

ITEM	9
MANAGER'S REPORT NO.	32
COUNCIL MEETING	92/05/04

TO: ACTING MUNICIPAL MANAGER

1992 April 27

FROM: DIRECTOR PLANNING AND BUILDING

Our File: 08.640
"Government Street"

SUBJECT: STRATHMORE TOWERS RESIDENTIAL DEVELOPMENT ON GOVERNMENT STREET BETWEEN MANCHESTER AVENUE AND LOUGHEED HIGHWAY: CORRESPONDENCE FROM N. SHERKER ON BEHALF OF THE COUNCIL OF OWNERS OF STRATA PLAN NW92

PURPOSE: To respond to the issues raised in correspondence from N. Sherker, Property Manager of the Council of Owners of Strata Plan NW92, with regard to the impacts of the new residential development on Government Street between Manchester Avenue and Lougheed Highway.

RECOMMENDATION:

1. THAT a copy of this report be forwarded to N. Sherker, Property Manager, Council of Owners of Strata Plan NW92, 8061 Anderson Road, Richmond, B.C. V6Y 1S2.

R E P O R T

1.0 INTRODUCTION

At its regular meeting of 1992 April 21, Council received correspondence from N. Sherker, Property Manager for the Council of Owners of Strata Plan NW92 located at 3911 and 3921 Carrigan Court. The correspondence expressed concern regarding dust and dirt and traffic impacts of a new residential development currently under construction on Government Street between Manchester Avenue and the Lougheed Highway.

This report responds to the concerns raised by the correspondent.

2.0 CONSTRUCTION IMPACTS

The residents have expressed concern regarding the dust and dirty streets created by construction and indicated the need for measures to keep the dust down.

Engineering staff have reviewed the problems with dirty road conditions arising from this development with the construction manager for the site.

Several visits by Municipal Inspectors have resulted in cleanup efforts by the contractor. The contractor's efforts, however, are somewhat restricted because the Department of Fisheries & Oceans have banned the use of a water flush truck to control dust and dirt on the road. This is because any flushing of the roads leads to sediment deposition in the Brunette River, a sensitive fisheries stream. As a consequence, the contractor is restricted to a daily scraping of the roads by mechanical means, i.e. a "bobcat" front end loader, to remove dirt, followed by a street sweeper to remove the remaining dirt and dust. With only limited use of water allowed, this operation can be dusty. The contractor is seeking alternate means of controlling the dust and staff will

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continue monitoring the situation. The excavation work for foundations and underground parking causes the majority of the dust and dirt and this phase of the work will be completed in approximately two weeks. For Council's information, the contractor has installed an on-site sedimentation pond as well as a pond at the storm sewer outlet upstream of the Brunette River.

Engineering staff have contacted the correspondents and reviewed this information with them.

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3.0 TRAFFIC ON GOVERNMENT ROAD

The residents' primary concern is the impact of the residential development on traffic queuing on Government Road at Carrigan Court. As shown in Figure 1 attached, in the P.M. peak period traffic queues from the intersection of Lougheed Highway at Government Road often extend south from the intersection to obstruct access and egress from Carrigan Court. Currently the Government Road south approach of the intersection provides two lanes northbound including one lane for through and left movements and one lane for through and right movements.

In conjunction with the development of the residential towers, sufficient right-of-way has been dedicated to widen the south approach of the intersection to a four lane standard including a left turn lane, two through lanes and a right turn lane. Construction of these improvements would be expected to eliminate existing P.M. peak period queuing on Government Road at Lougheed Highway.

4.0 LOCALLY GENERATED TRAFFIC

At full phasing the Strathmore Towers residential development is expected to accommodate 337 units and to generate approximately 120 trips during the peak hour. Assuming approximately half of all peak period trips will use the Government/Lougheed intersection, the majority will be destined northbound on Government to Lougheed in the A.M. peak hour and southbound on Government from Lougheed Highway returning home in the P.M. peak hour. Two of the accesses to the development are taken from Government Road and access to the residential development would be affected by queuing on the south approach to the Lougheed Highway. Any potential traffic impacts from this movement would however be addressed with completion of the proposed intersection improvements.

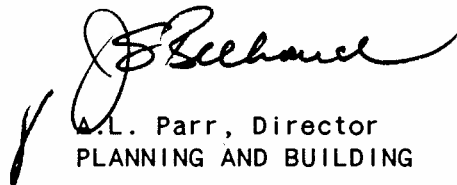
5.0 TIMING OF THE INTERSECTION IMPROVEMENTS

In conjunction with the construction of the residential towers, a new sidewalk will be constructed in the final location to accommodate the future widening. The Municipality however, is responsible for the curb to curb reconstruction of the south approach to the Government/Lougheed intersection. Funding for this project however is currently not included in the 1992-96 Capital Budget for Major Roads.

