods of heavy snow, find that they cannot use their lanes and therefore must use front street access, and that in this regard the property owners on Gamma are not in an unusual situation."

In view of the excessive cost of construction, the considerable encroachment that the switchback would make into the Park area, and considering the fact that the problem only exists during periods of heavy snow, which is not unusual to lanes, we could not recommend that the construction of the outlet to Penzance Drive is essential."

Another major consideration for leaving the lane in its present condition is the fact that if it were extended Municipal land which is designated for park development purposes would be required for the switchback that would be needed to minimize the gradient. The subject has been considered by the Parks and Recreation Administrator but not by the Commission.

RECOMMENDATIONS:

THAT the lane east of Gamma Avenue not be opened and connected with Penzance Drive, and
THAT the petitioners be so advised.

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The map displays a complex network of roads and property boundaries. A prominent road running diagonally from the bottom left is labeled 'BESSBROUGH'. Another road, labeled 'DR' (Dirt Road), runs parallel to it. The map is filled with numerous triangular property lots, each defined by four corner coordinates. Some lots are labeled with their respective numbers, such as 4821, 4846, 4850, 4854, 4858, 4862, 4866, 4870, 4874, 4878, 4882, 4886, 4890, 4894, 4898, 4902, 4906, 4910, 4914, 4918, 4922, 4926, 4930, 4934, 4938, 4942, 4946, 4950, 4954, 4958, 4962, 4966, 4970, 4974, 4978, 4982, 4986, 4990, 4994, 4998, 5002, 5006, 5010, 5014, 5018, 5022, 5026, 5030, 5034, 5038, 5042, 5046, 5050, 5054, 5058, 5062, 5066, 5070, 5074, 5078, 5082, 5086, 5090, 5094, 5098, 5102, 5106, 5110, 5114, 5118, 5122, 5126, 5130, 5134, 5138, 5142, 5146, 5150, 5154, 5158, 5162, 5166, 5170, 5174, 5178, 5182, 5186, 5190, 5194, 5198, 5202, 5206, 5210, 5214, 5218, 5222, 5226, 5230, 5234, 5238, 5242, 5246, 5250, 5254, 5258, 5262, 5266, 5270, 5274, 5278, 5282, 5286, 5290, 5294, 5298, 5302, 5306, 5310, 5314, 5318, 5322, 5326, 5330, 5334, 5338, 5342, 5346, 5350, 5354, 5358, 5362, 5366, 5370, 5374, 5378, 5382, 5386, 5390, 5394, 5398, 5402, 5406, 5410, 5414, 5418, 5422, 5426, 5430, 5434, 5438, 5442, 5446, 5450, 5454, 5458, 5462, 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