

ITEM SUPPLEMENTARY 17
MANAGER'S REPORT NO. 75
COUNCIL MEETING 85/11/25

RE: GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT BURNABY INCINERATOR
VEHICULAR ACCESS AND IMPACT ON ROADS

MUNICIPAL MANAGER'S RECOMMENDATION:

1. *THAT the recommendation of the Director Engineering be adopted.*

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TO: MUNICIPAL MANAGER 1985 11 22

FROM: DIRECTOR ENGINEERING

SUBJECT: GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT BURNABY
INCINERATOR - VEHICULAR ACCESS AND IMPACT ON ROADS

RECOMMENDATION:

THAT Greater Vancouver Sewerage and Drainage District, 4330 Kingsway, Burnaby, B.C., V5H 4G8, receive a copy of this report.

SUMMARY:

This report concludes that there is no known technical rationale to justify levying a road user-charge on one specific industry, the one currently under consideration being the Greater Vancouver Sewerage and Drainage District Burnaby Incinerator.

REPORT:

The matter of traffic patterns and volumes and effect on roads of traffic to and from the incinerator was addressed in a preliminary way in the Director Engineering's Council report entitled "Enlarged Greater Vancouver Sewerage and Drainage District Burnaby Incinerator" (Item Supplementary 31, Manager's Report 51, 1985 07 29), as follows:

"B. Traffic Patterns and Volumes and Effect on Roads

"A major portion of the traffic to and from the incinerator will use Marine Way for east-west access but all incinerator traffic will use Marshland Avenue from Marine Way to the incinerator itself. Traffic volumes themselves are not really significant in numbers, there being only approximately 90 vehicles per day in total for the 140,000 tonnes per annum incinerator and approximately 136 vehicles per day for the one of 210,000 tonnes per annum, with the increase of approximately 46 vehicles approaching Marshland Avenue from both directions on Marine Way.

"It seems reasonable to predict that neither the traffic volumes nor the axle loadings of the trucks delivering refuse to the incinerator will in themselves, acting singly or in combination, cause the early destruction of the roadway on Marshland Avenue. However, it must be realized that Marshland is built over moderately deep deposits of peat and unstable silts and was constructed before research developed more satisfactory methods to reduce long-term settlements. The result of this is that every vehicle using such a road contributes its own proportional share toward the road's deterioration; there is little doubt that Marshland Avenue will need to be reconstructed sometime in the next three to five years. Your Director Engineering and his staff have very recently reviewed how the reconstruction of Marshland Avenue might best be affected; a preliminary conclusion was reached that an opportunity may soon exist for a cost-sharing proposal to be developed between a major developer, the Corporation, and other existing industrial land uses in the area. It would seem reasonable for the Corporation to look to the incinerator operation to bear its share of the Marshland Avenue reconstruction cost; to this end it is intended to enter into discussions with staff of the G.V.S. & D.D. once we have a more accurate figure of the cost and have developed a more definite proposal for cost sharing."

The staff discussions mentioned in the foregoing paragraph have been held, including discussions with G.V.S. & D.D. staff. One of the more interesting outcomes of the further study and discussion of incinerator traffic was that the former predicted figure of approximately 136 vehicles per day for the 210,000 tonnes per annum incinerator has dropped to approximately 85, which resulted from closer scrutiny of actual net weights of refuse being hauled by the garbage trucks which would use the incinerator.

A survey of all industries served by Marshland Avenue immediately south of Marine Way disclosed the following approximate volumes of truck traffic:

	Semi Units	"Single" Units	Total
Existing Industries	245	180	425
G.V.S. & D.D. Incinerator	-	85	85
TOTAL			<u>510</u>
% G.V.S. & D.D. of Total			<u>17%</u>

Total traffic of all types using Marshland Avenue is about 1,050 vehicles per day, making the percentage attributable to the incinerator about 8%.

Trucks using Marine Way to and from the incinerator represent a very insignificant percentage of total traffic using Marine Way, something in the order of 0.5%.

Discussions held with nine major industries served by Marshland Avenue off Marine Way provided us with statements from many of those industries that they expect their truck traffic to increase substantially in 1986, one of them to the extent of 50%. Incinerator traffic, on the other hand, should remain reasonably constant because the capacity of the incinerator is constant.

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Another important point to bear in mind is that although trucks to and from the incinerator are using specific streets heretofore not used, i.e., Marine Way/Marshland/Wiggins, they are, at the same time, and for the most part, not using other collector and arterial streets to other former destinations. In other words, the trucks are, for the most part, simply being re-assigned and do not represent totally new traffic when considering the total picture of street wear and tear.

In terms of equitable treatment of all citizens, a decision to single out one industry on which to levy a special charge would be very difficult to defend. There could possibly be some justification to levy a special charge if extenuating circumstances were to prevail, such as repetitive axle loads beyond the legal weight limit. Such is not the case for the trucks going to the incinerator because all are standard height, weight, and legal axle weight type of vehicle.

Arrangements have already been finalized to assure that all twelve of Burnaby's garbage trucks will utilize Boundary Road and Stride Avenue to gain access to Marine Way. In this way, there should be no basis for complaint of trucks using internal local or even collector residential streets to reach the incinerator. It is intended to request all private haulers to abide by the same "rules" that apply to Burnaby's own trucks.

In summary, for the various foregoing reasons, it is not defensible to single out one industry on which to apply a special levy for street wear and tear. It is fully intended to closely monitor the condition of Marshland Avenue and if a problem is discovered which is specifically traceable to the incinerator traffic to bring it to the attention of G.V.S. & D.D. for rectification. The situation concerning basic access to the incinerator in Burnaby is not comparable to the decision to create a new access point to Burns Bog.

EEO:cf


DIRECTOR ENGINEERING

cc: () Director Administration & Cultural Services
() Director Planning & Building Inspection
() Chief Public Health Inspector

