

Re: LETTER FROM MARION TORP, 7372 WAVERLEY AVENUE, BURNABY, B. C., V5J 4A6,  
WHICH APPEARED ON THE AGENDA FOR THE COUNCIL MEETING OF 1986 DECEMBER 15  
(Item 5e) REGARDING TWO CONCERNS: 1. HIGH HEDGES AND SHRUBBERY ON  
INTERSECTIONS; AND 2. SNOW REMOVAL FROM THE STREETS

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

**TO: MUNICIPAL MANAGER** 1986 DECEMBER 23  
**FROM: DIRECTOR ENGINEERING**  
**SUBJECT: SUBMISSION OF MARION TORP, 7372 WAVERLEY AVENUE,  
BURNABY, B. C., V5J 4A6**

RECOMMENDATION:

THAT a copy of this report be sent to Marion Torp, 7372  
Waverley Avenue, Burnaby, B. C., V5J 4A6.

R E P O R T

Section 6.13 of the Burnaby Zoning Bylaw 1965 states:

**6.13 Vision Clearance at Intersections:**

In any zoning district, no fence, wall or structure other than a permitted principal building shall be erected to a greater height than 1 m (3.28 feet) and no hedge, bush, shrub, tree or other growth shall be maintained or allowed to grow so as to obstruct vision clearance in the area bounded by:

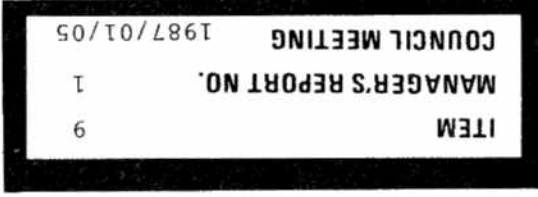
- (1) The intersecting lot lines at a street corner and a line joining points along said lot lines 9.0 m (29.53 feet) from their point of intersection.
- (2) The intersecting lot lines at a lane corner and a line joining points along said lot lines 6.0 m (19.69 feet) from their point of intersection. A lane intersection shall include the intersection of a lane with any other lane or with a street.

It has been the policy of the Municipality to not pursue every single violation of the above section as it would include a significant portion of all corner properties in Burnaby. Rather, the practice has been to take action only where a violation of Section 6.13 has been associated with an ongoing accident problem. In some locations the existence of a traffic control device precludes the need to take action to "open up" an intersection; for example, the intersection of Nelson Avenue and

Rumble Street is controlled by a traffic signal which controls the movement of traffic, thus rendering the presence of a corner view obstruction much less significant as a contributor to an accident record.

The intersections noted in Marion Torp's submission were checked for control and accident history; the following information pertains:

132



<u>Intersection</u>	<u>Type of Control</u>	<u>36-Month Accident History</u>
Victory/Dow	Uncontrolled	1
Victory/Waverley	2-way Stop	Nil
Victory/Jubilee	Uncontrolled	4
Watling/Nelson	2-way Stop	Nil
Watling/Gray	Uncontrolled	6
Watling/Frederick	Uncontrolled	2
Nelson/Irmin	2-way Stop	1
Nelson/Rumble	Traffic Signal	14
Rumble/Jubilee	No such intersection	
Rumble/Gray	2-way Stop	4
Irmin/Gray	Uncontrolled	Nil

Under our present policy, we would select the intersections of Victory/Jubilee and Watling/Gray for further investigation. The intersection of Victory/Jubilee was the subject of a recent report (Item 04, Manager's Report #71, Council Meeting 86 December 01). In that report, we advised that the north leg approach accounted for 90% of the accidents and therefore warranted the placement of advance warnings on this approach. This intersection will now be monitored and if no improvement is noted, action will be taken to remove or trim back the existing hedges.

Responding to the question of snow plowing, it is the policy of the Corporation to undertake snow removal in accordance with the following priorities: No. 1 priority is given to arterial streets; No. 2 priority is given to collector streets; No. 3 priority is given to bus routes; No. 4 priority is given to residential streets with steep grades which have only one outlet. Attention to all other streets follows after these four priorities. Corporation policy is not to clear snow from sidewalks because of the cost/benefit aspect; it is the responsibility of property owners to remove snow from sidewalks abutting their properties.

A question was raised in Council concerning a view obstruction at the intersection of Moscrop Street and Boundary Road. A view obstruction is created when vehicles park on Boundary too close to Moscrop. The Department already had this matter under investigation and intends to eliminate the view obstruction by prohibiting parking within a certain distance from the intersection; this will be done within the next several days.

EEO/HB:m1

  
DIRECTOR ENGINEERING