

RE: MANOR STREET FROM WESTMINSTER AVENUE TO BETA AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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**TO: MUNICIPAL MANAGER** 1987 APRIL 28

**FROM: DIRECTOR ENGINEERING**

**SUBJECT: MANOR STREET FROM WESTMINSTER AVENUE TO BETA AVENUE**

**RECOMMENDATIONS:**

- 1) THAT Manor Street between Westminster and Beta Avenues be constructed to an interim 7.3 metre asphalt cap pavement as a Traffic Management project.
- 2) THAT Kasper and Shirley Seitz of 4910 Norfolk Street, Burnaby, B. C., V5G 1G1, receive a copy of this report.

**R E P O R T**

At the Council meeting of 1987 April 06, Item #9, Manager's Report #24 dealt with a submission from Kasper and Shirley Seitz, 4910 Norfolk Street regarding truck traffic on Westminster Avenue. This truck traffic is generated by T.N.T. Express, which is a consolidation of Kwikasair and All-Trans Trucking, located on the southwest corner of Manor Street and Westminster Avenue (see attached sketch).

Truck traffic generated by this rather large trucking firm has only one way of access to their site, from and to the Canada Way truck route via Westminster Avenue and Manor Street. Westminster Avenue forms the division between the M1 Industrial T.N.T. site and the R5 Residential area.

Truck traffic generated by T.N.T. runs on a 24-hour basis which has generated complaints from the residential properties. Of particular annoyance are the trucks leaving the T.N.T. site as they are climbing the grade to Canada Way. At the 1987 April 06 Council meeting, staff were requested to speak to the management of T.N.T. to see if some change in night scheduling and/or truck operation could be undertaken to lessen the operation's impact on the residential neighbourhood. Staff did contact Mr. Michael O'Callaghan, Branch Manager of T.N.T., regarding the concerns of the residents and Council. While Mr. O'Callaghan was sympathetic to these concerns, he advised that because of their type of operation they would be unable to significantly alter their truck scheduling. Their operation, by its very nature, involves bringing in shipments during the day and transferring them to other trucks for departure during the night.

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Mr. O'Callaghan will be asking his dispatcher to inform truck drivers to attempt to refrain from creating any unnecessary noise when driving up Westminster Avenue. He advises, however, that these are large line-haul units and will no doubt continue to be bothersome to residents living in close proximity to Westminster Avenue.

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In our report of 1987 April 06, we mentioned that we had written to the Ministry of Transportation and Highways for approval to use a section of the Highway #1 right-of-way to complete a connection of Manor Street to Beta Avenue (see attached sketch). We have now received written permission to make use of the requested section of the Highway #1 right-of-way to complete this connection.

It would be our intention to construct a 7.3 metre (24') interim asphalt cap pavement along Manor Street to connect to Beta Avenue at an estimated cost of \$70,000. Truck traffic could then be diverted from Westminster Avenue to Beta Avenue, within an existing industrial area, and that traffic would obtain access to and from Canada Way at the Beta Avenue traffic signal.

Should truck traffic continue to use Westminster Avenue, or should commuter traffic from Douglas Road be attracted through the residential neighbourhood because of this connection, we could then consider physically closing Manor Street immediately west of Westminster Avenue.

One of the fundamental goals of the Comprehensive Transportation Plan for Burnaby was that by means of Traffic Management we would "...facilitate the movement of people and goods within and through the Municipality in a manner that is most cost effective and efficient while at the same time endeavouring to maintain and improve the integrity and environment of residential neighbourhoods." With this in mind, we are proposing that the project be constructed as a charge to the Traffic Management section of the 1987 Capital Budget, wherein funds are available in the unallocated portion of that Capital Budget item.

