

RE: LETTER FROM RESIDENTS OF THE 6800 BLOCK NOELANI PLACE  
PARKING IN CUL-DE-SAC  
(Item No. 12, Report No. 68, 1986 November 17)

MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1986 DECEMBER 08

FROM: DIRECTOR ENGINEERING

SUBJECT: 6800 BLOCK NOELANI PLACE -  
PARKING IN CUL-DE-SAC

RECOMMENDATIONS:

THAT the petitioners be sent a copy of this report.

R E P O R T

At its meeting of 1986 November 24, Council received a delegation representing the residents of the 6800 block of Noelani Place. The delegation was requesting a relaxation of Section 191 of the Provincial Motor Vehicle Act (M.V.A.) which reads:

**"Manner of Parking**

191. Except when a municipality or the Minister of Transportation and Highways permits, a driver shall not stop, stand or park a vehicle on a roadway other than on the right side of the roadway and with the right hand wheels parallel to that side, and where there is a curb, within 30 cm of the curb."

The primary purpose of the request was to increase the parking capacity of the cul-de-sac to handle what was construed to be a lack of sufficient off-street parking.

In our previous report (Item 12, Manager's Report #68, Council Meeting 1986 November 17), we advised that the Fire Department was prepared to accept parallel parking in short cul-de-sacs but also stated that angle parking could cause extreme obstruction to efficient fire response. In the subject location, a fire vehicle would enter the cul-de-sac laying fire hose from a nearby hydrant on Elwell Street. The firemen then would need to drag hose between parked vehicles in order to enter a specific property. While the Fire Department would prefer that no vehicles be parked in the cul-de-sac, the firemen can manage to pass hose between parallel parked vehicles with much less difficulty than with angle-parked vehicles.

We once again spoke to the Fire Chief and he confirmed the Department's official position in being opposed to angle parking in cul-de-sacs.

At its meeting of 1986 November 24, Council members raised a number of questions to which we provide the following replies: 120

1) Why are we enforcing Section 191 of the M.V.A.?

Normally Section 191 is only enforced in cul-de-sacs upon complaint. In this particular case, a complaint was received related to angle parking and congestion.

2) Would cars have to back into Elwell Street?

This would depend on the number of vehicles parked in the cul-de-sac. Many would probably use the only driveway available (7607 Elwell) to turn around (see sketch "B" or "C").

3) What do we do at other cul-de-sacs?

As a rule we have done nothing unless there has been a complaint. In such cases we usually post a no-parking restriction. The majority of these have been in higher density residential cul-de-sacs or in industrial areas.

4) Does it have to be at right angles?

No, we have indicated on the attached sketches "A", "B", and "C" a number of possible parking layouts.

5) What would it cost to designate angle parking?

The cost to paint the stall lines is about \$200. This would be sufficient to designate intent. If signing was to be added it would increase the costs by an additional \$300.

6) Parallel parking forces passengers to step onto boulevards

This is not a strong argument; the many miles of finished streets in Burnaby having separated sidewalks or no sidewalks at all require the passengers on the right side of the vehicle to step directly into the boulevard area. This situation does not exist on streets having curb sidewalks.

7) Enforcement of three-hour bylaw

The enforcement of Section 13(6) of the Burnaby Street and Traffic Bylaw (referred to as the three-hour bylaw) is only done on complaint. It would be inadvisable to make an exception here as the problems are no worse than on many other streets. The case for violations is about the same under any parking layout as will be shown.

The petitioners have submitted a new letter dated 1986 December 03, listing a number of points to which we respond as follows:

- 1) The submitted parking layout is little different from the one submitted in our previous report. If only six vehicles need to be parked they can easily be accommodated by parallel parking (see sketch "A").
- 2) The properties on Noelani Place all have frontages in excess of 33 feet. When one takes into account the lack of driveways, parking opportunities are as good as in most other areas of Burnaby.
- 3) No comment required.
- 4) No comment required.

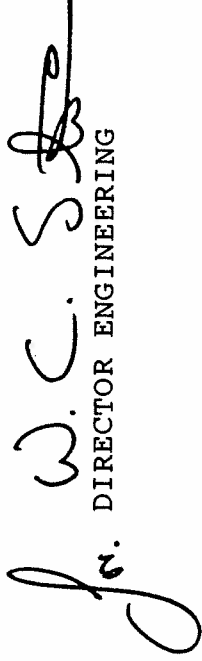
-3-

Attached to this report are three sketches which show the type of parking layouts possible. As will be noted, each sketch indicates a possible ten parking stalls on Noelani Place. Sketches "B" and "C" could possibly squeeze in one extra stall (shown by asterisk) but was left out because a car parked in that location would only compound the difficulty of turning around in the cul-de-sac. As noted by the described vehicle paths, only sketch "A" with parallel parking will permit a vehicle to complete a turn without additional maneuvering.

