

REPORT  
Regular Council Meeting  
1992 May 11

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

A. CANADA WAY/EDMONDS INTERSECTION IMPROVEMENTS  
CORRESPONDENCE FROM MR. R. DREW

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Mr. R. Drew, 7037 Canada Way, Burnaby, B.C. and Mr. W. Baker, District Manager, Ministry of Transportation and Highways, Suite 200-1060 Columbia Street, New Westminster, B.C.

R E P O R T

"1.0 BACKGROUND

At its regular meeting of 1992 March 30, Council received correspondence from Mr. R. Drew who resides on Canada Way north of the Edmonds intersection. Mr. Drew received notification from the Ministry of Transportation and Highways of their intent to purchase a portion of his property to permit reconstruction of the intersection. Mr. Drew raised a number of concerns with regard to public consultation, resident notification, project design and property acquisition which prompted Council to request a report.

Subsequently at its regular meeting of 1992 March 30, Council requested that the correspondence be referred to the Traffic and Transportation Committee for a report. This report is written in response to this direction of Council.

2.0 PUBLIC CONSULTATION

The correspondent enquires as to the extent of public consultation on the project. In this regard it is important to note that a major objective of the Canada Way/Edmonds project is the reduction of traffic infiltration in the Lakeview area east of Canada Way. Since mid 1990 the Municipality has been involved in an extensive process of consultation with residents in the development of a Community Transportation Plan to address these traffic problems in the Lakeview area. Subsequently in early 1991, residents approved a Community Transportation Plan for the area by an overwhelming majority of 90 percent. The major components of the Plan were intersection improvements to Canada Way and Edmonds as well as Canada Way and Imperial. This Plan was approved by Council on 1991 February.

INTERNAL DISTRIBUTION:

AGENDA - 1992 MAY 11  
COPY - ACTING MUNICIPAL MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR PLANNING & BUILDING

### 3.0 NOTIFICATION OF THE PROJECT

The correspondent indicates that he had not received official notification of plans to widen Canada Way at Edmonds Street until receiving a notice of assessment for purchase by the Ministry of Transportation and Highways. In this regard it should be noted that the correspondent had been notified by the Municipality of the widening project in conjunction with an application for subdivision of the property at 7037 Canada Way (Subdivision Reference #112/90) submitted by the correspondent in 1990 July.

At that time the correspondent was informed that dedication of a strip of land of 3m tapering to 2.5m across the frontage of the property would be required for the widening of Canada Way. The subdivision also involved the relocation of the house to another nearby property.

After granting of tentative approval of the subdivision in 1991 January, the correspondent indicated to the Municipality that the relocation of the house had been "put on hold" because of the expense involved and that they had decided to wait until being informed by the Ministry of the "road taking" for the Canada Way/Edmonds widening project.

### 4.0 PROJECT JUSTIFICATION

The intent of the Canada Way/Edmonds project is to accommodate the turning movements which are currently obstructing the through traffic at the intersection. Left turn lanes will be added on Canada Way both north and south of Edmonds but no additional through traffic lanes will be provided. The proposed improvements are expected to eliminate the traffic queuing on Canada Way and the significant delay which causes traffic infiltration into the Lakeview neighbourhood.

The correspondent suggests that the intersection reconstruction will not address the problem of extensive traffic queuing on Canada Way at Edmonds and that the Province and the Municipality should emphasize projects to redirect traffic away from Canada Way. As this section of Canada Way largely accommodates traffic from New Westminster and municipalities south of the Fraser River to Central Burnaby and Vancouver, there are few other arterials which are appropriate to divert traffic from Canada Way. In this regard, the only major project which has been demonstrated to substantially reduce traffic volumes on Canada Way is the Stormont/McBride Connector. At this point however, there is no commitment to construct this project except in conjunction with the longer term upgrading of Highway 1.

### 5.0 PROJECT DESIGN

The project has been designed to meet the Ministry's minimum standards for provincial highways reflecting the location of the project in a developed urban area. The provision of left turn channelization in the critical southbound to eastbound direction, however requires the widening of the pavement surface on Canada Way from Edmonds to Rosewood Avenue, a distance of approximately 300m. The pavement surface would be tapered back to the existing pavement south of Rosewood Avenue.

The project will involve relocation of the curb on the west side of Canada Way up to 5m closer to adjacent residences. To accommodate this relocation, the Municipality has been recommending an additional 3m setback over the current requirements applying to past rezoning and subdivision applications. In addition the project will include noise fencing in conjunction with the replacement of existing stone walls on the west side of Canada Way.

With respect to the correspondent's property the curb line will be moved approximately 4m closer. The existing stone wall will be replaced by a granite faced retaining wall topped by a wood fence. This treatment should reduce noise levels at the building face to a lower level than currently exists with no noise attenuation.

#### 6.0 PROPERTY ACQUISITION

To accommodate the Canada Way/Edmonds project the Municipality over the past two decades has been taking dedication of up to 4.5m in conjunction with rezoning or subdivision of properties on Canada Way. With regard to the correspondent's property, a strip of land 3m in width tapering to 2.5m across the 20.5m frontage of the property would be purchased by the Ministry. It should be noted that this is a smaller portion than the 3m x 2m strip that the Municipality would have required the correspondent to dedicate without compensation in conjunction with his previous subdivision application. As is the case with other Provincial highway projects, the Ministry would be compensating the property owner at market value for the strip of property required.

