

RE: LETTERS FROM MESSRS. JOHN de BUHR, GORDON HOUSE, ROY LEGATT
AND EMIL ROLL WHICH APPEARED ON THE AGENDA FOR 1984 NOVEMBER 05
MEETING OF COUNCIL (Report No. 70, Item 7)
PROPOSED MUNICIPAL SUBDIVISION, REM. BLOCK 97, PT. EXC. PL. 39625,
D.L. 92, PLAN 1145,
DEDICATION OF ROAD ALLOWANCE FOR OAKLAND STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 84 11 19

FROM: DIRECTOR ENGINEERING

SUBJECT: PROPOSED MUNICIPAL SUBDIVISION, REM. BLOCK 97, PT. EXC. PL. 39625, D.L. 92, PLAN 1145, DEDICATION OF ROAD ALLOWANCE FOR OAKLAND STREET (LETTERS FROM MESSRS. JOHN De BUHR, GORDON HOUSE, ROY LEGATT AND EMIL ROLL)

RECOMMENDATIONS:

1. THAT subdivision of Rem. Block 97, Pt. exc. Pl. 39625, D.L. 92, Plan 1146, be authorized by Council in order to create a residential lot for sale by the Municipality and to dedicate the required road allowances as described in this report.
2. THAT the subdivision configuration be effected by adherence to Sketch "C", Item 7, Manager's Report No. 70, 1984 November 05, copy attached, i.e., by not physically connecting either Empress Avenue or the lane east of Empress to Oakland Street.
3. THAT a copy of this report be sent to those appearing as a delegation on 1984 November 05 in connection with the lane and street pattern.

REPORT:

The Municipal Council at its meeting of 1984 November 05, after considering a report from the Director Planning & Building Inspection, (Item 7, Manager's Report No. 70, dated 1984 November 05), referred the matter to the Director Engineering to provide information on some traffic operations aspects of the proposal.

Prior to the opening and construction of Oakland Street, access from the front to the rear of 5971 Sperling Avenue (De Buhr residence) was either by way of Sperling/Stanley/Empress or by way of Walker/Strawson/ Brantford/ Emerson.

The Sperling/Stanley/Empress route is shown as route "A" on the attached sketch and covered a distance of approximately 2,500 feet. If the lane west of Sperling Avenue was used, shown as route "B", the distance was reduced to approximately 2,200 feet. Heading in a northerly direction via Walker/Strawson/Brantford/Emerson, shown as route "C", the distance was approximately 2,000 feet. If the lane south of Strawson was used the distance, shown as "D", was reduced by approximately 230 feet to 1,770 feet.

Under the present proposal, which involves the closure of both the lane west of Sperling Avenue and of Empress Avenue on the north side of Oakland Street, the shortest street route to the rear of 5971 Sperling Avenue, shown as route "E", is approximately 1,900 feet. If the lane system was used, shown as route "K", the distance would be reduced a further 320 feet to 1,580 feet. In summary, then, in spite of the closure of the lane and of Empress Avenue, the new route "K" (via the lane) is shorter than any previous route and the new route "E" (via streets) is shorter than three of the four previous routes, summarized as follows:

| Route | Prior to Opening Oakland | Following Opening Oakland |
|-------|--------------------------|---------------------------|
| "A" | 2,500 feet | 1,900 feet |
| "B" | 2,200 feet | 1,580 feet |
| "C" | 2,000 feet | |
| "D" | 1,770 feet | |
| "E" | | |
| "K" | | |

During Council's consideration of Mr. De Buhr's request that the lane be opened to Oakland Street for a more direct access to the rear of his residence, it was suggested that the lane be barricaded somewhere north of Mr. De Buhr's property, one such suggested location being at the right angle turn at the northerly end. We have checked the lane condition, both alignment and grade, as well as the existing property accesses and the type of vehicles using them. It is our opinion that any mid block closure of this lane would place an extreme hardship on existing property accesses; also, any large vehicle entering the lane, including Municipal garbage trucks, would be required to back out, a maneuver that always has the potential for an accident and should be avoided wherever possible. We also feel that if the lane were opened onto Oakland Street, its alignment and grade would be a deterrent for anyone but the abutting properties to use it; in any event, the lane should not be barricaded unless a problem does materialize. For the above reasons, the Engineering Department is of the opinion that if the lane is opened onto Oakland Street it should remain open through to Empress Avenue without impediment.

The aspect causing the most concern regarding leaving the lane open to Oakland Street is the restricted sight distance to the east. This sight problem, caused by the curve and grade in the Oakland Street alignment, would be further compounded if the lane were to be left open and parking was permitted adjacent to the curb. With both the lane and Empress Avenue closed, parking would be permitted adjacent to the Oakland Street curb all the way through to the lane between Empress and Brantford Avenues; this should resolve the visitor parking problem that was a major concern in the past to Mr. De Buhr. In the future we will, if B.C. Transit introduces an Oakland Street bus route, be placing a bus stop on the north side of Oakland farside Sperling Avenue. This, however, will only occupy the first 80' of curb leaving the remainder (in excess of 400 feet) for visitor or resident parking.

