

Re: STILL CREEK STREET
SMITH AVENUE TO MYRTLE STREET DIVERSION
(ITEM 8, REPORT NO. 57, SEPTEMBER 13, 1976)

ITEM	19
MANAGER'S REPORT NO.	58
COUNCIL MEETING	Sept. 20/76

Council on September 13, 1976 tabled a report on a proposed improvement on the Still Creek road allowance. Replies to the inquiries raised by Council at that time are contained in the following report from the Municipal Engineer.

Mr. Jackson telephoned the Manager's Office on Friday afternoon to advise that he cannot appear at the meeting of Council on September 20. He is, however, planning to appear as a delegation on September 27, and has requested that, if possible, Council consider having the matter left on the table until that time.

RECOMMENDATIONS:

1. THAT this report item be tabled until September 27, 1976; and
2. THAT George W. Jackson Holdings Ltd. be provided with a copy of this report.

* * * *

17 September, 1976

TO: MUNICIPAL MANAGER

FROM: MUNICIPAL ENGINEER

SUBJECT: STILL CREEK STREET - SMITH AVENUE TO MYRTLE STREET
DIVERSION - ITEM 8, MANAGER'S REPORT NO. 57,
COUNCIL MEETING, 13 SEPTEMBER, 1976

The Council tabled the above matter for a period of one week at its meeting of 13 September, 1976. At that time a number of points were raised which required further elaboration.

1. The Municipal Solicitor has confirmed that the Corporation does not have the power to lease or rent out a road allowance. In order for private use to be made of a road allowance it must first be subjected to either plans cancellation or road abandonment procedures; of these two the Corporation has a policy of favouring road abandonment, in which case the Corporation gains title to the former road allowance and is then able to dispose of it through sale.
2. Following upon point #1 above, the Corporation in any event should not consider disposing of the existing 33 foot allowance inasmuch as it is required for the future widening of Still Creek Street in addition to the presently proposed works being simply a 20 foot strip pavement. Furthermore, the existing 33 foot allowance is required because of the close proximity of Still Creek, and in order to avoid enclosure of same.
3. The retention of the existing 33 foot road allowance is necessary for the preservation of a proposed trail system (see Attachment "A"). As recently as 16 February, 1976, Council in Item 19, Manager's Report No. 6, 1976, adopted the following motion: "...3. Pursue a policy of developing the trail system along the length of Still Creek."

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(cont'd)

