

8. Re: Letter dated December 12, 1973 from Mr. T.A. Tait  
2360 Carman Place, North Vancouver, B. C.  
(Item 8, Report 84, November 13, 1973)  
(Item 14, Report 86, November 19, 1973)

Appearing on the Agenda for the January 8th, 1974 meeting of Council is a letter from Mr. T.A. Tait, President of T & K Construction Ltd. regarding denial of his request to allow vehicular access from 1775 Douglas Road to Douglas Road. Following is a further report from the Engineer regarding this matter.

RECOMMENDATIONS:

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

THAT a copy of this report be provided to Mr. T.A. Tait.

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TO: MUNICIPAL MANAGER DECEMBER 20, 1973  
FROM: MUNICIPAL ENGINEER  
RE: 1775 Douglas Road  
Preliminary Plan Approval Application No. 2401

Municipal Council at its meeting 26 November, 1973, adopted the regulations contained in Item 23, Municipal Manager's Report No. 88 concerning the subject property, in effect to not permit a vehicular crossing to Douglas Road which matter Mr. Tait had appealed to the Municipal Council.

Mr. Tait has once again written to the Municipal Council by letter dated 12 December, 1973. We are replying to Mr. Tait's submission by providing information on the three matters raised in the order submitted in Mr. Tait's letter:

1. In our previous reports on this matter we explained quite fully why the exception was made for the development at 2280 Douglas Road. While we do admit that the approved plan does not meet, in all respects, the requirements of Section 900.6 (2) of the Zoning By-law in the respect that it does not allow a 30 foot vehicle to enter from Douglas Road, a relaxation was felt to be justified in the circumstances because of the lack of alternative means of access. In this case, strict adherence to the letter of the by-law without having a compromise would, in our opinion, only work to the disadvantage of applicants of a difficult property.
2. The first part of Mr. Tait's question can best be answered by stating that from the many years of experience we have had on matters of this nature, we have found that the only way we can be assured of compliance with any traffic control device is to be present with the police or Corporation employees at the very time of the offense. We have found that citizens who lodge complaints about traffic infractions are very rarely prepared to lay a charge and possibly have to appear in court.

With respect to the development on S.W. Marine Drive in the City of Vancouver we would advise that we are not familiar with the site nor have we observed its operation. We have found that truckers do not necessarily obey all traffic control devices and, venture the opinion that they are not really that much different than any other driver who will from time to time bend the law a little if they feel they can get away with it; to support this statement, Council only has to consider the number of complaints we received regarding trucks being on streets other than designated truck routes and we have personally observed trucks entering a non-truck route even though signing exists which clearly forbids such truck entry.

3. We must submit once again that if reliance upon signing is looked upon as a solution to poor layout rather than attempting to improve the layout itself then we are simply going to encourage a propagation of poor layouts. The statement that if the signing does not work and that we will at least have proof that it does not work does not really answer the question and what we do with the problem that has been created.

RECOMMENDATION:

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

THAT a copy of this report be provided to Mr. T. A. Tait.

EEO:wlb

- cc: ( ) Director of Planning  
( ) Municipal Solicitor  
( ) Traffic Supervisor

  
MUNICIPAL ENGINEER