

23. Re: Construction of Graham Avenue,
4th Street to 6th Street,
Local Improvement Program.

The construction of this work was initially budgetted in 1969 and planned well before that. The work was initiated as a 28 foot wide road going straight through from 4th to 6th Streets.

About the same time as the initial planning for this work took place, the Second Street Neighbourhood Study was being completed and approved by Council. The Study showed Graham Avenue closed off at 6th Street with a cul-de-sac, and a lane was recommended behind the commercial properties to improve the access and egress for those residents most affected near the cul-de-sac. Basically because everything was happening simultaneously, the Engineering Department was not advised of the change in design.

Since the work had not actually been constructed at the time this problem in communication was discovered, the Planning Department advised the Engineering Department of the change in standard for the street. This, of course, was after the work was approved by the abutting owners as a Local Improvement. We then set about trying to convince the people to willingly accept a change in design. The files show that there has been difficulty in reaching a satisfactory conclusion on design. Extra property was required to form the cul-de-sac originally proposed and we apparently could not negotiate for its acquisition. Finally, a turn-around within the existing street right-of-way was agreed upon. In the meantime, the "straight" portion of the street was constructed as negotiations continued on the development of the cul-de-sac design.

Objections have been raised for some time by some of the owners on the street to a cul-de-sac of any kind. We have delayed completing the construction in order to finalize the problem of design. Finally, in order to obtain the precise views of each of the property owners involved on the street to the proposal to block their Avenue at the 6th Street end with a cul-de-sac, the Engineering Department made contact with and interviewed most owners concerned. Those not contacted were either away on holidays or unavailable.

Of the 26 properties involved, we were able to make a contact with 21. As a result of the interviews, we were able to find that nine were opposed to the closure, nine were in favour of the closure, while the remaining three did not seem to really care one way or the other and were prepared to go along with the majority.

You will note from the attached sketch that the majority of those opposed to the closure are those who would be living closest to the cul-de-sac. This is understandable in a sense as they will not only be involved in a longer routing to their homes but will also have to put up with vehicles trying to turn around in a very limited area cul-de-sac, or worse still, in their driveways. In this regard it could be argued that a single vote for one property is not really fair measure and that some form of point system should be used; the closer to the cul-de-sac, the more points you are worth. We must also keep in mind that the lane originally suggested by Planning did not come into being to help the problem of greater travel distance for some.

In any event, it would appear that there are enough opposed to the closure to make it questionable whether it should be closed. Those people who took a neutral position in the survey would more than likely support a petition against the new design.

Since we are not able to convince a strong majority to willingly agree to change the design, and since the work was originally advertised as going straight through, we must decide to reinstate the project or complete the work as advertised. A further complication or two is that the Treasurer has completed the financing for what work has already been done on the street as if the project had been fully completed, and the people have been assessed on their 1970 taxes for the work right through to 6th Street even though it hasn't yet been completed.

ITEM 23

MANAGER'S REPORT NO. 47

COUNCIL MEETING July 26/71

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The Engineer recommends that we complete the work and the Planning Director would still like to see the cul-de-sac constructed based on the Second Avenue Study, but he appreciates the complexities of trying to do it under the existing circumstances.

RECOMMENDATION:

THAT the work be immediately completed as originally planned; and
THAT it be financed as a Special Project out of the C.I.P. Special
Roads Account.

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GRAHAM

AVENUE

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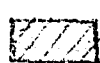

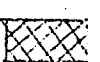
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 THOSE IN FAVOUR OF CUL-DE-SAC
 THOSE OPPOSED TO " " "
 THOSE WHO HAVE NO OPINION
 WILL ACCEPT MAJORITY DECISION

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GRAHAM

AVENUE

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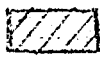


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