

14. Re: Letter dated October 29, 1973 from Mr. T.A. Tait
2360 Carman Place, North Vancouver, B. C.
Preliminary Plan Approval Application No. 2401
(Item 18, Report 84, November 13, 1973)

Council, at its meeting of November 13, 1973, received the above-noted letter from Mr. Tait regarding the Engineering Department's decision to deny vehicular access to the correspondent's site from Douglas Road. At that meeting, Mr. Tait was requested to speak at the Council meeting of November 19, 1973, following receipt of a report from the Municipal Engineer regarding denial of Mr. Tait's request for vehicular access from Douglas Road.

Following is the report of the Municipal Engineer in respect to Mr. Tait's request for vehicular access.

RECOMMENDATION:

THAT Council ratify the Municipal Engineer's decision to deny vehicular access from Douglas Road as requested by Mr. T.A. Tait.

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TO: Municipal Manager

November 15, 1973

FROM: Municipal Engineer

RE: 1775 Douglas Road
Preliminary Plan Approval Application No. 2401

Reference the Municipal Clerk's memo #2092 dated November 5, 1973.

During Preliminary Plan Approval checks for commercial and industrial developments all means of vehicular access are gone over to assure that the developer is planning a workable site. In regard to truck loading we have been requiring that those truck loading areas serviced from through or collector streets have the ability to provide maneuvering on the site instead of using the street system for this operation. The purpose of such a requirement is to avoid the delay and congestion to traffic when such a condition exists. In cases where a site has loading served off a lane, or an internal non-collector street, back-in maneuvers will be permitted providing the front of a 50' vehicle can clear the street right of way.

In the case of 1775 Douglas Road, vehicle access to Douglas Road was denied for the following reasons:

1. A 50 foot truck as shown could only gain access to the loading bay by backing into it. While it may be true that these trucks can gain access from the back of the site as shown on the complainant's attached sketches "A" & "B", it was our opinion that the majority of truckers coming to an address at 1775 Douglas would arrive at the front and in spite of any on-site directions will find it more convenient to back in off Douglas Road.
2. The property has access from Halifax Street which will adequately handle 30 foot trucks to 1775 Douglas Road.

In the complainant's submission reference is made to two other sites that were given approval although they will require vehicles to back in. We would comment on those two sites as follows:

2272 Douglas Road (See sketch "C", attached)

This property has been given a new address of 2280 Douglas Road.

In September of this year we turned down a Preliminary Plan because the layout of the loading bays along the west side of the building would encourage back-in maneuvers through an existing vehicle access at the west side of the Douglas Road frontage.

In the ensuing discussions with the developer and owner of the site he assured us that the building was to be used for his own machinery business and that he would never use any vehicles larger than a pickup truck. After much thought and bearing in mind the narrowness of the property and the fact that he only had access to Douglas Road we suggested that if he was to use only pickup trucks then he should be able to operate satisfactorily with a 20 foot crossing on the east side of the lot. This would preclude the use of large truck entries to the site. He agreed to this arrangement and his site plan was subsequently approved.

2172 Douglas Road (See sketch "D", attached)

This site is almost identical to the complainant's site at 1775 Douglas Road in that it has a fair crossfall from front to back and that it was refused access to the front street (Lougheed Highway). The application for site approval for this address indicated a maximum 30' truck usage. As these size vehicles can maneuver on the site the plan was approved with access to the one street only.

The reference to Boris Terminals was one of many examples used where we are in receipt of constant complaints from motorists who are delayed by large trucks who use the streets to maneuver into inadequate size loading areas. In fact this particular complaint was before Council in November of 1972 and involved both Country Freight Lines and Boris Terminals. The Council directed that the use of Boundary Road for the maneuvering of trucks to these terminals be stopped. To date these terminals still use Boundary Road for maneuvering because there would appear to be some doubt as to what authority we have to stop them. For this reason we feel it is best to stop such conditions before they arise.

