

RE: LETTER FROM J. P. DAEM WHICH APPEARED ON THE AGENDA FOR THE
1985 SEPTEMBER 16 MEETING OF COUNCIL (Item 3 b)
REQUEST FOR EXTENSION OF FIRE ZONES

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 09 25

FROM: DIRECTOR ENGINEERING

SUBJECT: LETTER FROM J.P. DAEM RE GREENTREE VILLAGE -
REQUEST FOR EXTENSION OF FIRE ZONES

RECOMMENDATIONS:

1. THAT Council approve the fire zone extension adjacent to the driveway to 4100 Garden Grove, a distance of 13.7 m south.
2. THAT Council concur with the Director Engineering's request that the applicant bear the costs of the fire zone extension for the driveway to 4200 Garden Grove.
3. THAT Mr. J.P. Daem receive a copy of this report.
4. THAT the R.C.M.P. be requested to monitor the speeds of traffic on Garden Grove Drive in the vicinity of Village Drive.

SUMMARY:

The Engineering Department reviewed the original request to extend the fire zones adjacent the subject development for the purpose of increasing the sight distance. The review, which included measuring the existing situation and calculating the sight distances, found that extensions were not warranted. A decision was made to relax our policy of allowing the applicant to pay for the requested extensions to our prescribed limits, as the original applicant had indicated a willingness to do so. A subsequent review in response to Mr. Daem's letter indicated that an extension of the existing unsigned driveway clearance for access to 4100 Garden Grove is warranted and that the Municipality will install the necessary signing here, but will not change the signing adjacent 4200 Garden Grove unless paid for by the applicant.

REPORT:

The request for extension of the fire zones adjacent Greentree Village driveways for the purpose of improving sight distances was initially received from R.A. Howlett, copy attached. In a subsequent telephone conversation with Mr. Howlett he offered to pay the costs involved. He was informed that the then current policy was to not permit the "purchase" of signs for installation within public rights-of-way and that, if warranted, the Municipality would install the signs at their cost.

(Cont'd.)

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Upon completion of our review of this initial request we determined that the signs were not warranted. We did decide to relax our policy of allowing the applicant to pay for minor adjustments to signing that would increase the requested sight distance. The attached sketches show the adjustments proposed and the method used to calculate the adjustments.

The calculations were based upon 50 km/h approach speeds, a 2.4 metre wide parking lane, and a vehicle exiting the subject driveways such that its front bumper was at curb face. Two speed studies conducted in 1976, one before and one after the installation of 30 km/h playground zones on Garden Grove Drive, recorded almost identical 41 km/h 85th percentile speeds. Therefore, we feel the 50 km/h speed chosen for our calculations to be more than adequate. The 2.4 metre parking lane is standard, but the front bumper at curb face has the width of the parking lane as an additional safety factor.

Without this additional safety factor, i.e., with a vehicle entering into the roadway the width of the parking lane, no changes in the existing signing would be required for the driveway to 4200 Garden Grove. A 10.4 metre southward extension of the existing unsigned driveway clearance, as defined in the Street and Traffic Bylaw, would be appropriate for the driveway to 4100 Garden Grove and the Municipality will install the necessary signing.

We do not concur that driveways to multi-unit dwellings should be treated as street intersections (Note: cul-de-sacs are still streets by definition and the clearances at their intersection with other streets is covered by bylaw) as the clearances there are required for several reasons, including:

1. Sight distance of vehicular traffic on intersecting street;
2. Sight distance of pedestrians crossing intersecting street within legal crosswalks;
3. Turning radii for larger vehicles such as fire trucks.
4. Uncontrolled intersections where there is no requirement to stop. (Driveways are required to stop before entering a street.)

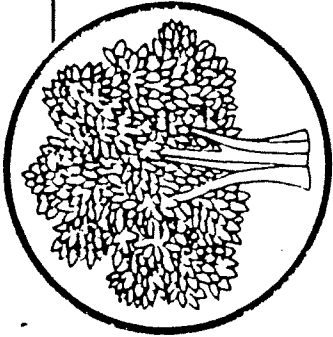
The latter reasons do not apply to driveways unless they are also fire lanes or enter within an intersection.



ACTING DIRECTOR ENGINEERING

DE:cf
 cc: () Traffic Supervisor
 () R.C.M.P. - Traffic Section

Attach.



Green Tree Village

July 20th, 1984

Corporation of the District of Burnaby
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Attention: Engineering Department

Dear Sirs,

Re: Strata Plan N.W. 603 - Greentree Village Phase III

We are writing to you today in our capacity as Property Managers for the above noted Strata Corporation.

