

Re: Letter dated December 9, 1974 from Mrs. B. Murphy
Sullivan Heights Ratepayers Association
Sullivan Heights Road Closures
a. Martin Street and Pritchard Avenue
b. Cameron Street

Appearing on the agenda for the December 16, 1974 meeting of Council is a letter from Mrs. B. Murphy, Secretary of the Sullivan Heights Ratepayers Association, regarding the proposed closure of roads in the area.

It will be recalled that Council on December 4, 1974 authorized the following road closures on a temporary basis in the Sullivan Heights area:

1. Casewell Street at North Road.
2. David Drive at North Road.
3. Sullivan Street at Noel Drive.
4. Cameron Street in the general location of the north exit of the Loughheed Mall to allow a dual entrance and exit to the Mall parking lot. The exact location of this particular barricade will probably require consultation between the Municipal Engineer and the Loughheed Mall Management.
5. At an appropriate location on Martin Street and Pritchard Avenue.

Locations of the proposed closures are shown on the attached sketch.

The attached report from the Municipal Engineer pertains to the proposed closure of Cameron Street and the effect of this closure on traffic flows to and from the Loughheed Mall.

The Municipal Engineer with respect to Mrs. Murphy's request for careful evaluation of the Martin/Pritchard closure advises as follows:

"In view of the anticipated travel patterns that will be created by the closures, the Martin/Pritchard closure should remain because:

1. The route was only recently opened by subdivision and is therefore not an established route.
2. It involves three right angle turns on two very short tangent lengths of street.
3. Due to a lack of sidewalks the pedestrian must walk on the road.
4. The proposed road closure is not going to guarantee the stoppage of all commuter traffic. The one thing that may discourage some commuters would be the length of an available circuitous route. The Martin/Pritchard route is quite a bit shorter than the Lyndhurst route and if open could encourage those commuters who would otherwise be discouraged.
5. Lyndhurst will be improved shortly by local improvement and a sidewalk will be constructed on the south side. This will provide a concrete sidewalk and curbs on both sides of Lyndhurst.

In replying to the question of timing, the B.C. Hydro will reroute their #33 Government Road bus onto the new route of Sullivan, Willoughby, Lyndhurst and Noel on Friday morning, January 3, 1975.

As to the actual barricading of the streets in question, these must be done under the covering of a road closure by-law. This By-law will be presented to Council on Monday, December 16, 1974, for its first three readings. It will then come before Council for its final reading on Monday, December 30, 1974. If the preceding is completed as scheduled, we can have all the closures and signing in place for Monday morning, January 6, 1975."

It would not be our intention to personally advise all households in the Sullivan Heights area of the date on which the closures would become effective; we would propose as an alternative that an appropriate advertisement be placed in local newspapers. This method of communicating would be less costly than individual

Continued ...

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MANAGER'S REPORT NO. 84
COUNCIL MEETING Dec. 16/74

Re: Letter dated December 9, 1974 from Mrs. B. Murphy -(Cont'd.)

mailings, and also, would serve to make information on the closures available to interested persons who do not reside, but use the streets in the Sullivan Heights area. Further, we are proposing that advance closure notice signs be erected at the location of each barricade.

RECOMMENDATIONS:

1. THAT in accordance with the road closure system as authorized by Council on December 4, 1974, barricades be placed on a trial basis at the locations as noted on the attached sketch, with the understanding that barricades be installed at Martin/Pritchard, and on Cameron Street in a manner that will deny vehicular access to the Lougheed Mall from the west so that access to the Mall will have to be gained via Lougheed Highway and Austin Road; and
2. THAT a road closure By-law be brought forward; and
3. THAT a notice pertaining to the implementation of closures be placed in The Columbian, Province and The Vancouver Sun; and
4. THAT advance notice signs of closure be placed as soon as possible at the locations where the barricades will be placed advising of the proposed date and time of closure.

ITEM 15
MANAGER'S REPORT NO. 84
COUNCIL MEETING Dec. 16/74

TO: MUNICIPAL MANAGER
FROM: MUNICIPAL ENGINEER
RE: SULLIVAN HEIGHTS ROAD CLOSURES - CAMERON STREET

DECEMBER 11, 1974

Municipal Council at its meeting of December 4, 1974 authorized the temporary closing of a number of streets in the Sullivan Heights area. One of the closures was to be in the general location of the north exit of the Lougheed Mall to allow a dual entrance and exit to the Mall parking lot.

We have checked the existing driveway dimensions and location and have found that its present 30 foot width is too narrow to divide into two separate dual function driveways. If we are to provide dual accesses we cannot widen the existing crossing because of the parking lot layout but will have to construct a new crossing. This new crossing, to minimize its grade, will have to be about 50 feet west of the existing crossing. The estimated cost to remove the existing 5 foot curb walk and install curb returns and pave a 24 foot wide crossing 40 feet into the paved parking lot is \$1,500. In addition, rather extensive signing will be required in the lot to direct traffic to the right exit driveway.

We have contacted the Management of the Lougheed Mall and they are opposed to the suggested location of the new crossing. They would prefer to have the crossing placed at the extreme west end of the lot. This is not practical because of the steepness of the grade between the lot and Cameron Street. If they cannot have it there then they still would consider a position opposite the east side of their garden shop which is about half way between the two previous locations. This driveway would still involve a fair grade up to the street. When asked about cost sharing of the additional driveway and required internal signing they have indicated that the entire cost must be borne by the Municipality.

In considering the problem of a second driveway location we are of the opinion, which is shared by the Lougheed Mall Manager, that as the barricades have been termed temporary that Cameron should be blocked off just to the west of the present driveway and that no access should be afforded from the west on Cameron Street. This would prevent the parking lot being used as an arterial street to reach North Road, a situation that the Mall does not want to have happen. In fact, if we construct a second crossing the Mall will restrict the capacity of the parking area in such a manner that vehicles coming in from the west will not be able to travel through the lot to reach either North Road or Austin Avenue. It would also reduce traffic on Cameron Street and possibly on Noel and Beaverbrook Drive generated by the Mall. Traffic from the west could reach the Mall via the Lougheed Highway and Austin Avenue.

To give guidance to motorists a large sign could be erected at Cameron and Noel directing Mall traffic to the Lougheed Highway.

RECOMMENDATION:

THAT vehicle access to the Lougheed Mall from the west be blocked off and that such access be gained via Lougheed and Austin Avenue.

HB:wlh
cc: () Traffic Supervisor


MUNICIPAL ENGINEER