When considering a request for angle parking in a cul-de-sac, one could ask the question: "What is the purpose of a circular cul-de-sac?" There are two main purposes: one, to increase the width of frontages and two, to permit vehicles the opportunity to turn around without backing in or out of a resident's driveway. In many cases, the first condition does not apply, therefore the primary purpose of a cul-de-sac is as a turnaround. This argument supports the conclusion that right-angle parking should not be permitted in any cul-de-sac.

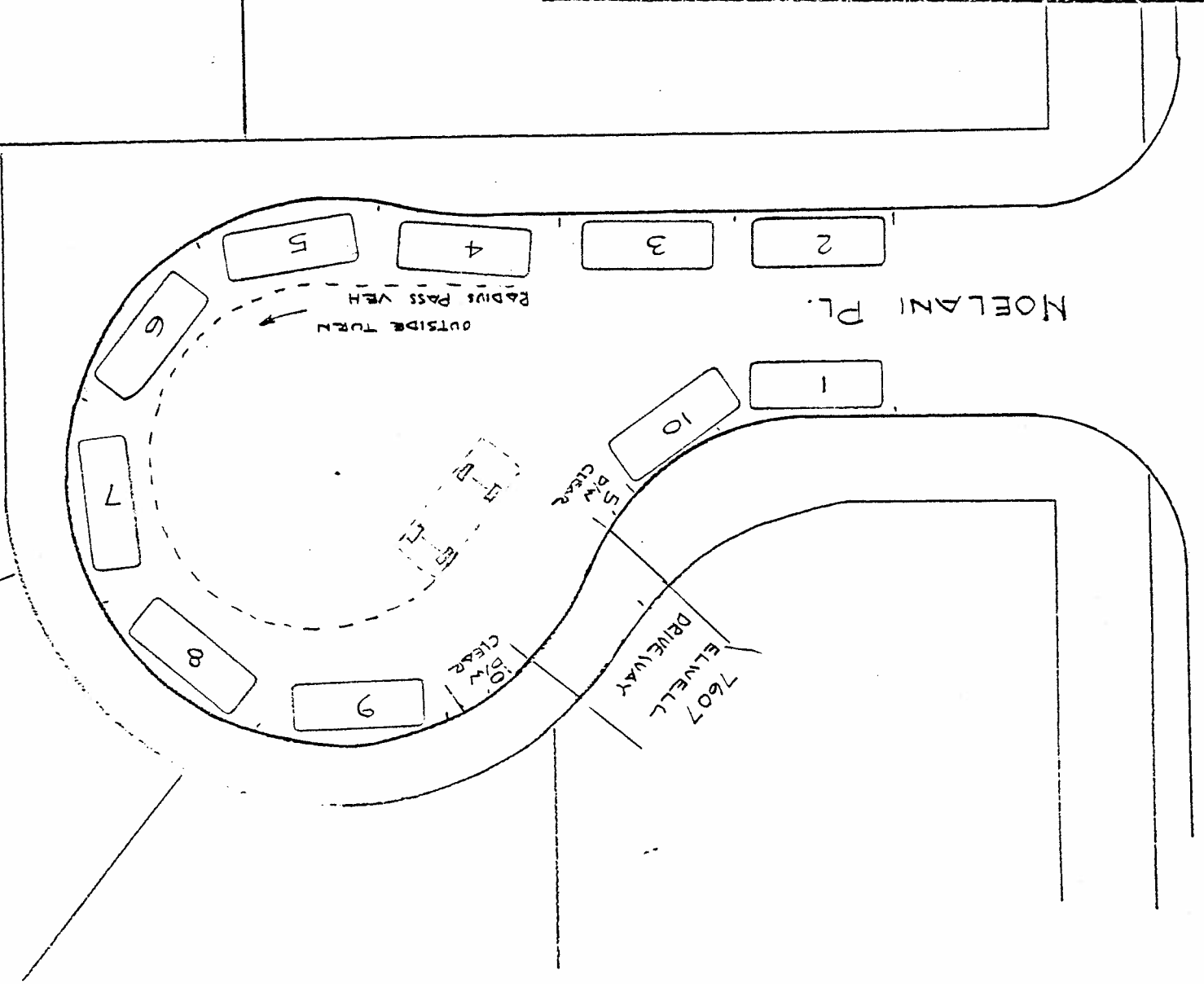
EEO/HB:m1  
Attachs.