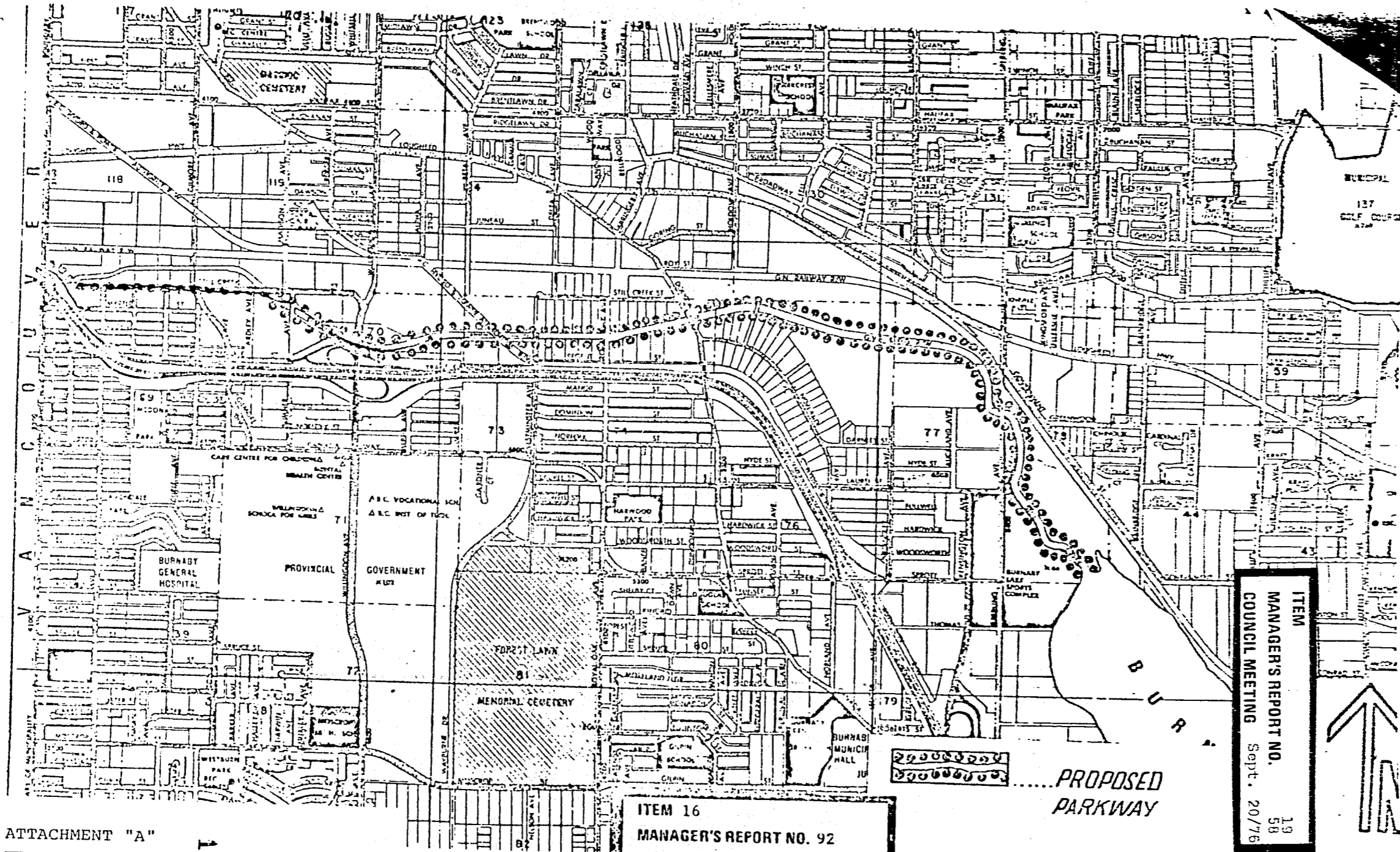
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MANAGER'S REPORT NO. 58
COUNCIL MEETING DATE: 2/1/76

3. Although the precise location of the trail system in this particular area has not been decided upon, it appears reasonable to assume that it will be on the south side of the creek and in any event this area should be preserved in order to keep as many options open as possible for the location of the trail.
4. The required minimum road allowance widening in the future from the property to the north would be 33 feet because the future proposed 46 foot curb to curb road must have a 33 foot road allowance for its construction.
5. It is not intended at this particular time to close Myrtle Street at the top of the hill to the east, but traffic conditions will be carefully observed and the road closure will be effected as soon as we are satisfied that it is practicable to do so.
6. As was put forth in last week's report, there is no reason to believe that a traffic problem would be created that could not be handled within normal traffic operations procedures.
7. Turning radii for a 60 foot trailer truck rig have been plotted on the proposed intersection of Still Creek Street and Myrtle Street (see Attachment "B"); it can be seen from the sketch that turning maneuvers of these trucks can be accommodated without particular difficulty through provision of proper "fileting" of the intersection pavement.
8. The presently proposed road is a minimum standard road for traffic circulation and emergency service access purposes. The level of expenditure required in the final road standard in this ultimate location cannot be supported at this time, in my opinion, from a cost-benefit standpoint; this requirement must stand on its own justification at some time in the future, at which time the 33 foot road widening, plus space for accommodation of the creek trail system can be obtained from the property lying to the north of the existing road allowance.

This is for the information of Council.


MUNICIPAL ENGINEER

EEO:cmg
Atch.



