

ITEM

6

MANAGER'S REPORT NO. 52

COUNCIL MEETING 34/08/20

RE: LETTER FROM MR. & MRS. TRENCHARD
WHICH APPEARED ON THE AGENDA FOR THE 1984 AUGUST 07
MEETING OF COUNCIL (ITEM 4K)
REAR LAND (NORTH) BEHIND THE 200 BLOCK N. GAMMA

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 84 08 14

FROM: DIRECTOR ENGINEERING

SUBJECT: THE REAR LANE (NORTH) BEHIND THE 200 BLOCK N. GAMMA

RECOMMENDATION:

1. THAT Mr. & Mrs. Trenchard of 272 N. Gamma Avenue, Burnaby, B.C., V5C 1X9 receive a copy of this report.

REPORT:

Reference the submission of Mr. and Mrs. Trenchard of 272 N. Gamma Avenue, Burnaby, B.C., V5C 1X9.

The subject lane is open and paved and serves all properties on N. Gamma Avenue having rear access from Bessborough Drive to the south property line of 330 N. Gamma (see Sketch #1, attached). The only egress for the lane at the present time is to Bessborough Drive.

The Municipality has constructed a turnaround at the north end of this lane that can accommodate the average large American passenger vehicle (see Sketch #2 attached).

The Trenchards, in their submission, have asked that a "proper" turnaround be constructed. We can only assume by 'proper' that they mean a cul-de-sac type of turnaround which enables a vehicle to continue in a forward motion around the turnaround. To construct such a turnaround as indicated on Sketch #2 would require a large area of property and would be quite expensive. The estimated cost to build and pave the circular turnaround as indicated on Sketch #2 is \$10,000.

At the present time we do not normally provide turnarounds in the many dead end lanes in Burnaby. To provide more than we have already done in the subject lane could set a precedent for similar treatment in other dead end lanes, many of which are of greater length. Most of these would cost in the range of \$40,000 - \$60,000 as we would have to purchase the land required for the turnaround.

(cont'd)

ITEM

MANAGER'S REPORT NO. 52

COUNCIL MEETING 84/08/20

6

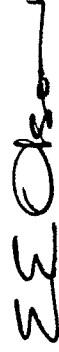
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125.

Staff contacted Mr. Trenchard to enquire of his concerns. He was advised that the turnaround was not intended to accommodate vehicles pulling trailers. He stated that he did not intend to pull a trailer but that he could not turn his pick-up truck around in it. Throughout the Municipality we have noted many pick-up trucks parked in lane-accessed carpools of smaller dimensions than the subject turnaround without apparent problems.

In regard to the parking of vehicles in the turnaround, we would advise that the area is posted for "No Parking". We have not observed any violations of this restriction, however if one is noted the R.C.M.P. should be notified.

In summary, we would say that the area now provided is sufficient to enable a motorist in any passenger vehicle or pick-up truck to turn around thus eliminating the need to back up the lane. It is not adequate to handle large trucks or vehicles pulling trailers, but then it was not intended for this function. Accordingly we do not recommend constructing the full cul-de-sac as requested.

