

11. Re: Government Street between Brighton and Phillips Avenue
1972 Local Improvement
(Item 15, Report 44, July 4, 1972)

Mr. J. E. Greenfield appeared before Council on June 26, 1972 and presented a brief and a petition suggesting a change in the width of the street that is proposed between Piper and Brighton Avenues. Mr. Greenfield pointed out that his petition actually covered the length of the street between Phillips and Brighton but the Manager drew attention to the fact that the Local Improvement portion between Phillips and Piper had been petitioned against and therefore was not being done.

The Manager advised at the Council Meeting of July 17, 1972 that he was not able to bring in a report for that meeting but that a report would be submitted for the July 31, 1972 meeting. Using Mr. Greenfield's petition, the Municipal Engineer and Planning Director have reviewed this particular project. Realizing that Government Street can function only as a collector street, the staff examined the street design criteria as they relate specifically to the street to enable the route to function adequately and maintain the appearance of a residential street. The existing total "effective" width of Government Street including the 20'6" width of asphaltic pavement and gravel shoulders, varies between approximately 28' and approximately 36'. The latter width is where the bus "pull-off" areas have been widened on the shoulder.

The work proposed on the street was for a 36' wide road between the curbs with parking permitted on both sides. There is to be a sidewalk installed on the north side adjacent to the curb between Piper and Brighton Avenues. The sidewalk location has been chosen to ensure that only three major trees would be removed during the construction.

The Municipal Manager, Municipal Engineer, Planning Director and Deputy Municipal Engineer met with Mr. Greenfield on July 19, 1972 in order to ensure that we fully understood the thoughts expressed by Mr. Greenfield in his submission to Council. Prior to the meeting the staff had studied the problem quite extensively and were in a position to suggest an alternative width of road which would possibly accommodate the traffic volumes anticipated and also meet the wishes of the petitioners. There will be some disadvantages with this alternative and it was important to explore these fully with Mr. Greenfield. During the discussion it became quite evident that Mr. Greenfield was not fully aware of what is being proposed for the geometric design of the presently approved 36' road.

The alternative being explored calls for a 30' wide road from curb face to curb face with no parking on the north side and 8' wide bus bays set back of the curb line on the north side such that where there is a bus bay you would have a 38' width of pavement and where you have no bus bays you would have a 30' width of pavement. The sidewalk between Piper and Brighton would not necessarily have to be adjacent to the curb and gutter but we would have to make some connection at bus stops. We do not intend to make a comprehensive report on this alternative at this time. We merely wish to mention that there is an alternative which should be considered further. The Planner has recommended the narrower road but further study time has been requested by the Engineer.

It goes without saying that we must have more communication directly with the people in the area and we are therefore proposing a public meeting in the area sometime in September when we can

- (a) explain the road design that is proposed
- (b) the alternative that could be considered.

The no parking on one side of the road feature may meet with objection but this we don't know at this time. Likewise, people who live in the area but not necessarily on Government Street may object to a narrower width than 36'; i.e. since this is a collector street we have to consider

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11. Re: Government Street between Brighton and Phillips Avenue (continued)

not only the wishes of the people who live on the street but also the wishes of those who use it as well. Those actually living on the street are the ones who are obviously affected the most.

In the meantime the contractor has been instructed to not proceed with the work and this delay of course may mean that the work would not be completed this year. If we have to re-initiate the entire street from Phillips to Brighton (which would be required if we changed the standard on any portion of it), it is unlikely that the work could be done this year.

RECOMMENDATION:

THAT a meeting be held by the municipal staff in September in the area for the purpose of

- (a) explaining the work that is proposed between Piper and Brighton Avenues and
- (b) examining the possibility of an alternative geometric design; and

THAT this matter be tabled until a report has been received after the public meeting proposed; and

THAT a copy of this Report Item be forwarded to Mr. J.E. Greenfield.