

TO: MUNICIPAL MANAGER

FROM: DIRECTOR ENGINEERING

SUBJECT: LOCAL IMPROVEMENT PAVING PROJECT 89-007
CLINTON STREET, ROSLYN AVENUE TO MACPHERSON AVENUE

PURPOSE: To respond to a letter from the residents of 5400/5500
block of Clinton Street.

ITEM 10
MANAGER'S REPORT NO. 52
COUNCIL MEETING 90/08/27

RECOMMENDATION:

1. THAT residents in the 5400/5500 block of Clinton Street be sent a copy of this report.

REPORT

Appearing under Correspondence on this agenda is a letter from residents in the 5400/5500 block of Clinton Avenue. The letter expresses concerns over Local Improvement (LIP) Project that has recently been completed on Clinton Street, Roslyn Avenue to MacPherson Avenue. This report addresses those concerns in the order presented in the correspondence.

1. "The roadway was expected to be narrowed to slow down traffic as was the case in the 5200/5300 block of Clinton Street."

The 5400/5500 block Clinton Street was initiated by request from property owners as part of the LIP paving program scheduled for construction in 1990. The notice of initiation mailed to the property owners stated the proposed pavement width as 11m (36 ft).

Clinton Street east of Royal Oak Avenue is a bus route and functions as a local collector therefore 11m is the prescribed pavement width standard for this designation of street. This width allows parking on both sides and two travelling lanes (one in each direction). Local residential streets on the other hand are generally constructed to an 8.5m (28 ft) width which allows parking on both sides and one travelling lane. Bus routes on 8.5m residential standard streets present special traffic safety considerations and it is our practice to, where possible, provide a 11m pavement. Where this is not possible parking may be restricted to one side only or banned entirely.

Clinton Street, Roslyn Avenue to Royal Oak Avenue (5200/5300 block) was completed previously to a residential standard of 8.5m (28 ft) with flaring to 11m at Royal Oak Avenue. In recognition of its collector status and bus route designation this block should have been established at a 11m standard for the entire block. Completion of the 5400/5500 block to a similar 8.5m width would have compounded an existing traffic safety problem.

2. "A combination of a boulevard/sidewalk/boulevard was expected; instead we have a curb and walk with no boulevard between. The actual terminology used in the notification sent to us is 'pavement curb and walk north side'. This terminology is very misleading...."

Construction of a separated walk would have created the boulevard/sidewalk/boulevard alluded to in the letter. During the design phase it became apparent that for topographical

reasons abutting sidewalks would be required. An 11m pavement with separated walks on both sides would have required extensive retaining walls with pipe railings and total regrading and reconstruction of driveways on the south side. The north side was similarly affected but to a lesser degree.

Letters of initiation are general in nature and do not describe construction details on individual projects. It would not be possible to include all available details on an individual basis for each proposed project. Telephone numbers are provided for residents to contact each affected department for further details. Design drawings are available for viewing in the Engineering Department. On occasions property owners have availed themselves of the opportunity to view and discuss the implications of design details. There is no record of contact with residents of 5400/5500 block regarding the design aspects of this project before the final phases of construction.

Staff will be reviewing the contents of the letter of initiation with a view to clarifying some issues raised by the correspondents.

3. "Utility poles impede the sidewalk giving the street an unpleasant appearance not to mention the dangerous situation presented to children, the handicapped, and the elderly using the sidewalk on the way to school and other places....."

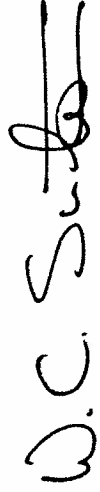
Clinton Street is in a somewhat unusual circumstance insofar as wooden utility pole lines exist on both sides of the street. The existing pole lines are located such that they encroach into the sidewalk. Current practice is not to relocate utility poles where there is a minimum of 1m (3 ft) between the curb and existing pole. This distance is sufficient to allow passage of a wheelchair.

The existing poles on the 5400/5500 block met this criteria with the exception of one pole which would have to have been relocated. Staff have acknowledged the concerns of the residents regarding their objections to the appearance and have contacted both B.C. Hydro and B.C. Telephone with a view to relocating all wooden poles out of the sidewalk area. The sidewalk was poured with "blockouts" to facilitate the pole relocation.

4. "The residents of the south side of Clinton Street are very disappointed with the grade and the resulting stairs and bank."

Final grading and boulevard shaping can quite commonly call for individualistic treatment especially where there is sloping topography. It is often necessary to consult with individual property owners to accommodate existing circumstances.

Our engineering consultants have discussed the landscaping requirements with the residents on the south side of Clinton Street. This process has been completed and we believe that all the concerns have been addressed.


DIRECTOR ENGINEERING