#### 7.0 CONCLUSION

The improvements to the intersection of Canada Way and Edmonds are necessary to reduce traffic queuing to protect residential neighbourhoods in the Lakeview area from traffic infiltration. To undertake these improvements, the Ministry must acquire narrow strips of property across the frontage of a number of property owners on Canada Way - a process which has been assisted by previous municipal acquisitions through rezoning and subdivision. In this regard the correspondent was notified in 1990 of the plans for reconstructing the intersection. These plans have confirmed the size of the property acquisition and have established a commitment to address noise impacts on adjacent properties in the area including that of the correspondent."

Respectfully submitted,

#### Members:

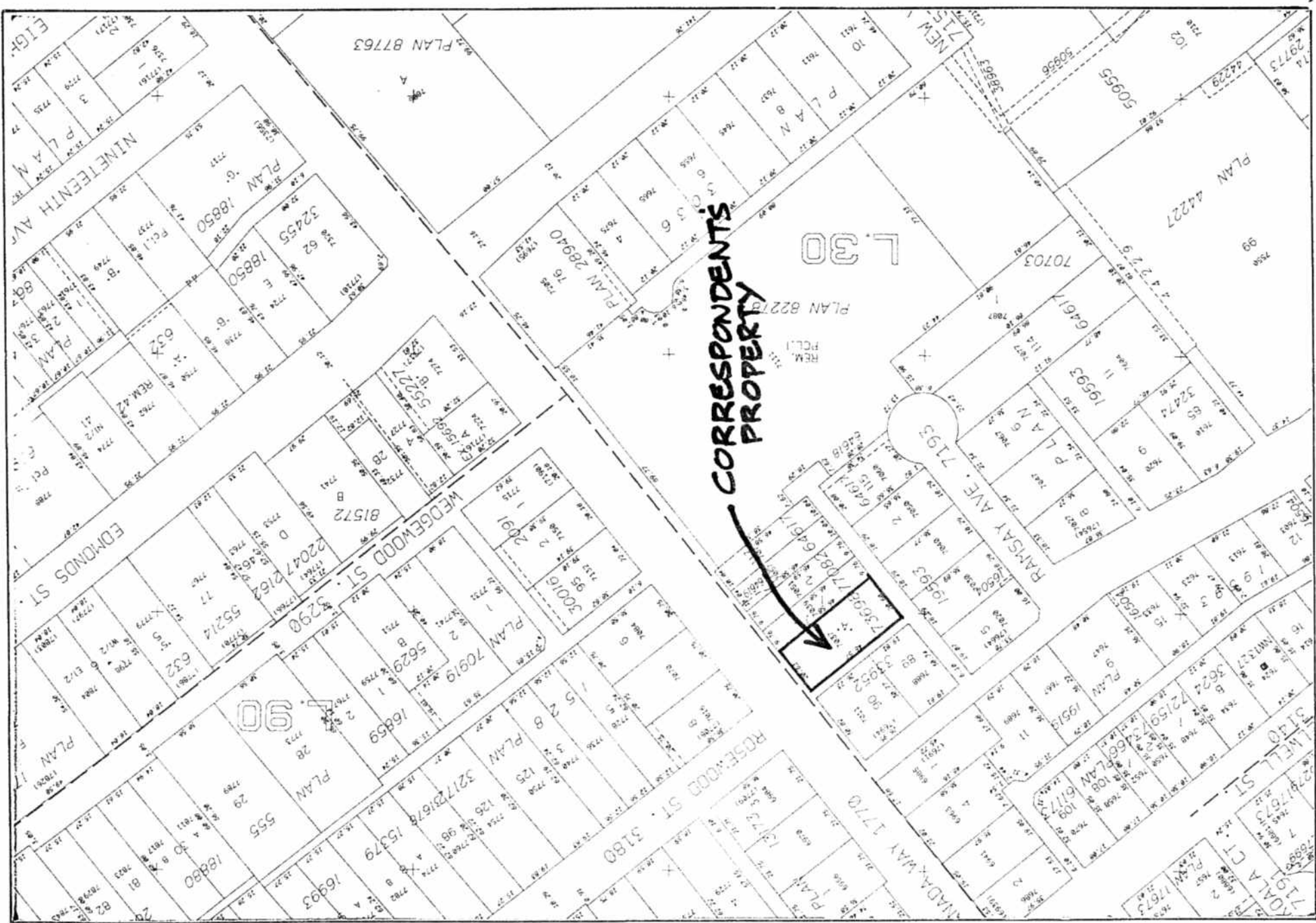
Mr. Ernest Neuman  
Mr. Peter Millar  
Mr. Len Werden

Alderman J. Young  
Chairman

Alderman D. Evans  
Member

Alderman D. Lawson  
Member

Alderman C. Redman  
Member



**BURNABY**  
 Planning &  
 Building  
 Department

Date: 1992 04 02

Scale: 1:2000

Drawn By:

FIGURE 1

**CANADA WAY/  
 EDMONDS  
 INTERSECTION  
 7037 CANADA WAY**