

TO: CITY MANAGER

1997 FEBRUARY 10

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: POWERHOUSE CREEK DEVELOPMENT PLAN
REZONING REFERENCE #39/96
TRUCK ACCESS TO 7465 GRIFFITHS AVENUE

PURPOSE: To respond to a concern raised at the Public Hearing for Rezoning Reference #39/96 on 1997 January 21.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to Mr. Fred Sirec, Morgan Power Apparatus Canada Ltd., 7465 Griffiths Avenue, Burnaby, B.C. V5E 2Y3.

R E P O R T

1.0 INTRODUCTION:

On 1997 January 21, a Public Hearing was held for Rezoning Reference #39/96, the purpose of which is to establish general guidelines for residential redevelopment (including park and open space and retail facilities) of the Weiser Lock site and B.C. Hydro Lands in line with the adopted Powerhouse Creek Development Plan. At the Public Hearing, a representative for Morgan Power Apparatus Canada Ltd. at 7465 Griffiths Avenue raised issues related to truck access to that property. The concern was primarily related to the planned reconfiguration of the Prenter Drive/Rumble Street intersection to allow right turn in and out movements only. Specifically there was a concern that the proposed traffic island and Rumble Street median would unduly restrict truck movements entering and leaving the property. There was also a concern that elimination of the left turn from Prenter Drive to Rumble Street, together with proposed cul-de-sacing of Prenter to eliminate the link to Hedley Avenue, would require trucks leaving the property to illegally drive west on Rumble Street, which is not a truck route.

2.0 DISCUSSION:

The adopted Powerhouse Creek Development Plan includes the reconfiguration of the Prenter Drive/Rumble Street intersection to permit right turns only, as a result of traffic safety concerns, since the horizontal and vertical curves at this intersection have less than

optimum sight distances to ensure traffic safety for left turning vehicles. The proposed installation of a raised island at this intersection would provide a refuge for pedestrians crossing the relatively wide intersection, and together with a raised median on Rumble Street, would prevent left turns at the intersection.

The other change to Prenter Drive included in the adopted Plan is its cul-de-sac east of Hedley Avenue, in order to separate the new residential neighbourhood from the industrial area to the west, and to discourage industrial traffic through the residential neighbourhood.

In response to the concerns raised at the Public Hearing, staff have met with Mr. Fred Sirec, manager of Morgan Power Apparatus Canada Ltd., and reviewed the proposed Prenter Drive/Rumble Street intersection design.

Our initial preliminary geometric design with a raised pedestrian island would have permitted large trucks travelling westbound on Rumble Street (wheelbase 17m with a 14m (45 ft.) long trailer) and large trucks traveling eastbound on Prenter (wheelbase 15m with a 10.6m (35 ft.) long trailer) to make right turns at the intersection. We have now revised this preliminary geometric design as shown in Sketch #1, in order to accommodate the large semi-trailers which occasionally access the subject property as follows:

1. The proposed pedestrian island will initially be painted only and raised at a future date when 7465 Griffiths redevelops; painting the pedestrian island will enable large semi-trailer trucks with 14m (45 ft.) long trailers to turn right in and right out at the intersection of Rumble Street and Prenter Drive.
2. The intersection of the old Griffiths Avenue frontage road access to the property from Prenter Drive will be widened by 3m (10 ft.) to ease truck turning movements at this location.
3. The proposed raised median to be constructed on Rumble Street to prevent left turns at the intersection has been cut back on the west end to ease right turn movements for trucks.

The revised preliminary geometric design dated 1997.02.06 incorporating the above and attached as Sketch #1 will form the basis for the Engineering design for this intersection and will be included in the servicing for the Weiser Lock Site redevelopment.

Regarding the other concern noted, we can advise that the planned Rumble Street median will not lawfully prevent vehicles from leaving the property as the delegation had feared. Large trucks are governed by the truck route map as part of the Burnaby Street and Traffic Bylaw, and are required to comply with the following:

- (i) all general traffic bylaws, regulations and turning restriction signs, and
- (ii) attain access to and from a delivery spot in a direct route to a designated truck route.

With the closure of Prenter Street at Hedley Avenue, and the construction of the median on Rumble Street, trucks leaving the subject property (15 trucks a week on average) would legally return to the Kingsway truck route via Rumble Street and Gilley Avenue.

3.0 CONCLUSION:

The above revisions to the proposed plan for the Prenter Drive/Rumble Street intersection and the frontage road access to the property (as illustrated on Sketch #1 attached) have been discussed with Mr. Sirec, manager of Morgan Power Apparatus Canada Ltd., who is satisfied that the business's truck access concerns have been adequately met.

