

Re: RESIDENTIAL STREET PATTERN BETWEEN BAINBRIDGE AND PHILLIPS AVENUES
SOUTH OF LOUGHEED HIGHWAY
(ITEM 17, REPORT NO. 38, 1978 MAY 15)

The attached report from the Director of Planning contains information which Council has requested on the proposed extension of Buffalo Street. It will be recalled that the first report on this matter, which was received on May 15, was tabled following a presentation by Mr. A. Boroevich who objected to the extension.

The specific points on which Council requested information are as follows:

- a. Allegations by Mr. Boroevich of unsatisfactory conduct by a member of Staff.
- b. The effect on the subdivision potential of the remaining properties South of Buffalo Street should Buffalo Street not be extended to Phillips Avenue.
- c. Concern for the number of properties whose only access to the area would be from Phillips Avenue should Buffalo Street not be extended.
- d. In the event that Buffalo Street is not extended, alternative access to Lyndale should be examined.
- e. Information on the possibility of installing a traffic signal at the intersection of Phillips Avenue and the Lougheed Highway.

Regarding item a, Mr. Boroevich, to the best of our knowledge, spoke to an employee of the Engineering Department on only one occasion. This employee merely referred Mr. Boroevich to the Planning Department because the subject pertained to planning of roads and road networks. This Engineering employee did not discuss Mr. Boroevich's matter of concern with him, and from the brief exchange that took place and the employee's recall of the incident, we are satisfied that he at no time was engaged in unsatisfactory conduct. Also, we have been unable to confirm Mr. Boroevich's allegation in this regard with respect to any improper conduct on the part of staff in the Planning Department. This matter can be pursued further if Mr. Boroevich is prepared to provide additional and more specific information on the incident in question.

With respect to item e, we have been advised by the Ministry of Highways that a recent evaluation of signal warrants at the intersection in question has indicated a rating of only 33 of the required minimum warrant of 100 points. The Ministry, incidentally, is hopeful that a raised median can be placed the entire length of the Lougheed Highway to be opened only at signalized intersections to prohibit left turns and encourage commuter traffic to use the highway and not short-cut through residential streets.

RECOMMENDATIONS:

1. -THAT Item 17, Report No. 38 dated 1978 May 15 be lifted from the table; and
2. THAT Council confirm the proposed residential development as shown on the subdivision guide plan entitled Figure 4 which is attached to Item 17, Report No. 38 dated 1978 May 15; and
3. THAT a copy of this report be sent to Mr. A. Boroevich.

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PLANNING DEPARTMENT
1978 MAY 23

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: RESIDENTIAL STREET PATTERN BETWEEN BAINBRIDGE AND PHILLIPS AVENUES
SOUTH OF LOUGHEED HIGHWAY
ITEM #17, MUNICIPAL MANAGER'S REPORT NO. 38, 1978 MAY 15

Council, on 1978 May 15, tabled the subject report pending receipt of additional information on several points raised by Council. In reviewing the issues the Planning Department would report as follows.

The Planning Department is unable to confirm Mr. Boroevich's allegation of unsatisfactory conduct by a member of the Municipal staff.

The provision of a cul-de-sac at the intersection of Buffalo Street and Lynndale Crescent would reduce the number of potential lots by one on the remaining properties south of Buffalo Street. Additionally, should Buffalo Street not be extended, approximately 80 lots would be served by a circuitous local residential street having only one access point to a local residential collector.

The Planning Department is currently re-examining the need for the proposed school site presently shown on the plan. Should it be determined and accepted by all departments concerned that the proposed school facility is redundant, a revision to the existing subdivision guide plan could be studied. For example, the extension of a roadway adjacent the east side of the proposed park site from Buffalo Street to Collister Drive would provide the area residents with a second access to either Bainbridge or Phillips Avenues. However, Council should recognize the possibility of an increase in traffic movement on Collister Drive as it would be the only through east/west local residential street between Bainbridge and Phillips Avenues. Consequently, the residents along Collister Drive may not favour this approach. Additionally, it would not be feasible to extend the proposed residential cul-de-sac roadway bordering the industrial area through to Bainbridge Avenue as this could encourage the movement of industrial traffic through the residential area, due to its location immediately adjacent to an industrial use.

No decision has been made as to the possibility of installing a traffic signal at the intersection of Phillips Avenue and the Lougheed Highway. Any decision to be made would depend upon discussions with the Ministry of Highways and further investigation to determine whether there is a warrant for a signal installation at this time. Input from the residential community south of Lougheed Highway would also be required.

This report is submitted for the information of Council.


A. L. Parr,
DIRECTOR OF PLANNING

CW:ad
cc: Municipal Engineer