

ITEM SUPPLEMENTARY 16
MANAGER'S REPORT NO. 31
COUNCIL MEETING 86/05/05

RE: BOUNDARY ROAD - 29TH AVENUE (FIR STREET) TO THURSTON
(B.C. HYDRO RAILWAY OVERPASS)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1986 May 01
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our file: 08.640 "Boundary"
SUBJECT: BOUNDARY ROAD - 29th AVENUE (FIR STREET) TO THURSTON (B.C. HYDRO RAILWAY OVERPASS)

RECOMMENDATIONS:

1. THAT staff be authorized to hold an "Open House" during the latter part of May for the Burnaby property owners on Boundary Road between Fir and Thurston Streets with respect to the arterial road standard proposed for Boundary Road in the section between 29th Avenue (Fir Street) and Thurston (B.C. Hydro Railway overpass) as described in this report.
2. THAT staff be authorized to notify the affected property owners advising them of the purpose, date, time and location of the "Open House".

REPORT

INTRODUCTION:

The City of Vancouver has made an application to the Province on behalf of Burnaby and itself for revenue sharing funds in 1986 to construct that portion of Boundary Road between 29th Avenue (Fir Street in Burnaby) and Price Street to a final standard. Burnaby has made application to the Province on behalf of Vancouver and itself also for revenue sharing funds in 1986 to construct that portion of Boundary Road between Price Street and Thurston Street. Burnaby has made the

application for this section because some property acquisitions will be required on Burnaby's side which are independent of Vancouver's share of funds received under revenue sharing.

Before construction of this section (Fir to Thurston) can take place, it will be necessary for Vancouver and Burnaby to come to an agreement upon a design standard for this arterial roadway which reflects Council's policies embodied in the "Comprehensive Transportation Plan for Burnaby".

A public information meeting on the subject of Boundary Road widening on the Vancouver side, sponsored by the Vancouver Engineering and Planning Departments and the Joyce Area Planning Advisory Committee was held in Vancouver on 1986 January 23.

RIGHT-OF-WAY CONSTRAINTS AND ROAD STANDARD

The Municipality, in 1981, was able to effectively buffer the existing residential development on Boundary Road south of Imperial Street.

Whilst the achievement of this was possible because of the wide right-of-way available in that section, the width of right-of-way in this section (Figure 1 attached) is neither as wide nor as readily available and thereby limits the immediate environmental improvement measures possible.

In the short term, it is proposed to mitigate the effect of the arterial as much as possible by providing:

- (a) A central landscaped median which would separate and diminish the impact of traffic on adjacent development and;
- (b) A landscaped boulevard 5.8 metres (19 feet) wide adjacent the Burnaby side of Boundary Road throughout this section (Figure 2 attached).

This proposed treatment, in our opinion, provides the best design standard available in the short term in accommodating an improved standard with the least degree of environmental impact on the adjacent residential dwellings. The design as proposed does, however, remove the availability of on-street parking within the Boundary Road right-of-way and will make it necessary in a few instances to arrange rear yard access for off-street parking purposes.

In view of this proposed improvement to Boundary Road, the change in the on-street parking situation and the practice in Burnaby of keeping residents of Boundary Road informed of proposals on Boundary Road, the Planning and Building Inspection Department believes it desirable to hold an Open House for Boundary Road property owners in the affected area to show the road improvement proposed and to exchange information with the property owners prior to the submission to Council of a final recommended standard for the proposed Boundary Road improvement.

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The right-of-way required for full environmental protection exceeds that which is presently available for arterial widening in this section. Accordingly, it may be necessary for additional right-of-way widening to be acquired over the longer term. This will also be addressed in the subsequent report to Council.