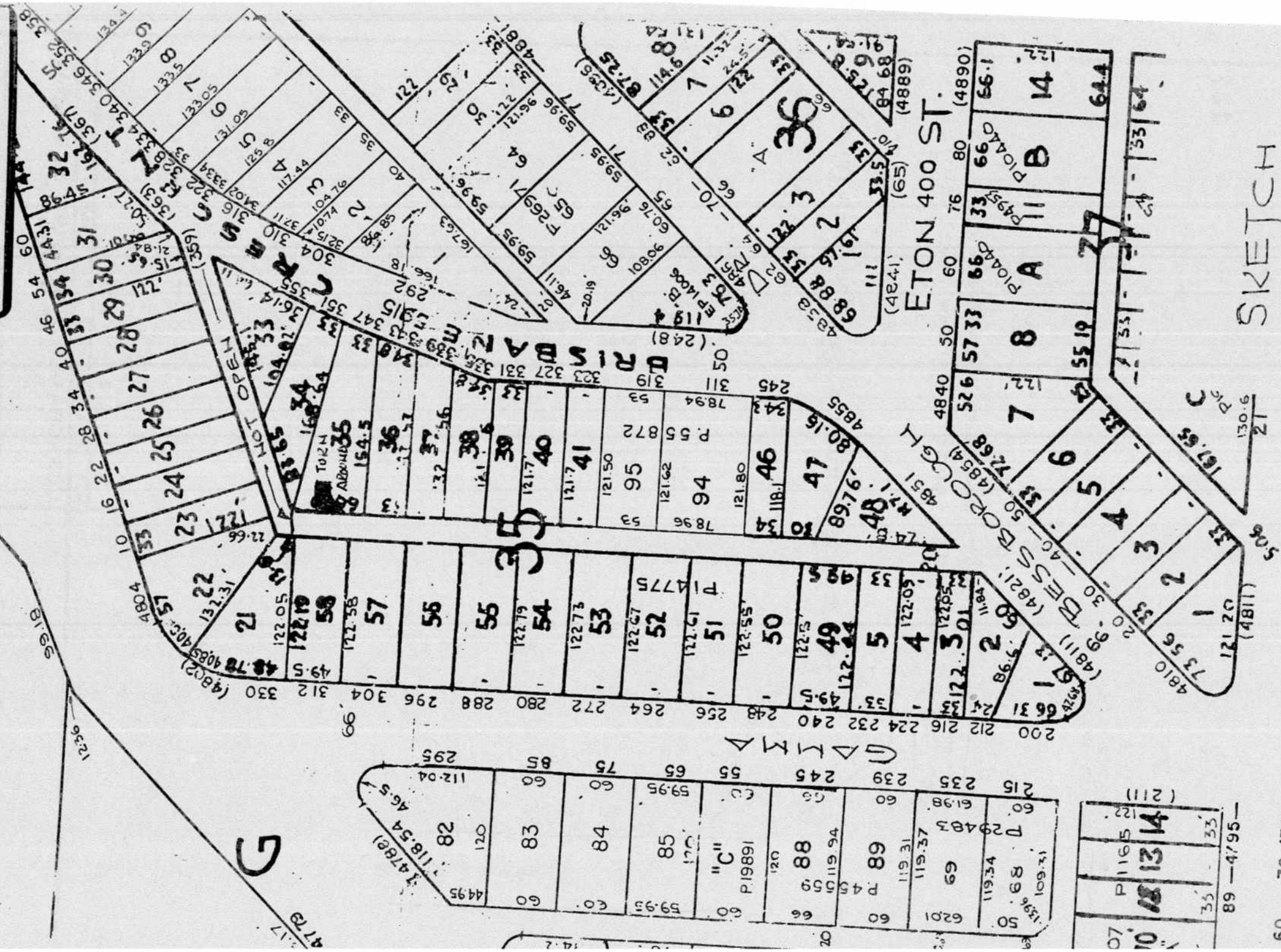


DIRECTOR ENGINEERING

HB:sp

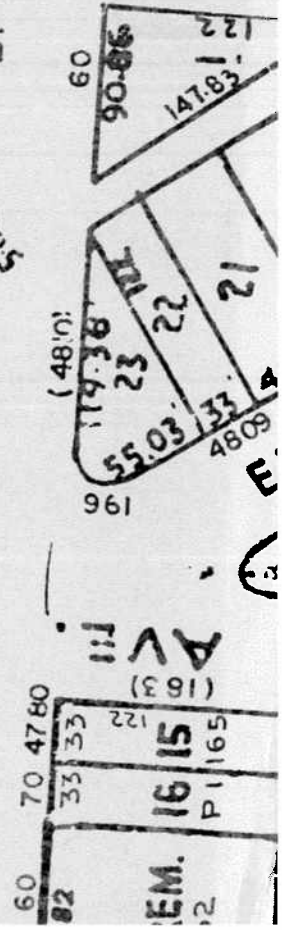
cc: () Traffic Supervisor

ITEM 6
 MANAGER'S REPORT NO. 52
 COUNCIL MEETING 84/08/20



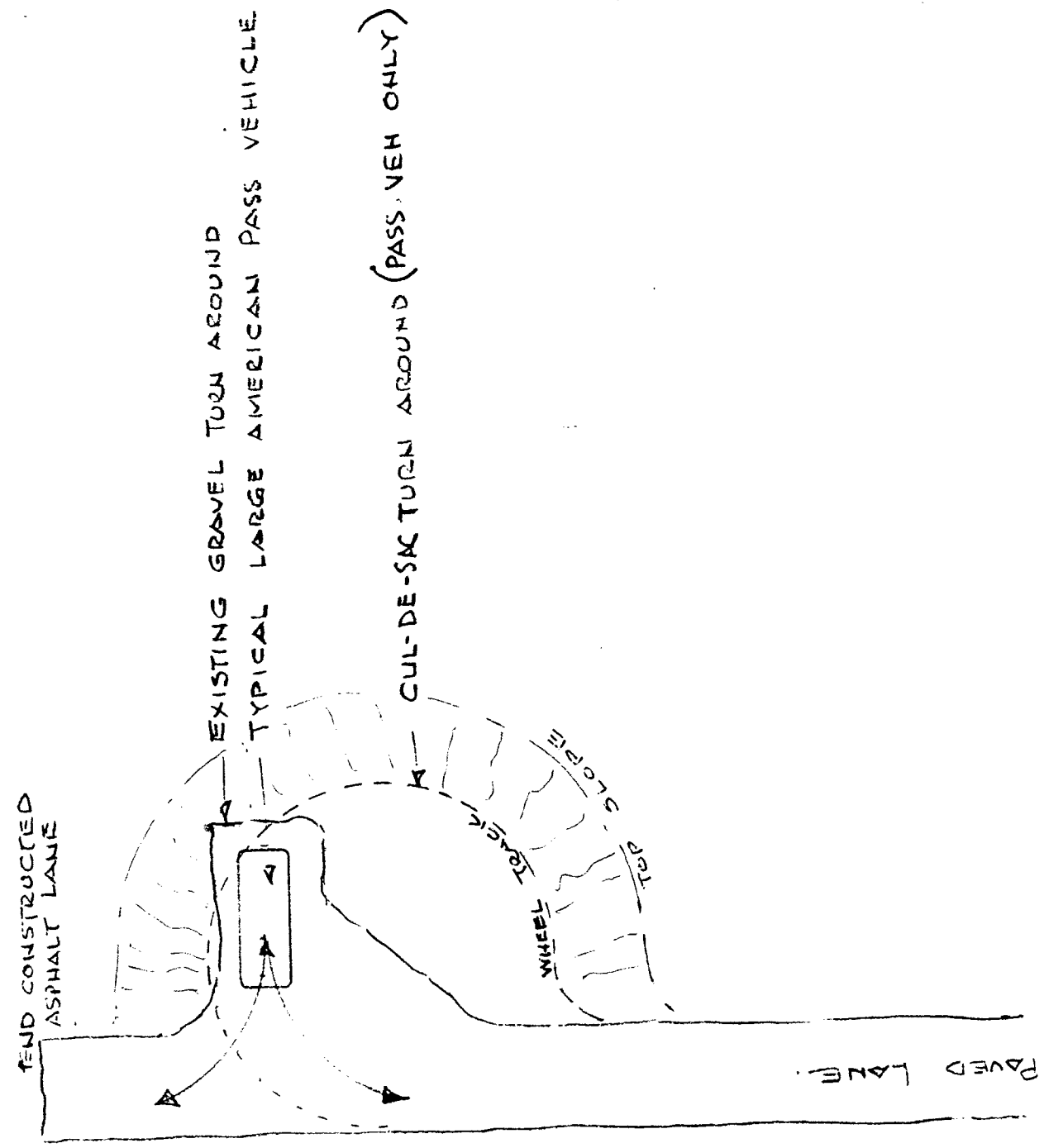
SKETCH

No 1



ITEM 6
 MANAGER'S REPORT NO. 52
 COUNCIL MEETING 34/03/20

127



NO.	DATE	REVISION
CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT		
DESIGNED BY		DIVISION
DRAWN BY		SCALE 1" = 20'
CHECKED BY		DATE AUG 1964
APPR'D BY		DRWG NO. L.

SKETCH No 2