

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

Re: ROSEBERRY AVENUE (MARINE DRIVE TO MARINE WAY): RESPONSE TO  
MATTERS RAISED BY MS. ILEEN SATCHWELL

RECOMMENDATION:

1. **THAT** Council forward a copy of the attached report to Ms. Ileen Satchwell, 3997 S.E. Marine Drive, Burnaby, B.C. V5J 3E4.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1998 February 11, adopted the attached report responding to the matters raised by Ms. Ileen Satchwell with regard to the staff report concerning the removal of the traffic barrier on Roseberry Avenue at the 1998 January meeting of the Traffic and Transportation Committee.

MEMBERS:

Mr. Lyle Boivin  
Mr. Raymond Lupien  
Mr. W.B. Roxburgh  
Ms. L. Tatangelo

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor J. Young  
Vice Chair

: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.
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Councillor N. Volkow  
Member

**TO:** CHAIR AND MEMBERS  
TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRANSPORTATION AND TRANSIT DIVISION)

**FROM:** DIRECTOR PLANNING AND BUILDING                      Our File:

**SUBJECT:** ROSEBERRY AVENUE (MARINE DRIVE TO MARINE WAY): RESPONSE  
TO MATTERS RAISED BY MS. ILEEN SATCHWELL

**PURPOSE:** To respond to the matters raised by Ms. Ileen Satchwell with regard to the staff report concerning the removal of the traffic barrier on Roseberry Avenue to the 1998 January meeting of the Traffic and Transportation Committee.

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**RECOMMENDATION:**

1. **THAT** a copy of this report be forwarded to Ms. Ileen Satchwell, 3997 S.E. Marine Drive, Burnaby BC.

**REPORT**

**1.0 BACKGROUND**

At its regular meeting of 1998 January 14, the Traffic and Transportation Committee received a report from staff on the concerns raised by Ms. Ileen Satchwell with regard to the removal of the traffic barrier on Roseberry Avenue between Marine Way and Marine Drive. In response, Ms. Satchwell appeared as a delegation to raise a number of issues with respect to the content of the staff report. The Committee referred these issues to staff for a response.

**2.0 ISSUES**

**2.1 History of The Barrier**

**Issue:** The delegation noted that the barrier was intended to be a permanent cul-de-sac and was included as part of the servicing requirements for the original rezoning for the United Flower Growers Cooperative in 1981.

**Response:** The construction of a barrier on Roseberry south of Marine Drive was predicated on the 1980 Comprehensive Transportation Plan which envisioned the extension of Roseberry Avenue north of Marine Drive

to connect with Patterson Avenue. The closure of Roseberry Avenue south of Marine Drive was intended to ensure that traffic from Marine Way would not be able to use the Roseberry extension to Patterson. When this connection to Patterson was deleted from the new Burnaby Transportation Plan in 1995, it was no longer necessary to maintain a closure of Roseberry south of Marine Drive to protect Roseberry residents north of Marine Drive. It then becomes a question of whether the barrier should be continued to protect residents on Roseberry Avenue south of Marine Drive. The traffic studies and other work to date has shown that this section of Roseberry is relatively unaffected by commuter traffic from Marine Way and is operating more like a typical local residential street in Burnaby.

## 2.2 Truck Usage of Roseberry Avenue

**Issue:** The delegation noted that, although no semi-trailer trucks were counted during the six day period of the traffic counts, there are semi-trailer trucks using Roseberry south of Marine Drive.

**Response:** The concerns of the delegation with regard to periodic use of Roseberry Avenue by semi-trailer trucks are recognized. The staff report notes only that during the six day period of the vehicle survey no semi-trailer trucks used Roseberry adjacent to the Satchwell residence. Based on these counts, it can be concluded that very few semi-trailer trucks use Roseberry Avenue south of Marine Drive, however staff will address this issue through signing measures.

## 2.3 United Flower Growers Traffic

**Issue:** The delegation disagrees with the conclusion of the report that the United Flower Growers (UFG) expansion will not generate significantly more traffic on Roseberry. Ms. Satchwell cites that the UFG's plan to hold two auctions per day instead of the current single auction will create more traffic on Roseberry.

**Response:** United Flower Growers currently operate an average of three flower auctions per week ( Monday, Tuesday and Thursday). In the Spring, this frequency can rise to four or five auctions per week, but the manager of the facility has confirmed that there is no intention at any time to hold more than one per day. The manager for the UFG facility indicates that except for approximately 10 - 12 days when loading activity may spill over onto Roseberry Avenue, the existing parking

lot accommodates the demand. He also notes that the current expansion of the auction gallery and parking lot is primarily intended to better serve existing customers. He acknowledges, however, that patronage of the facility is expected to grow somewhat over time.

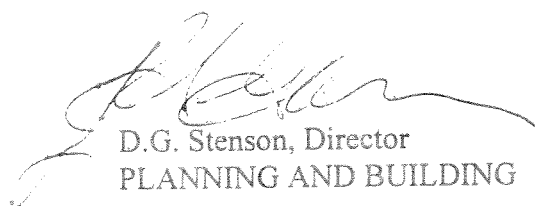
### 3.0 COMMITTEE REQUESTS

The Traffic and Transportation Committee also requested the following:

- (i) that a sign be installed on the truck route prohibiting trucks covered under the Burnaby Truck Route Bylaw from using Roseberry. Staff are reviewing the most appropriate method to implement this.
- (ii) that BC Transit be requested to slow down when passing the Satchwell residence to reduce vibration until the removal of the bump on Roseberry. BC Transit has agreed to issue an operator bulletin on this matter.
- (iii) that the vibration effects be monitored after the removal of the bump on Roseberry adjacent to the Satchwell residence. This will be done after the work is completed.

### 4.0 CONCLUSION

This report is written to respond to the matters raised by Ms. Ileen Satchwell with regard to the staff report presented at the 1998 January 14 meeting of the Traffic and Transportation Committee. The Committee has also directed staff to address the issue of the occasional large truck using Roseberry and to monitor the vibration effects of buses after removal of the bump.

  
D.G. Stenson, Director  
PLANNING AND BUILDING

  
BG/yr

cc: City Manager  
Director Engineering