

Re: a. Letter dated August 12, 1975 from J.A. and G.C. Thomas
7816 Joffre Avenue, Burnaby
b. Petition dated August 12, 1975 from Residents on Joffre Avenue
Local Improvement 75032 - 28 foot Pavement with Curbs and
Gutters on Both Sides of Joffre Avenue from Clinton Street to
Lane North of Marine Drive

Appearing on the Agenda for the August 18, 1975 meeting of Council is the subject correspondence regarding a local improvement project on Joffre Avenue. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATIONS:

1. THAT the Thomas' be denied vehicle access to Joffre Avenue for the reasons stated in the Engineer's report; and
2. THAT the subject local improvement project proceed as planned; and
3. THAT a copy of this report be sent to the petitioners.

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TO: MUNICIPAL MANAGER 15 AUGUST, 1975
FROM: MUNICIPAL ENGINEER
RE: LOCAL IMPROVEMENT 75032, JOFFRE AVENUE SOUTH OF CLINTON STREET

1. Reference submission from Mr. J. A. Thomas of 7816 Joffre Avenue dated August 12, 1975.
2. Reference submission from A. H. & B. M. Palliardi of 7850 Joffre Avenue dated August 12, 1975.

1. J. A. Thomas

It came to our attention that an error had been made in sending Mr. Thomas an approval form for a sidewalk crossing to an existing asphalt slab when Mr. Thomas phoned to express concern as to how he was to gain access to this crossing if a proposed median was constructed. In a later phone discussion with Mrs. Thomas on August 11, 1975 we advised her that as the crossing violated the Burnaby Zoning Bylaw together with the fact that it was in an undesirable location in relation to the intersection that we were going to have to deny them this particular vehicular access. This action was taken with the knowledge that the Thomas' were not being denied an access to their property as they have an existing access off Clinton Street to a two car garage.

The slab in question is along the north side of their house extending to the back alignment of their house and occupies the entire width of the side yard. Section 6.15(3)(a) of the Burnaby Zoning Bylaw states:

"Any parking area, loading area or display yard shall be separated from an adjoining street, or from a directly abutting lot in an A, R, or RM District by a fully and suitably landscaped and properly maintained strip of not less than six feet in width."

While it would appear that the slab and access were existing prior to the passing of the Zoning Bylaw, its location within the proposed intersection is felt to justify its cancellation.

The fire hydrant mentioned in the Thomas submission was located in the new pavement area and was moved over behind the new curb. The comment that the proposed island would direct traffic toward the hydrant and into their yard is unlikely unless the vehicle was out of control in which case the intersection layout would have little bearing on where the vehicle ended. The possibility of being flooded by a damaged hydrant exists wherever a hydrant is so destroyed.

2. Submission of A. H. & B. M. Palliard

The proposal for the present and future layout of Joffre Avenue between Marine Drive and Rumble Street calls for a residential standard of 28 feet between curbs from Marine Drive to just south of Clinton Street. The standard between Clinton Street and Rumble Street is to be two 23 foot curbed pavements separated by a 16 foot raised median. From Clinton Street south for approximately 75 feet is a transition section that melds the two standards together.

Before proceeding further we would advise that the separated design standard between Clinton Street and Rumble Street, which incidently failed to pass this program, was established because of the existing 100 foot right of way on this section of Joffre Avenue and because the old established pavements at the present time are separated by a grassed median between Clinton Street and Southwood Street. To have extended the 28 foot standard north from Clinton Street would have resulted in the properties on the east side of Joffre having a Boulevard 67 feet in depth instead of the normal 19 feet.

The accepted practice to channelize traffic between the two different widths of road surface is by means of raised channelization. To accomplish this end our design incorporated a raised island on Joffre Avenue just south of Clinton Street whose primary purpose was to divert northbound Joffre Avenue traffic to the right of the existing and future raised 16 foot median.

The channelization to be workable also requires that parking be prohibited on both sides of Joffre Avenue from Clinton Street to a point 150 feet south.

To clarify the layout a plan has been prepared that indicates the proposed median treatment in red and the existing median in green. This plan will be available for viewing at the Monday night meeting of Council.

Answers to the five items of contention in the submission will be taken in the order presented.

1. The Municipality did not give sufficient details and diagrams of the proposed improvements, such as; the traffic island and higher road level, which would have allowed property owners to have made intelligent submissions in opposition to the project.

Because of the bulk of plans and profiles that would be required to do this it is felt to be impractical. However as all streets are designed at the time they are presented the residents concerned need only come to the Engineering Department to view the standard of construction proposed.

2. The resulting constriction of traffic by the proposed island will create a potential death trap for pedestrians and drivers.

A properly designed island arrangement such as the subject one with sight distance improved by a parking ban eliminates these problems.

3. The island does not give reasonable access to, and exit from driveways on Joffre Avenue.

As we have proposed to cut off the driveway to 7816 Joffre Avenue there is only one driveway left that could be affected in any way by the island, the access to Mr. Palliard of 7850 Joffre Avenue. In this instance he has normal access in from both north and south and can back out along the same path. Should he decide to back in and then drive out he would have trouble turning to the right, however, we are prepared to flare the driveway to accommodate this turn.

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4. It eliminates or restricts parking for the six properties on Joffre Avenue south of the intersection of Clinton Street.

The parking prohibition denies street parking to only two properties. Both corner properties have the flanking street Clinton to park on while the southerly two lots still have 30 feet of curb space available for parking.

5. We are advised that Council was not aware at the time the project was approved, of the details and dangers inherent in the construction of this traffic island.

Council was aware of the general description of the proposed L.I.P., however, they do not become involved in every working detail of every Municipal project.

RECOMMENDATIONS:

1. THAT the Thomas' be denied vehicle access to Joffre Avenue for the reasons stated.
2. THAT the Thomas' be given a copy of this report.
3. THAT the project proceed as planned.
4. THAT the petitioners receive a copy of this report.

HB:wlh


MUNICIPAL ENGINEER