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6.0 CONCLUSION

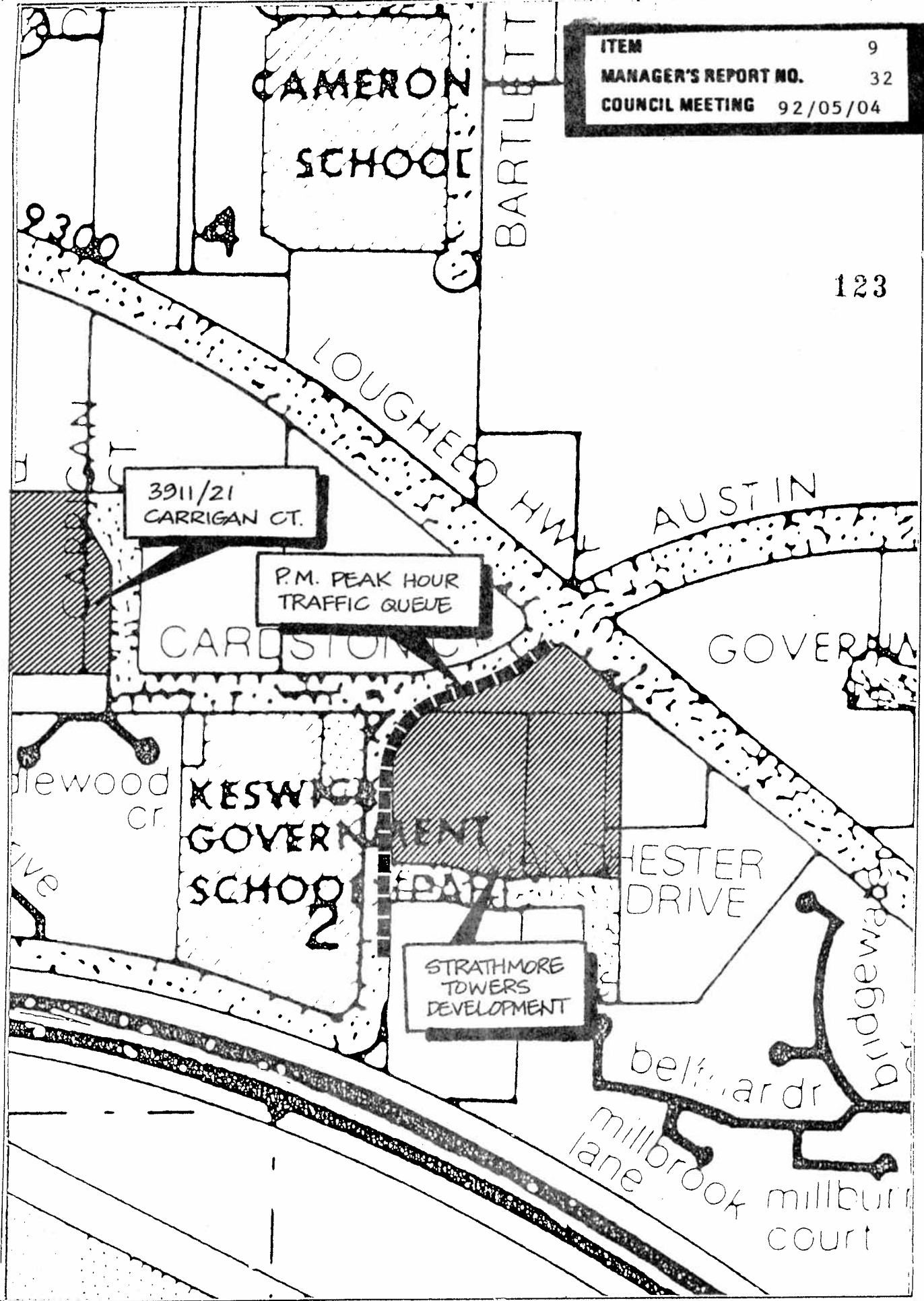
As noted in this report, resident concerns regarding construction impacts are being dealt with by the contractor. However, with completion of the excavation phase of construction expected within two weeks, the problems caused by dust and dirt at the site should be abated. With regard to the traffic impacts of the development, it is expected that the proposed improvements to the south approach to the Government/Lougheed intersection will be more than sufficient to accommodate peak hour traffic generated by the development.