ATTACHMENT "A"

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ITEM 16
 MANAGER'S REPORT NO. 92
 COUNCIL MEETING Dec. 10/73

PROPOSED
 PARKWAY

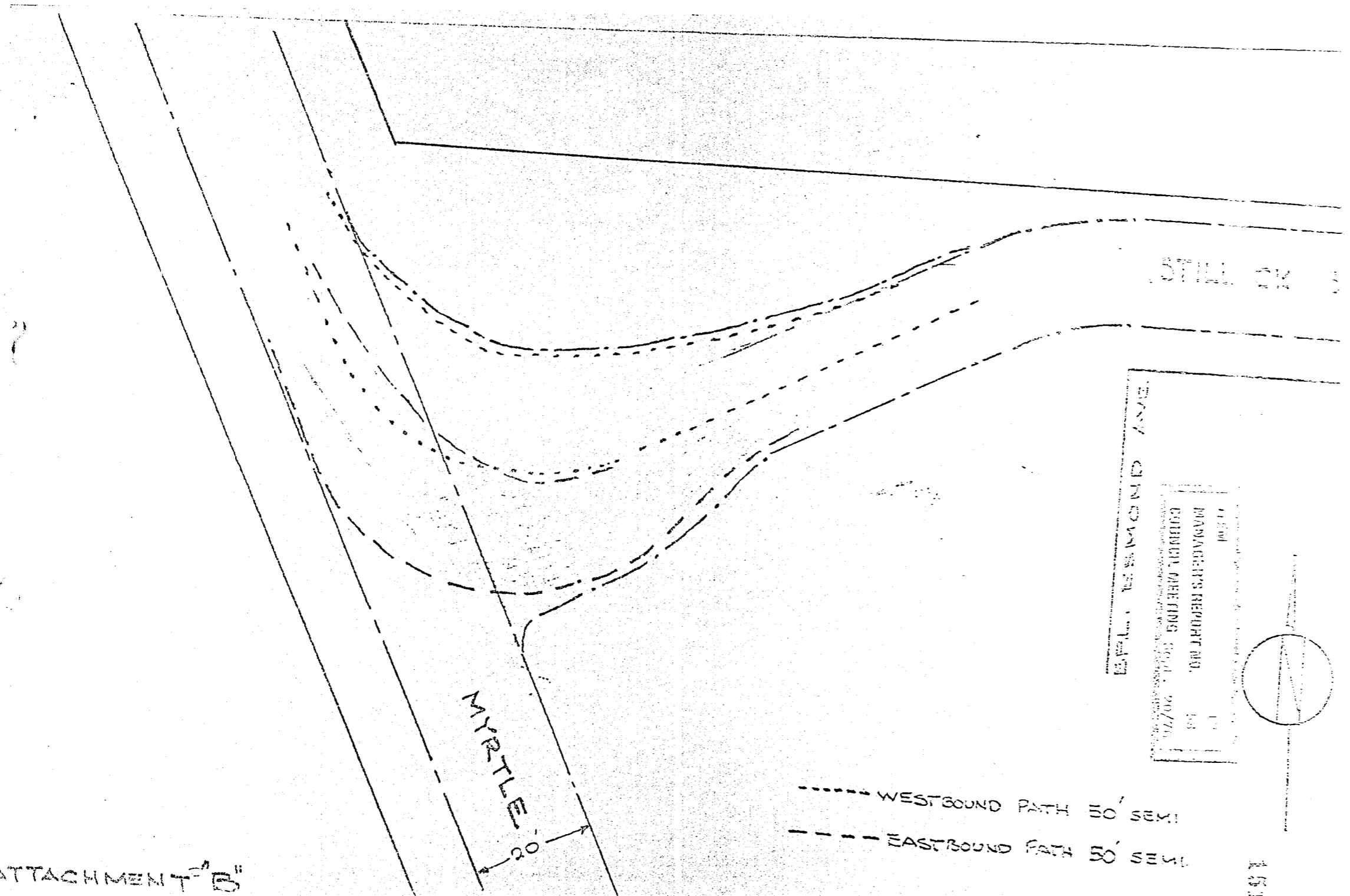
ITEM
 MANAGER'S REPORT NO. 19
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 COUNCIL MEETING Sept. 20/76



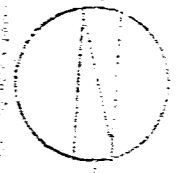
DRWG. # A-2156/76 JUNE 73. H.F.

MAP

ATTACHMENT B



EAST RIMMOND AVE.
MANAGERS REPORT NO. 17
COUNCIL MEETING 10/11/76



WESTBOUND PATH 50' SECT.
EASTBOUND PATH 50' SECT.

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