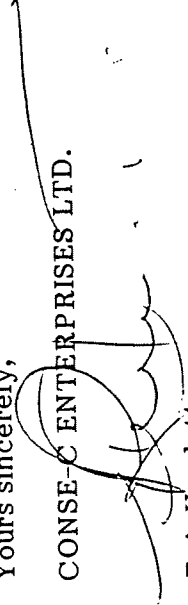
The Council of Owners for Greentree Phase III have asked us to contact you regarding the possibility of extending the fire lanes in this phase out from the driveways. Your comments concerning this will be appreciated at your earliest convenience.

We would also ask that you attend to the Municipal drains in the development, as these are in need of a clean-out.

Should you have any questions regarding the above, please contact the writer at 438-7146.

Yours sincerely,

CONSE-C ENTERPRISES LTD.





R.A. Howlett
Property Manager
RAH:mif

c.c. - Strata Council Chairman

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PHONE: 438-7146

RECEIVED IN
ENGINEERING DEPT.

JUL 26 1984

Refer to	Approved
VMT	
SVCS	
H.B.	
Approved by	

c.c. Jim Thompson
Re. C. B.S.

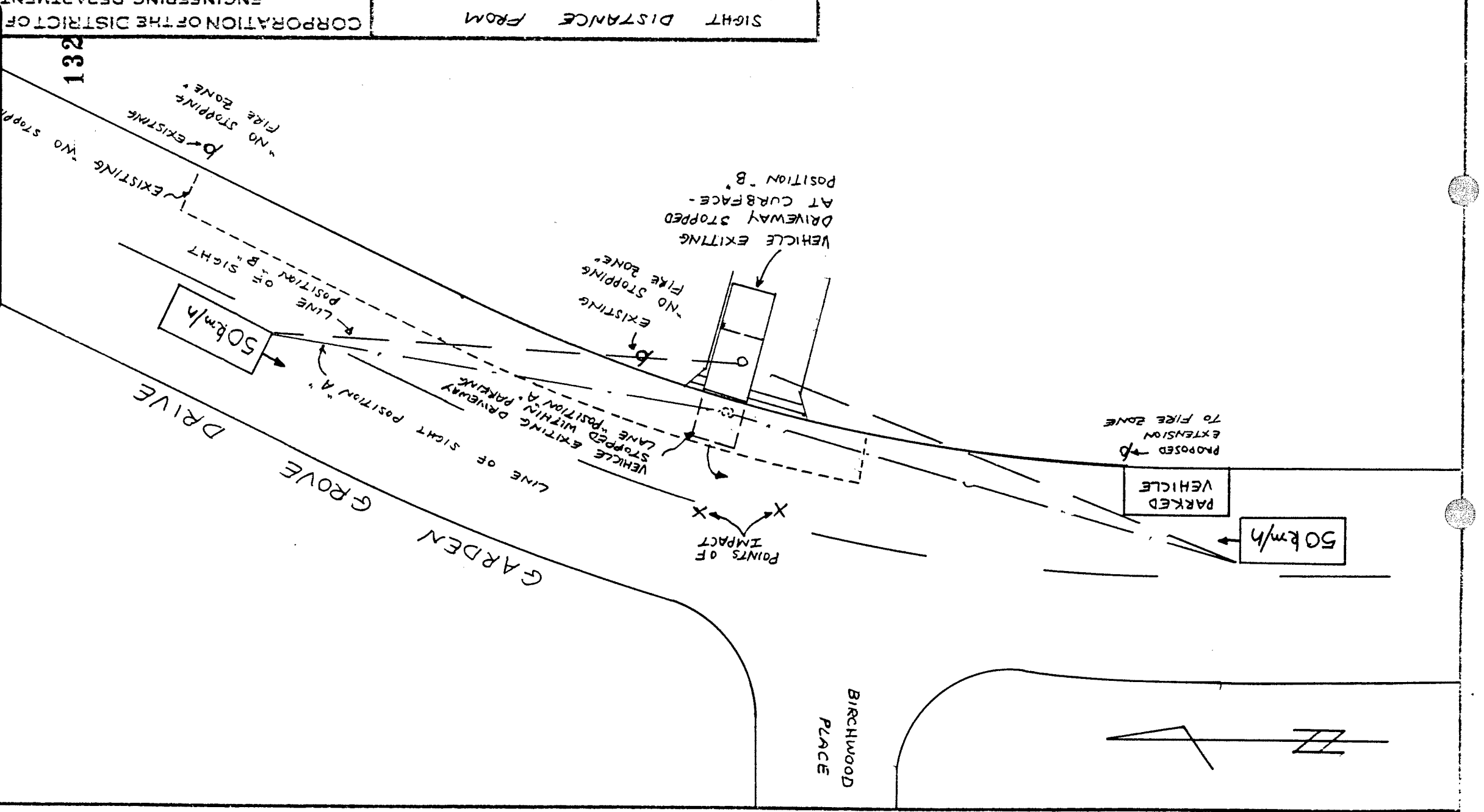
PROFESSIONALLY MANAGED BY



CONSE-C ENTERPRISES LTD.
240 - 4299 Canada Way, Burnaby, B.C. V5G 1H3

NO.	DATE	REVISION
DESIGNED BY: D. EVANS DRAWN BY: D. EVANS CHECKED BY: _____ APPROVED BY: _____		
SCALE: 1" = 20' DATE: SEP 17, 1985		
CORPORATION OF THE DISTRICT OF ENGINEERING DEPARTMENT TRAFFIC DIVISION		
SIGHT DISTANCE FROM DRIVeways WITHIN GREENTREE VILLAGE 4100 BLOCK		

