

May 20, 2020

Mayor Hurley,

Please take a moment to read the attached materials before forwarding to staff for a response.

My community has yet to receive a written response regarding traffic concerns first raised with staff on February 5, 2020; specifically, why the City can implement permanent traffic calming at Gamma and Penzance but not one block west at Beta and Penzance.

Thank you for your time.

Sincerely,

Peter Cech  
4715 Cambridge Street  
604.616.9496

- **New Gamma (Contractor) Parking Lot approved by City quadruples Parkland Refinery (Area 2) parking from 120 spaces to almost 500 spaces, resulting in as many as 500 vehicles spilling onto our residential road network at each shift change.**
  - This is in addition to the 1800 vehicles (most recent data we have from the City) typically using 4700 block Cambridge each weekday, mostly during peak commuter travel times, when the region is not in pandemic lock-down.
- In response to concerns from residents of 200 block N Gamma the City installed a traffic island in 2018 to prevent vehicles from accessing the parking lot entrance using Gamma.



- The result is **all inbound traffic** cutting through Capitol Hill from Hastings uses 4700 Cambridge, 200 Block N Beta to access Penzance.
- **City staff refused to do anything about additional refinery traffic on 4700 Cambridge in 2018 when the problem first emerged**
- In 2019 City staff installed a turning restriction (5-7 am, 5-7 pm) for westbound traffic on Penzance at N Beta
  - With no enforcement this turning restriction is widely ignored by Parkland staff and contractors

- **5:30 am shift changes mean dozens of inbound and outbound vehicles awaken residents in Capitol Hill seven days a week.**
- No community consultation took place before City of Burnaby granted permit to Chevron to build spaces <https://www.burnabynow.com/news/parking-lot-an-eyesore-neighbours-charge-1.23146952>. Staff say the permit to quadruple parking was approved because Chevron staff were parking in the neighbourhood. In the 18 years I've lived here it was never an issue.
- The few community members that did subsequently engage with Chevron were assured that the Contractor Parking Lot would be used only during biennial turn-arounds. Chevron told those residents they could not guarantee how the new owners Parkland Gas would utilize the Contractor Parking Lot.
- Parkland staff that liaise with the community are also frustrated.
  - Their ameliorative actions to date consist of asking staff and contractors to obey traffic signs
  - Parkland refuses to place flaggers at Penzance and N Beta to keep refinery traffic from rat-running through Capitol Hill

## Potential Solutions

### Option 1

That Parkland Gas provide a barricade with sufficient flaggers (City permit required) at both entrances to the Contractor Parking Lot when in use and at N Beta and Penzance to keep ALL refinery outbound traffic out of the Capitol Hill residential neighbourhood.

That the City develop a solution to prevent inbound traffic from using N Beta to access Contractor Parking Lot entrances on Penzance - the same benefit the City has already provided to residents one block away on N Gamma.

That the City, Parkland Gas and the RCMP co-ordinate periodic enforcement to ticket drivers that ignore direction from flaggers.

### Option 2

The City Requests that, to be a better neighbour, Parkland Gas does not have any shift changes before 7 am on weekdays and 9 am on weekends, mirroring the City's noise By-law (Bylaw No. 7332). Additionally, implement Option 1.