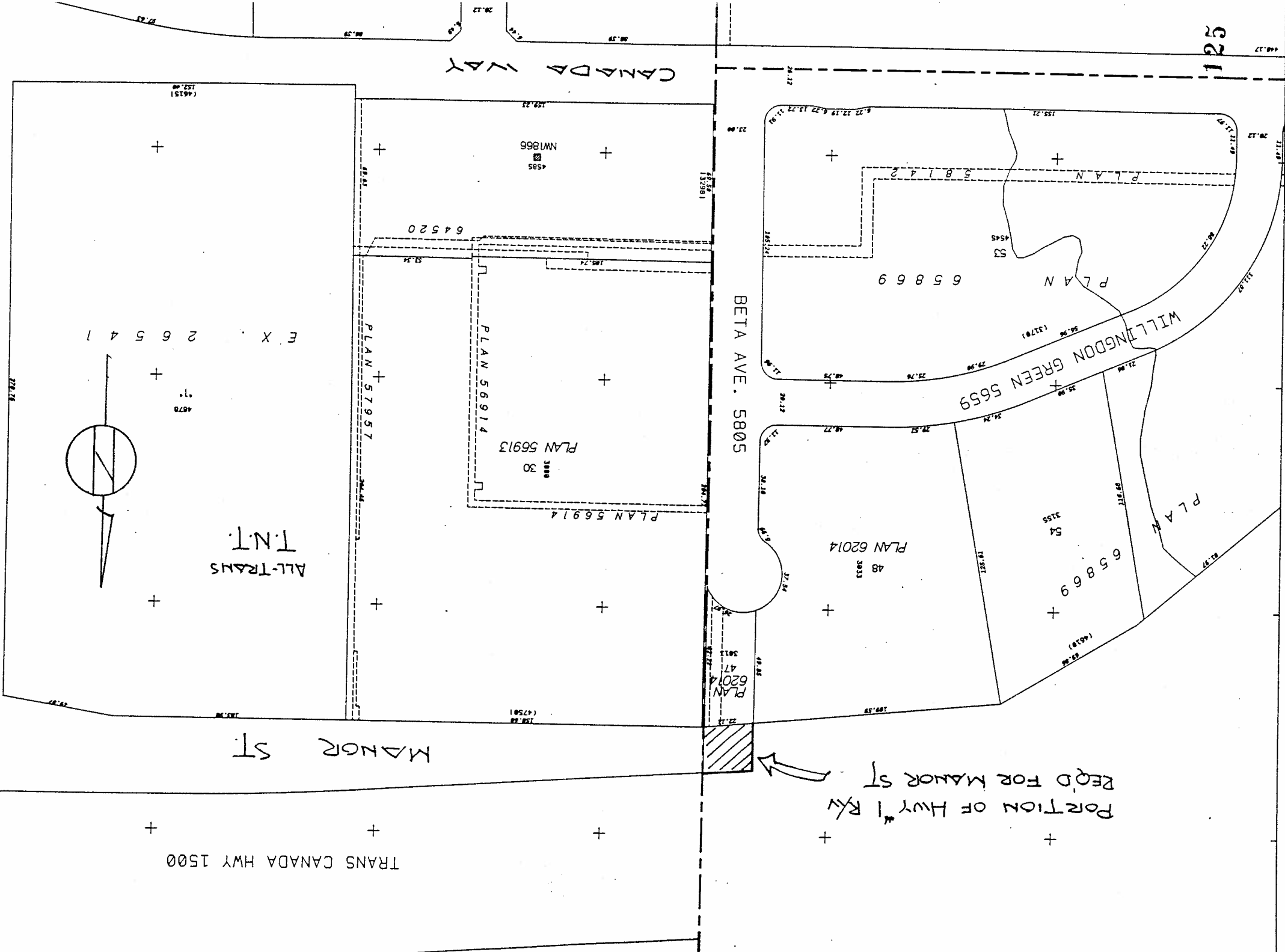
EEO/HB:m1  
Attach.

cc: Director Finance  
Director Planning and Building Inspection

  
DIRECTOR ENGINEERING

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WESTMINSTER AVE. 5907



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TRANS CANADA HWY 1500

PORTION OF HWY 1 R/W  
 REQ'D FOR MANOR ST

SEE FACET B-18