A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

WSS/JSB/jce
Attach.

cc: Director Engineering

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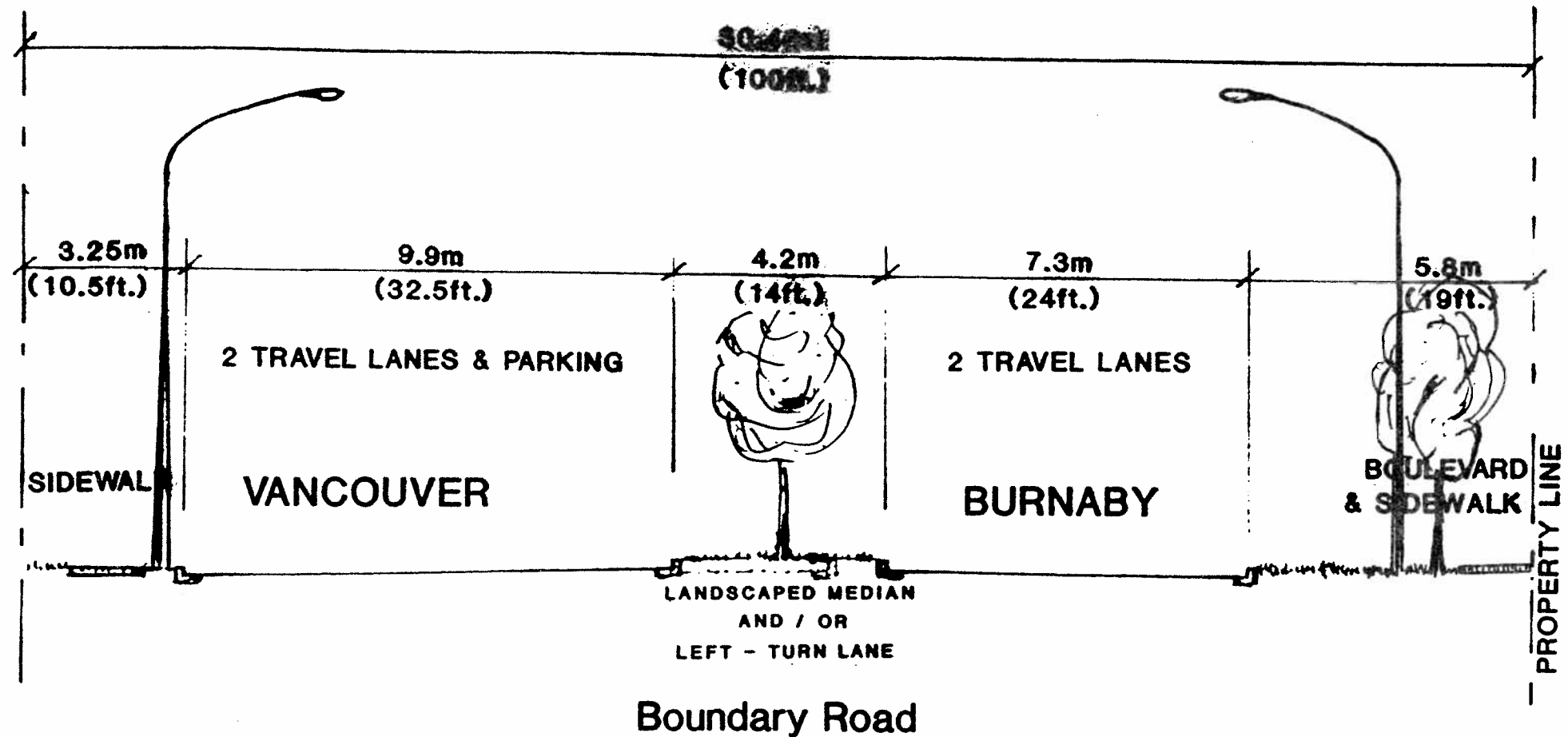


PROPERTY REQUIRED FOR ROAD R/W
 CORPORATION PROPERTY

(NOT TO SCALE)

FIGURE 1.

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Boundary Road
 Typical Cross-section
 (Fir Street To Thurston)

Figure 2.