### Option 3

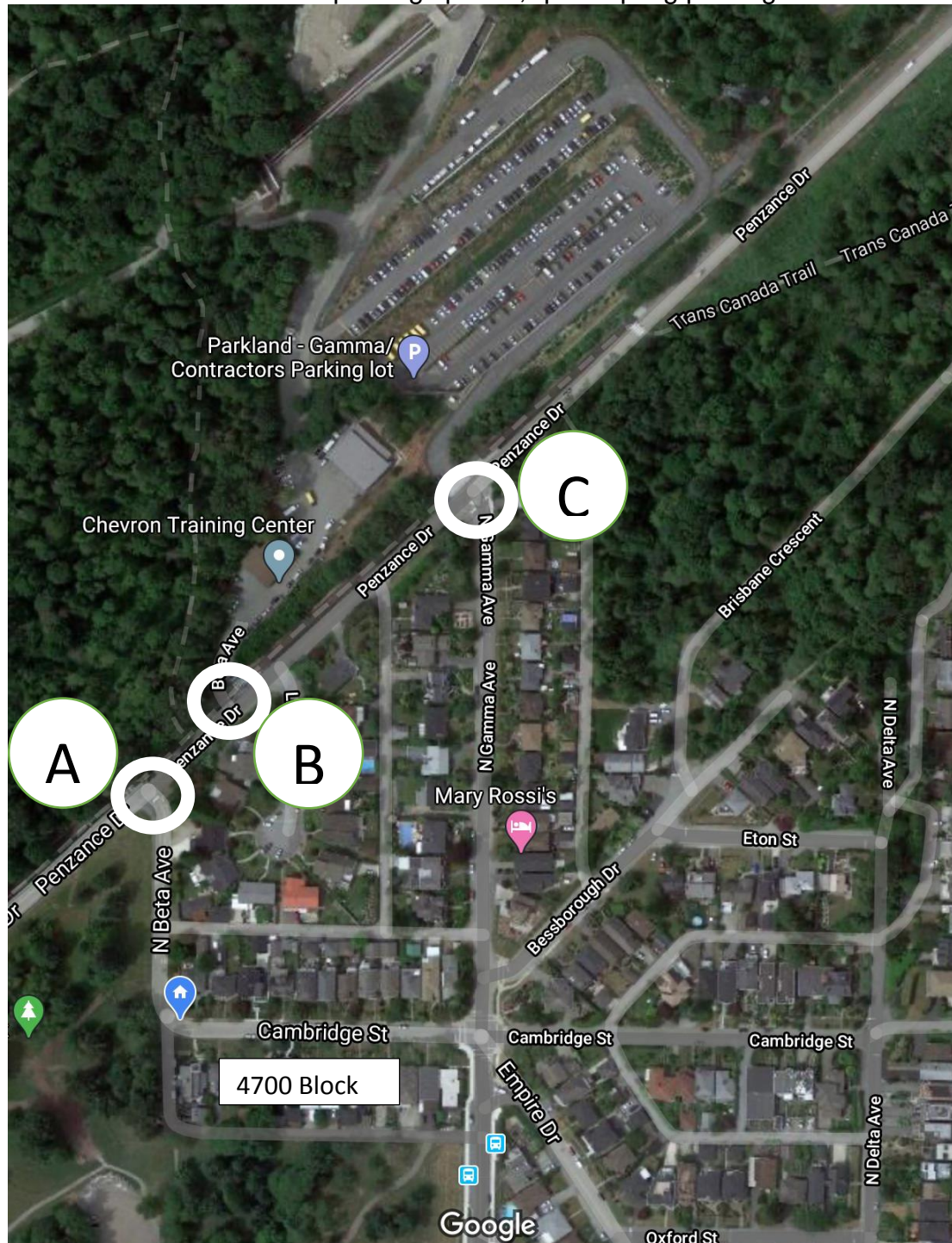
The City request that Parkland Gas limit the use of the Contractor Parking Lot to only those times when a turn-around is occurring, and to implement all of the measures in Option 1.

### Option 4

Place permanent concrete barricades on Penzance at Gamma, N. Beta and laneway between those two streets to force all Parkland Gas refinery to stay on Penzance.

