

Re: Barricade at Casewell Street and North Road
Vehicular Access to Apartment Parking Facilities at 3055 North Road

As discussed at the January 27, 1975 meeting of Council, the barricade at Casewell Street and North Road will affect off-street parking by residents of an adjacent apartment building. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATIONS:

1. THAT no alterations be made in the present barricade now in place on Casewell Street at North Road; and
2. THAT the complainants be given a copy of this report.

* * * * *

3 February, 1975

TO: MUNICIPAL MANAGER
FROM: MUNICIPAL ENGINEER
SUBJECT: 3055 NORTH ROAD

As a result of discussions at the Council meeting on Monday, 27 January, 1975, pertaining to the subject of road barricades in the Sullivan Heights Area, we were asked to look into the complaint from the owner of 3055 North Road regarding access.

3055 North Road is an apartment development whose main pedestrian entrance is from the front street (North Road) but whose vehicle parking facilities gain access from the rear lane. Because of the present barricade location on Casewell Street, access to the parking area from the east must be made via Sullivan, Willoughby, Casewell, and into the lane, a distance of 2,400 feet or .45 miles. With the blocking of Sullivan Street at North Road on 10 February, 1975, access from the east will be by way of Cameron, Noel, Sullivan, Astor, Casewell and the lane, a distance of 6,100 feet or 1.15 miles.

While the above routing is circuitous for those people who live in the subject apartment, could not the same be said for any who live just off North Road. While the main argument presented was that they were addressed on North Road with vehicle access to the lane, we did note that other properties on North Road have similar circumstances.

Should Council decide to relocate the Casewell barricade to a position just west of the lane, then access to the apartment parking facilities could be reached from Casewell off North Road. However, if the trip started from a parked position

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ITEM 1

MANAGER'S REPORT NO. 9

COUNCIL MEETING Feb. 10/75

in front of the apartment, which is one reason put forth for the request, it could only be accomplished by a "U" turn on North Road. As a result, it appears that a "U" turn must be made on North Road regardless of the barricade location if a trip is to be made from the front of the building to the rear, or as under the present scheme from the rear to the front.

Again, if the barricade on Casewell Street is relocated to a position west of the lane, then a route down the lane is open to area residents and to the commuter. It has been suggested that speed bumps in the lane would discourage this. It is our opinion that the type of speed bump presently in use in our lane systems under an experimental program would not discourage commuters, only control their speed to somewhere between 15 and 25 m.p.h. The only positive way would be to install another barricade in the lane south of Casewell between #9986 and 9966. This would then restrict #3055 North Road, 2973 North Road, 9986 Casewell, and 9985 David Drive to a North Road access.

Concern has been expressed by the owner of #3305 North Road that the present barricade locations present problems in emergency vehicle access, particularly fire vehicles. With the suggested relocation of barricades the same problem could arise if the emergency services who will be answering most calls from the west forget that these North Road addresses must be answered from North Road.

One final consideration is that the requested relocation of barricades could set a precedent of action to those other properties along North Road who have their only vehicle access from the west.

RECOMMENDATIONS:

1. THAT no alterations be made in the present barricade now in place on Casewell Street at North Road.
2. THAT the complainants be given a copy of this report.

EE Olson
MUNICIPAL ENGINEER

HB:cmg

c.c. () Traffic Supervisor

ITEM 1
MANAGER'S REPORT NO. 9
COUNCIL MEETING Feb. 10/75