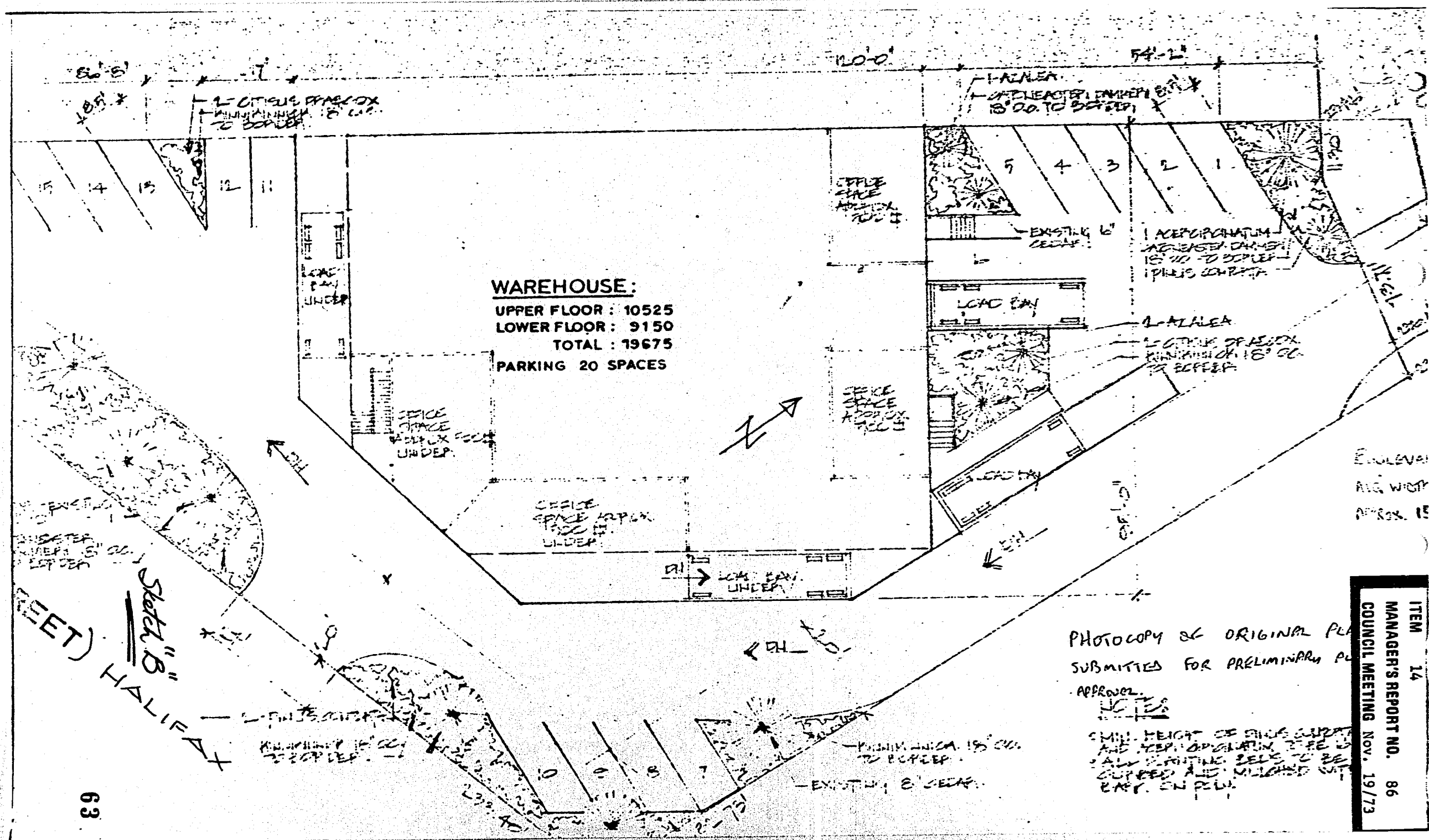
In view of the above we can only recommend that the present loading facilities for 1775 Douglas Road be denied access to Douglas Road.