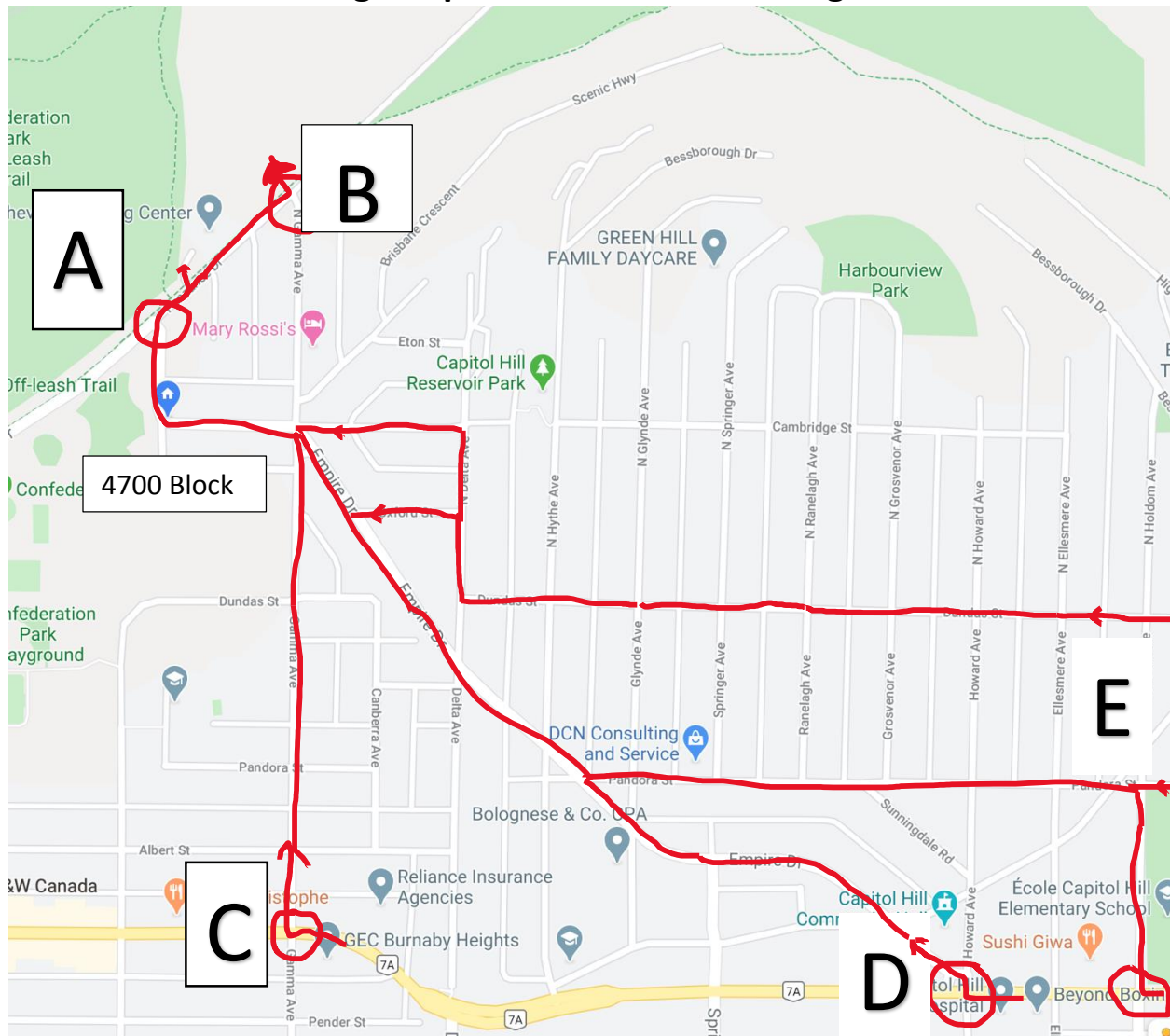
- Additional benefit is eliminating rat-runners cutting through Capitol Hill then through The Heights community.
  - We know staff have strong objections and can address each of them should you wish to have that discussion.

Gamma Lot with 373 new parking spaces, quadrupling parking from 120 to 500



- A) N Beta at Penzance where turning restriction is posted
- B) Entrance to Parkland Training Centre where vehicles can enter and exit Contractor Parking Lot
- C) Main entrance to Contractor Parking Lot, where City installed a traffic island to cut off access from Gamma

## Traffic Pattern Through Capitol Hill residential neighbourhood



A) N Beta and Penzance

B) Main entrance to Contractor Parking Lot

C, D, E) Where traffic from east of refinery accesses Gamma/Cambridge/N Beta from Hastings. Traffic leaving the site uses N Beta/4700 Block Cambridge then Gamma to access Hastings eastbound.

## Last correspondence with staff dated April 18, 2020

Peter Home <pcech27@live.ca>

Re: Parkland Refinery traffic

To: "Louie, Doug" <Doug.Louie@burnaby.ca> Cc: Zulfiqar Rafiq  
<Zulfiqar.Rafiq@burnaby.ca>, "Calendino, Attilio Pietro"  
<AttilioPietro.Calendino@burnaby.ca>, Mayor <Mayor@burnaby.ca>, "Chu, Lambert"  
<Lambert.Chu@burnaby.ca>

Hi Doug, thank you.

