

RE: LETTER FROM MR. K.R. WELWOOD WHICH APPEARED ON THE AGENDA FOR THE
OCTOBER 19TH MEETING OF COUNCIL (ITEM 4 B)
SHELLMONT STREET
ARDEN AVENUE TO UNDERHILL AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1987 OCTOBER 21

FROM: DIRECTOR ENGINEERING

SUBJECT: SHELLMONT STREET - ARDEN AVENUE TO UNDERHILL AVENUE

RECOMMENDATION:

THAT Mr. K. R. Welwood of 7853 Meadowood Close be sent a
copy of this report.

S U M M A R Y

Mr. Welwood, in his submission of 1987 October 09, has reiterated his concerns of 1986 May 26. Our investigation of his latest submission indicates that some areas of concern have been treated and remedied. Other areas, however, involve subjective judgments as to the nature and severity of the problems, and we do not concur that these problems can or need to be remedied.

R E P O R T

In the Council adopted "Transportation Policies for Burnaby," residential neighbourhood is defined as "...residential areas which generally include elementary schools, local parks and convenience shopping within walking distance. These residential areas would be served internally by local and collector roads and not be divided, but instead be abutted by arterial roads and/or different land use." Based upon this definition, the residential area in which Mr. Welwood is resident is encompassed by Shellmont Avenue and Gagliardi Way on the north, Arden Avenue on the west, Broadway on the south, and Gagliardi Way on the east.

We updated our traffic volume data for both Arden Avenue and for Shellmont Street with counts on 1987 October 19. The figures for each street respectively are 2,800 and 2,500 (rounded to nearest hundred). These figures represent increases of 3 percent and 28 percent in 16 months, again respectively. While the latter increase for Shellmont appears high we do not consider it to be excessive, nor is the actual volume excessive for a street serving a neighbourhood which is experiencing the growth of the subject neighbourhood.

The Shellmont Street right-of-way was in existence prior to the creation of the Forest Hills subdivision, and although not constructed was passable (see attached copy of 1976 air photo). This subdivision was required to retain a buffer strip along the south side of Shellmont Street in recognition of both the land use on the north side and the future construction of Shellmont Street. Double fronting lots, such as that of Mr. Welwood, were permitted only because Shellmont Street was intended to be a "major" road and the access to these lots was restricted to the "minor" street, Meadowood.

Of the concerns listed at the end of Mr. Welwood's submission, we would respond as follows:

- 1) **"Traffic Noise"** - This matter has been referred to Environmental Health who will be contacting Mr. Welwood directly to determine the specifics of his concern.
- 2) **"Safety"** - We assume he is referring to the traffic safety of the intersection of Arden and Shellmont. To date in 1987 there has not been an accident within this intersection reported to the R.C.M.P. There was one rear-end accident reported in 1986 and seven single vehicle out-of-control accidents involving westbound Shellmont, the last one reported 1986 July 30. All these out-of-control accidents occurred between 11 p.m. and 5 a.m. Most of them occurred before the installation of a checkerboard sign, an advance stop sign warning, and an enlarged stop sign in the Spring of 1986. Based upon the reduced number of accidents since their installation, it would appear that the changes in signing have been effective.
- 3) **"Lack of Landscaping on Shellmont"** - The aforementioned buffer strip along Shellmont and the one on Arden Avenue were intended to be left in their natural state. Only the boulevard area on Arden Avenue is maintained by the Parks Department, who cuts the grass approximately once every ten days.
- 4) **"Poor Upkeep of Landscaping on Arden"** - See #3 above.
- 5) **"No Cement Sidewalks"** - Chipwalks were installed along Shellmont Street to Underhill Avenue to access Forest Grove Elementary School and along Arden Avenue to access Greystone Village commercial centre. Concrete sidewalks will be part of future development in the area.
- 6) **"No Bicycle Paths"** - The Municipality does not have a policy of installing separate bicycle paths. Bicycles are defined as vehicles under the Motor Vehicle Act and are therefore required to use roadways.
- 7) **"No Significant Measures...."** - The traffic signs referred to in #2 above appear to have been effective in reducing the accident frequency. Also, the R.C.M.P. regularly monitors Shellmont Street for speeders. These measures were implemented to remedy the concerns expressed in the 1986 submission of Mr. Welwood that were identified as being correctable problems. The other items - "large traffic volumes," "excessive traffic noise," "serious safety hazards...", and "serious impairment of our ability to enjoy our property," - are all subjective assessments that we cannot substantiate based upon our observations.

DE:ml
Attach.

cc: Traffic Supervisor


DIRECTOR ENGINEERING

ITEM 6
MANAGER'S REPORT NO. 67
COUNCIL MEETING 87/11/02

GOLF COURSE

FOREST HILLS SUBDIVISION



ADEN AVE

SHELLMONT STREET

126

UNDERHILL AVE