cc: Fire Chief

  
J. W. C. S.  
DIRECTOR ENGINEERING

SKETCH "A"

CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT DIVISION	
DESIGNED BY	
DRAWN BY	
CHECKED BY	
APPRVD BY	
DRWG NO.	
DATE	
SCALE	



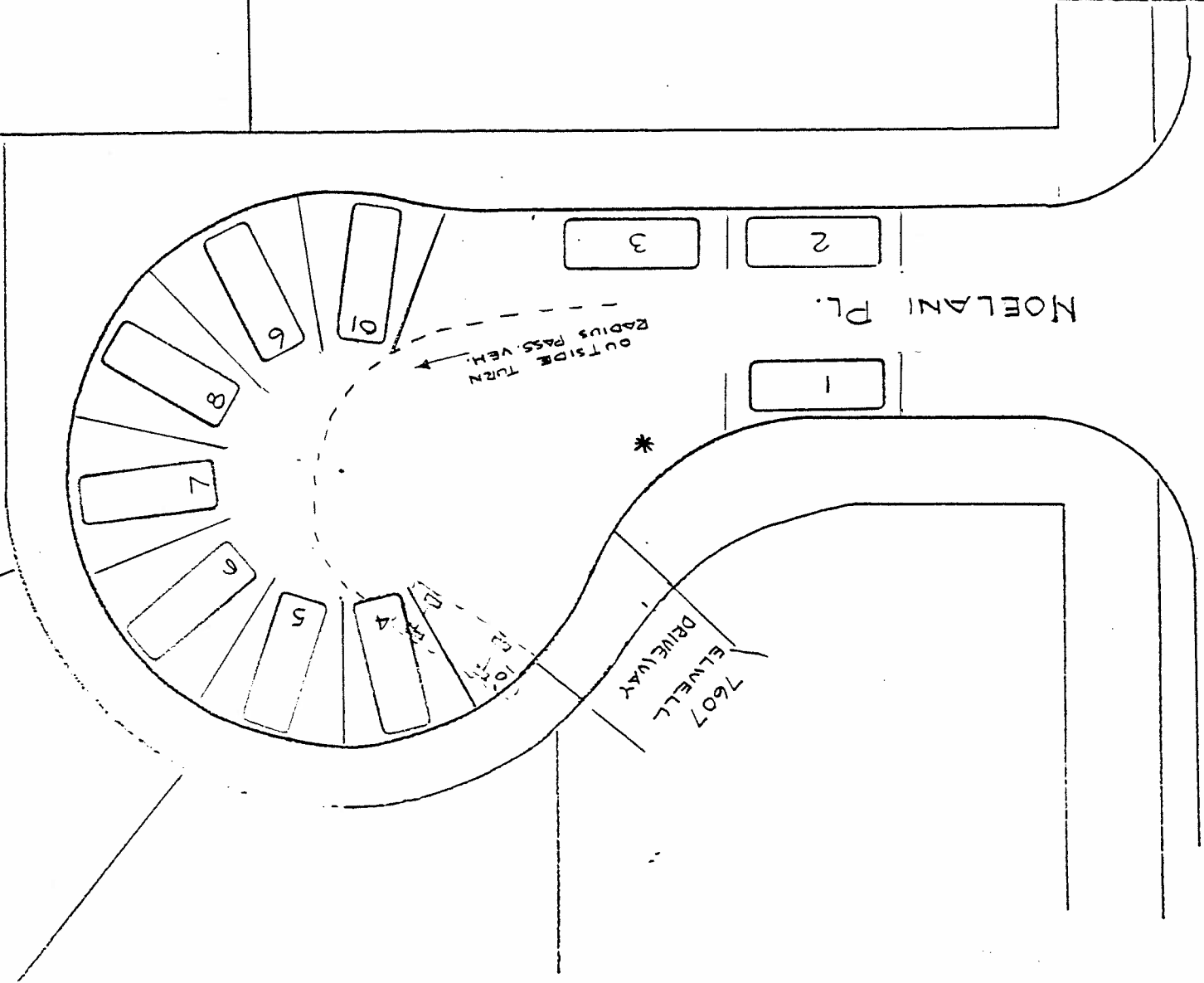
ST.