As discussed at length on the phone with you on April 14, the noise from traffic going to the Parkland site with 5:30 am shift changes is a real issue for our community; just as much as the noise from traffic leaving the site in the 5:30-6:45 am and 5-7 pm windows.

We also discussed how misleading it would be to use only April 7 traffic counts as the turn-around was virtually complete by then and traffic levels had dropped by several orders of magnitude.

I have far too much respect for everybody's time than to quibble over traffic volumes that I can count on less than two hands.

The pandemic has made it even more obvious that traffic on our street between 5 and 7 am is related to the refinery's operations because the typical rat-running we experience between 7 and 9 am has ceased completely.

Your reference to traffic making "legal" right turns at Beta and Penzance should also reference the fact that all traffic movements at Gamma *before the traffic island was installed* were also legal.

You repeatedly point out that 4700 Cambridge is a local collector road to justify allowing rat-running. In Burnaby's Traffic Management Plan a Local Collector Road is defined as:

### 1. Local Collector

- Function
  - To provide access to and from a residential area.
- Traffic Service
  - - Carries traffic between Local  
Residential streets and Major  
Roads.
  - - Buses sometimes permitted.

- - Large trucks not permitted.

Additionally, Burnaby's *Transportation Plan* Policy 26 states:

"That the City develop a continuous arterial road system to attract traffic away from local collector and local residential streets."

Also, 4700 Cambridge Street's road width is constructed to residential road standards, not the wider local collector road standards.

Traffic coming to and leaving the Parkland Gas Refinery is not local Burnaby traffic; it originates from throughout the Lower Mainland.

By funnelling all rat runners cutting through Capitol Hill to access the refinery onto 4700 Cambridge, your team is doing the exact opposite of what your own Policy 26 states as a goal.

By allowing other rat runners to cut through Capitol Hill to bypass Hastings between Fell and Slocan, the City is also contradicting Policy 26 by turning our street into an arterial roadway that channels traffic between municipalities on both sides of Burnaby. Typical Burnaby streets may carry 70% local traffic. With rat-running that is certainly not true for our street.

Our community feels that since the City created the condition where Parkland Gas could increase parking from approximately 120 spaces to almost 500 spaces by [approving that plan without community consultation](#), that the resulting increase in traffic using our residential street warrants traffic calming equal to that provided to our neighbours one block to the east on Gamma so that ALL Refinery-related traffic uses Penzance to both access and leave the refinery area.

Thanks,

Peter

On Apr 17, 2020, at 5:03 PM, Louie, Doug <[Doug.Louie@burnaby.ca](mailto:Doug.Louie@burnaby.ca)> wrote:

Hi Peter,

Please find additional info I did not include earlier from our counts and that is the legal right turns from e/b Penzance to s/b Beta. You'll notice that during the 5-7 am period there were 6 vehicle making this right turn presumably not related to Parkland activities. You may have been woken up by one of these vehicles making a right turn as they make up 50% of the s/b traffic along Beta in the early morning period. In summary, on Apr 7 there was an average of 7 vehicles per hour between 5-7 AM along your block. It is acknowledged that this is not representative of Parkland's full traffic impact nor regular community traffic patterns, but it is during the time period of your most recent early morning traffic noise complaints.

	E/B right turns on to Beta Ave.
Apr. 7th: 5AM-7AM	6
Apr. 7th: 5PM-7PM	45

As mentioned, we will continue to monitor and respond to issues as they arise.

Thanks

**Doug Louie** M.Eng., P.Eng.

Asst. Director Engineering – Transportation Services

Direct: 604-294-7471

City of Burnaby | Engineering Department | Transportation Services

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**From:** Peter Cech <[pcech27@live.ca](mailto:pcech27@live.ca)>

**Sent:** April-17-20 10:41 AM

**To:** Louie, Doug <[Doug.Louie@burnaby.ca](mailto:Doug.Louie@burnaby.ca)>

**Cc:** Rafiq, Zulfiqar <[Zulfiqar.Rafiq@burnaby.ca](mailto:Zulfiqar.Rafiq@burnaby.ca)>; Calendino, Attilio Pietro <[AttilioPietro.Calendino@burnaby.ca](mailto:AttilioPietro.Calendino@burnaby.ca)>; Mayor <[Mayor@burnaby.ca](mailto:Mayor@burnaby.ca)>; Chu, Lambert <[Lambert.Chu@burnaby.ca](mailto:Lambert.Chu@burnaby.ca)>

**Subject:** Parkland Refinery traffic

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Hi Doug, thank you for the comprehensive response and the commitment to have staffed traffic barriers at Penzance and Beta during the next refinery turn-around.