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A sight problem does not exist where this same lane enters Oakland Street from the south because of the benefit of curvature increasing sight distance at that location.

In summary, the closing of both the lane and Empress Avenue at Oakland Street produces more on-street parking space and reduces the number of potential vehicle conflict points on Oakland Street. It is concluded, then, that the overall benefit in the form of enhanced traffic safety and in improved parking make the lane and street closures justifiable.

If the recommendation is adopted to not physically connect either Empress Avenue or the lane east of Empress to Oakland Street, the detailed design of the subdivision will take into account whether or not it is considered necessary to provide another form of demarcation between Oakland traffic and traffic in the proposed immediately adjacent lane other than the already existing curb on the north side of Oakland Street. This could take the form of a fence and/or berming and/or planting.

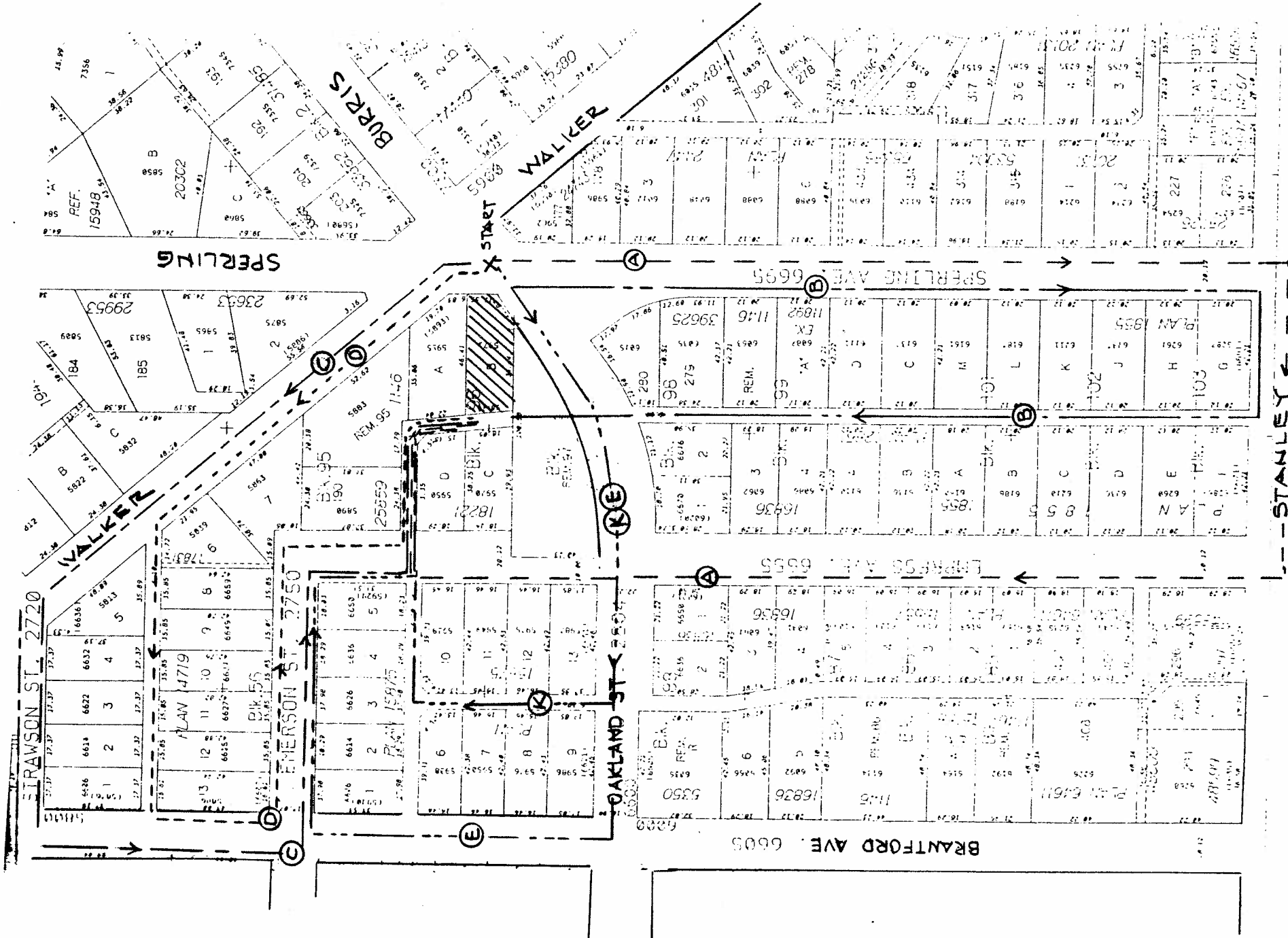
EEO:HB:sp
Attach.

cc: () Traffic Supervisor
() Director Planning & Building Inspection

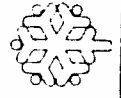

DIRECTOR ENGINEERING

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