A.L. Parr, Director
PLANNING AND BUILDING



RG/mm
Attachs:

cc: Director Engineering
Director Finance

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Date:
1992 04 29

Scale: 

Drawn By:



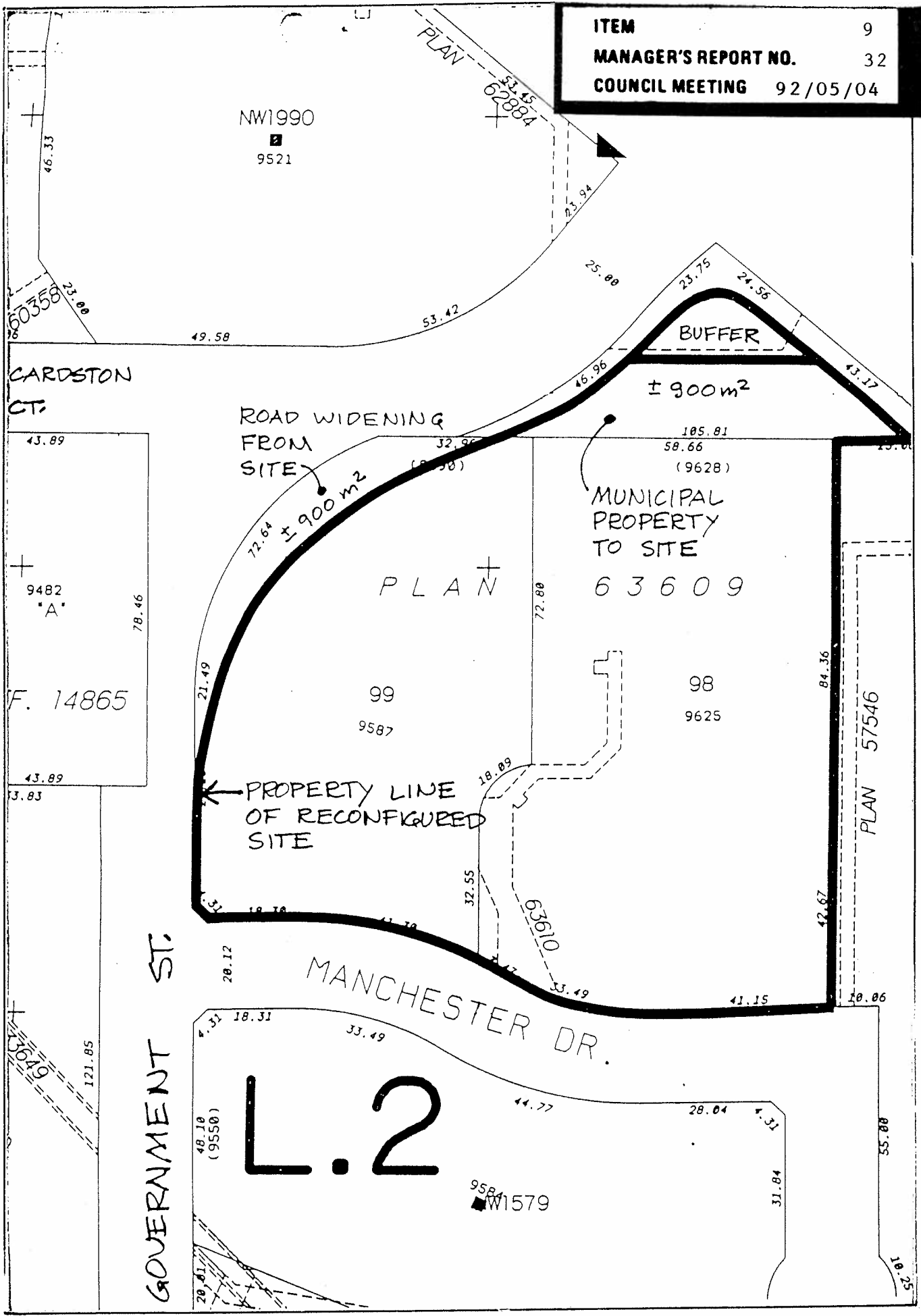
BURNABY

Planning &
Building Inspection
Department

FIGURE 1


**STRATHMORE TOWERS
SITE CONSIDERATIONS**

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FIGURE 2
**DEDICATION
FOR ROAD
WIDENING**