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 EXISTING NO STOPPING FIRE ZONE
 EXISTING FIRE ZONE
 EXISTING DRIVEWAY STOPPED WITHIN PARKING LANE POSITION A
 VEHICLE EXITING DRIVEWAY STOPPED AT CURBFACE POSITION B
 EXISTING FIRE ZONE
 EXISTING FIRE ZONE
 PROPOSED EXTENSION TO FIRE ZONE
 PARKED VEHICLE
 50 km/h
 50 km/h
 POINTS OF IMPACT
 GROVE DRIVE
 BIRCHWOOD PLACE
 GREEN TREE VILLAGE

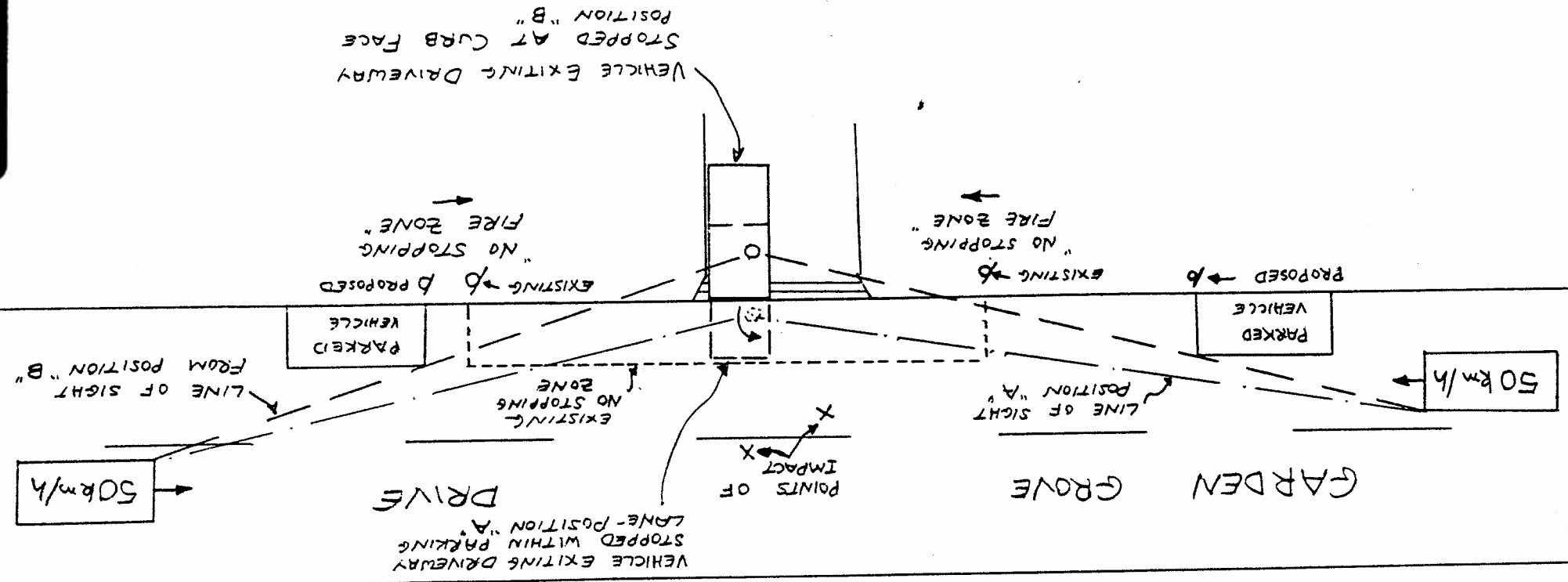
CORPORATION OF THE DISTRICT OF BURNABY
 ENGINEERING DEPARTMENT
 TRAFFIC DIVISION

DESIGNED BY D. EVANS
 DRAWN BY D. EVANS
 DATE SEPT 17, 1985
 SCALE 1" = 20'

CHECKED BY
 APPROVED BY

SIGHT DISTANCES FROM
 DRIVEWAYS WITHIN
 GREENTREE VILLAGE
 4200 BLOCK

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VILLAGE
 DRIVE