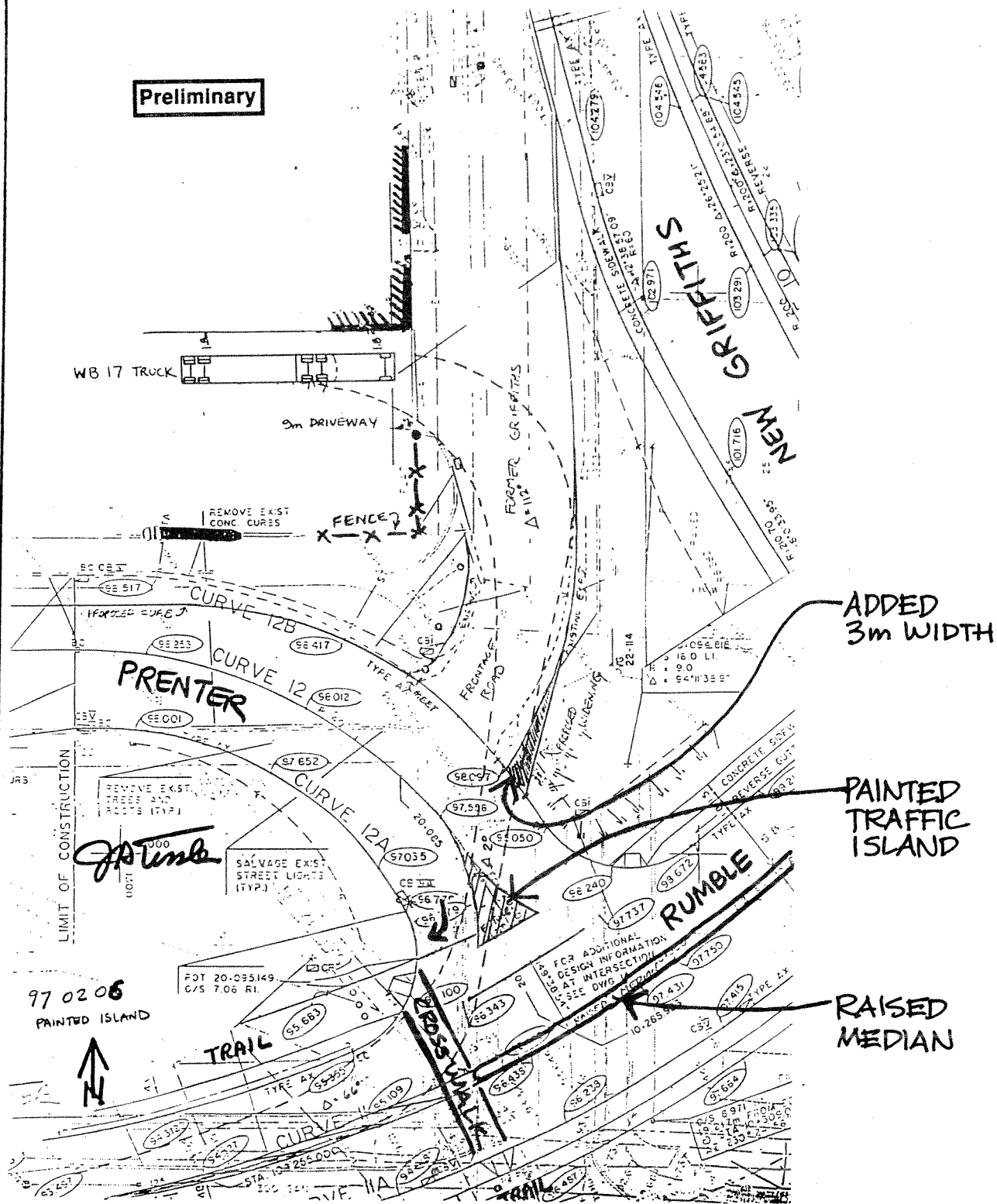


D. G. Stenson
Director Planning and Building

RR: gk

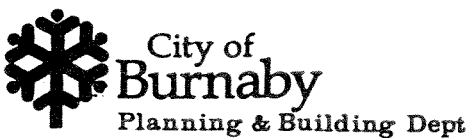
cc: Manager Transportation Planning
Director Engineering (Attn: Bob Baillie and Don Braun)
Subdivision Ref. #65/96

Preliminary



Date: 97.02.06

Scale: 1:500



**PRELIMINARY GEOMETRIC
RUMBLE / PRENTER INTERSECTION**

112 ETCH # 1