ELWELL

SKETCH "B"

123

CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT DIVISION	
DESIGNED BY	
DRAWN BY	
CHECKED BY	
APPRVD BY	
SCALE	
DATE	
DRWG NO	



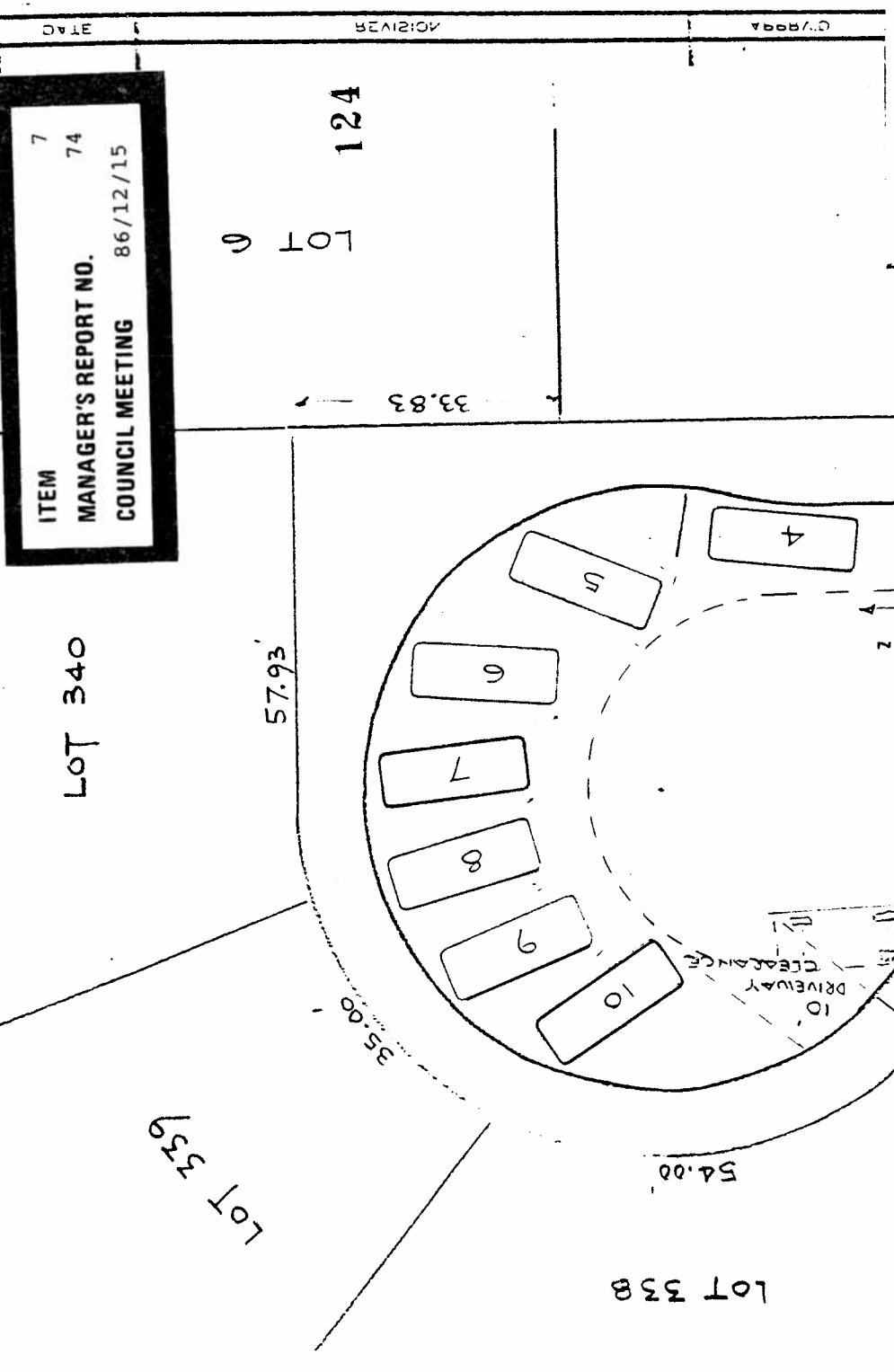
ST.

ELWELL

ITEM 7  
 MANAGER'S REPORT NO. 74  
 COUNCIL MEETING 86/12/15

SKETCH "C"

CORPORATION OF THE DISTRICT OF BURNABY ENGINEERING DEPARTMENT DIVISION		DESIGNED BY	
DRAWN BY		CHECKED BY	
DATE		APPROVED BY	
SCALE		DRWG NO.	L



ITEM 7  
MANAGER'S REPORT NO. 74  
COUNCIL MEETING 86/12/15

ELWELL ST.