However, this measure will do nothing deal with the high volumes of inbound traffic the City is deliberately pushing onto our street.

The table below does not accurately reflect the high traffic volumes we experienced during the two-month turn-around that just ended before this data was obtained. Simply put, it's misleading.

A 6 am shift change instead of 5:30 am is also not a marked improvement. Even a 7 am shift change would generate inbound traffic at 6:40 am.

My neighbours and I continue to believe it is unreasonable for the City to divert all traffic running through Capitol Hill onto our residential street to access the refinery.

It's not right and it's not fair.

Thanks again for your response.

Sincerely,

Peter

On Apr 17, 2020, at 10:00 AM, Louie, Doug <[Doug.Louie@burnaby.ca](mailto:Doug.Louie@burnaby.ca)> wrote:

Hi Peter,

We have completed a count last week on April 7 during the 5:00-7:00 AM and 5:00-7:00 PM time periods when the left turn restrictions at Penzance and Beta are in effect. This is summarized in the table below:

	Illegal Left Turns w/b Penzance to s/b Beta	Right turns n/b Beta to e/b Penzance
Apr. 7th: 5:00AM - 7:00AM	5	3
Apr. 7th: 5:00PM - 7:00PM	32	25

The early noise concerns you are most concerned about are coming from very few vehicles. This is the case for vehicles both heading to (3) and from (5) Parkland facilities via Beta. On the other hand, there are more vehicles in the late afternoon, but not a unreasonable amount for your street (Beta), which is classified as a Local Collector. Nonetheless, any violation of posted left turn restrictions remains a concern. In this regard, the City will look at upgrading the traffic management plan developed for Parkland's turnaround activities by incorporating additional barricades and barricade attendants when the turn restrictions are in effect. This will not be implemented at this time because the volume of Parkland related traffic continues to diminish as their turnaround activities wind down within the next week or two as mentioned by Jonathan. With the turnaround completion, we will work with Parkland to see if the parking facility at the north end of Gamma could be completely closed. This will enable us to remove all temporary restrictions until the next turnaround work begins in the future.

You have raised the suggestion of altering Parkland's shift change to later in the morning so as to not disturb the community with early morning traffic. Your request is not just for the turnaround activities, but in general for all Parkland functions. With the exception of the time period between 8-9 am when all other traffic tends to peak (including school traffic), I will refer your suggestion to Parkland for a response. I presume a 6-8am shift change would be of some help.

Lastly, you raised a concern about the physical interventions the City made at Gamma and Penzance, particularly the concrete diverter that prevents vehicular access to the parking lot via northbound Gamma, because it may have increased traffic along other streets. The City placed a diverter at the north end of Gamma to specifically discourage the use of Gamma Street between Cambridge and Penzance because of its classification as a Local Street. Other streets, including Beta N, and other sections of Gamma are classified as a Local Collector. It was hoped that the diverter would help encourage traffic headed to Parkland's facilities from the east, to continue west along Hastings, north along Willingdon and then east along Penzance to reach the parking lot. Despite the slightly longer distance, the additional time required should have been minimal because of the very low traffic volumes along Hastings St in the very early morning hours. Also, recent efforts were made to traffic calm Gamma St south of Cambridge with curb bulges at many intersections. The success of this will need to be assessed in future turnaround activities because the very low traffic volumes counted along Beta last week do not reveal a problem at this time.

The City will continue to manage traffic for the temporary turnaround activities at Parkland as best we can with the cooperation of Parkland. We will not be able to eliminate all the impacts, but will strive to make them as tolerable as possible given the longstanding location of Parkland's facilities within the neighbourhood. As usual, please don't hesitate to contact us for any concerns you may have.

Sincerely,

Doug Louie M.Eng., P.Eng.

Asst. Director Engineering – Transportation Services

Direct: 604-294-7471

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