E. E. Olson
MUNICIPAL ENGINEER

HB:wlb

Att.

cc: () Traffic Supervisor



WAREHOUSE:
 UPPER FLOOR : 10525
 LOWER FLOOR : 9150
 TOTAL : 19675
 PARKING 20 SPACES

PHOTOCOPY OF ORIGINAL PLAN
 SUBMITTED FOR PRELIMINARY PLANNING

APPROVED
 [Signature]

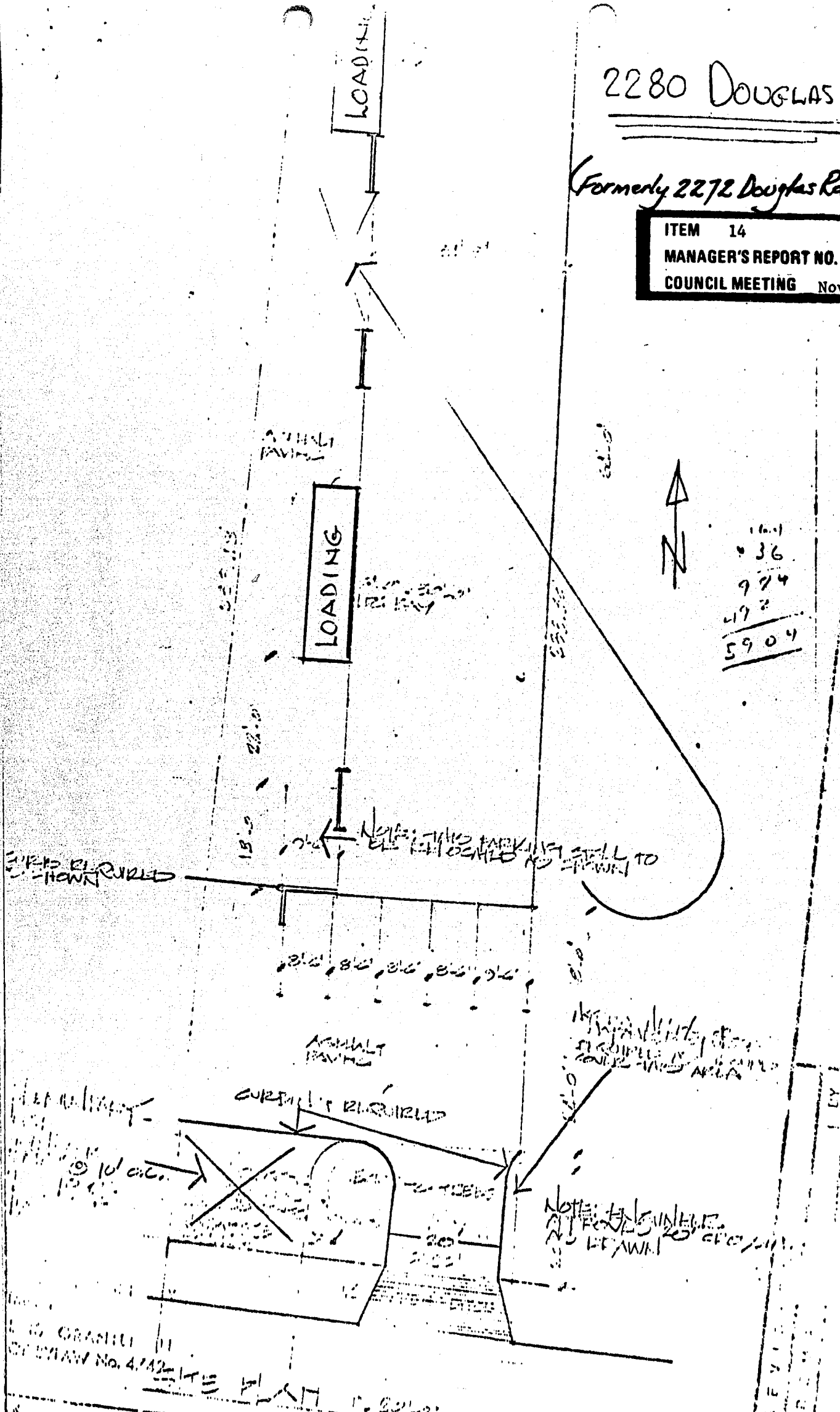
SMALL HEIGHT OF BUILDING SUPER
 AND NEAR OPERATING TRUCKS
 ALL NEIGHBORING SITES TO BE
 CAPPED AND MOUNTED WITH
 BARR. ON PERM.

ITEM 14
 MANAGER'S REPORT NO. 86
 COUNCIL MEETING NOV. 19/73

2280 DOUGLAS RD

(Formerly 2272 Douglas Rd.)

ITEM 14
MANAGER'S REPORT NO. 86
COUNCIL MEETING Nov. 19/73



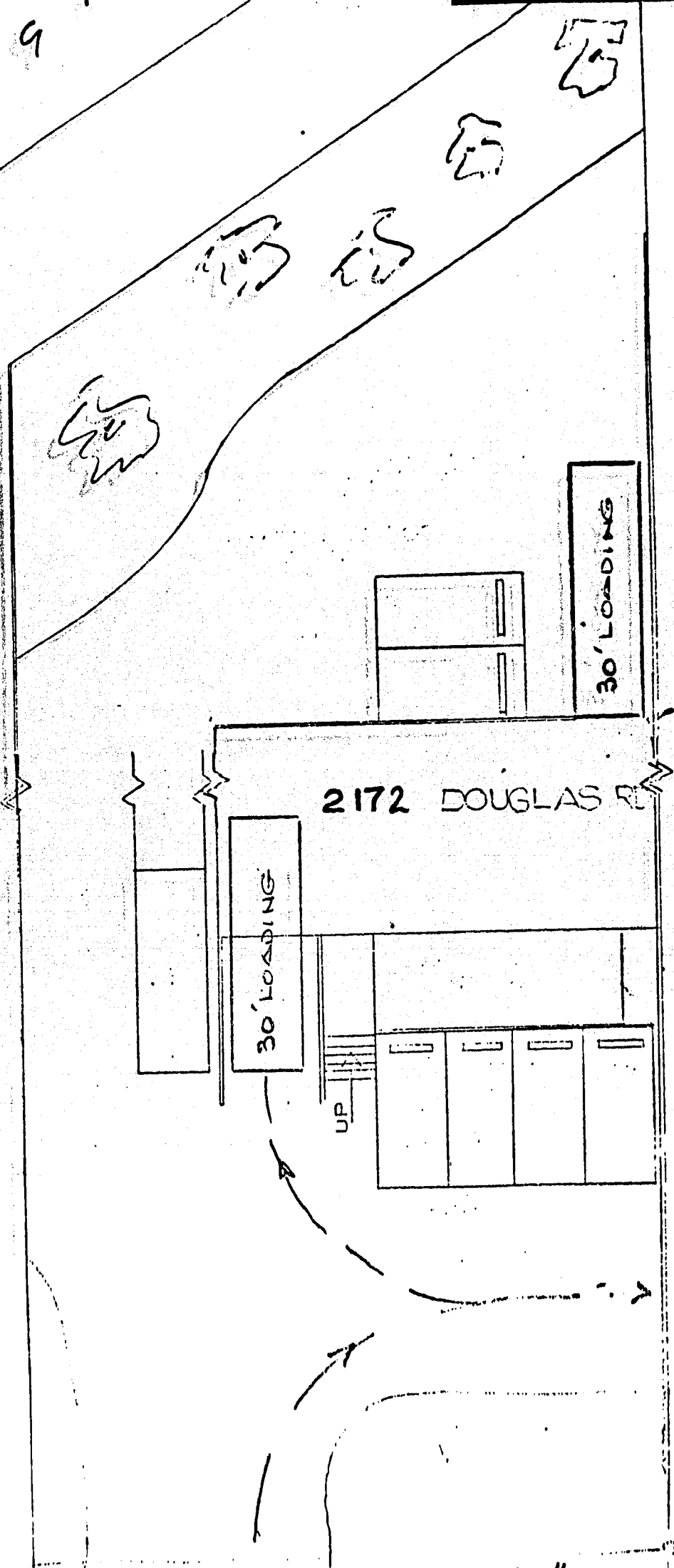
GRANITE PLANT

Sketch "C"

865/72
DUGLAS ROAD

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COUNCIL MEETING Nov. 19/73

DOUGLAS RD.



Sketch "D"

DOUGLAS RD.