



# **Corporate** NO: R030

# **Report** COUNCIL DATE: February 14, 2000

## **REGULAR COUNCIL**

**TO: Mayor & Council**    **DATE: February 9, 2000**

**FROM: Manager, Land Development & Transportation**  
**Engineering Department**    **FILE: 2152-01270**

**XC: 4899-052**

**SUBJECT: Construction of Turnaround 12B Avenue, East of 132B Street**

## **RECOMMENDATION**

It is recommended that the full size turnaround, indicated as option 1, be constructed in response to concerns from nearby residents.

## **INTENT**

In response to recent delegations to Council, this Report provides justification and rationale for the turnaround design for 12B Avenue.

## **BACKGROUND**

Construction of a new sewage pump station on 12B Avenue resulted in the removal of the turnaround on 12B Avenue. As a result, 12B Avenue has no facility to allow vehicles to turn around without using private driveways (see the attached sketches). To address this issue, some of the residents on 12B Avenue have requested that the City construct a turnaround.

The Engineering Department has been working with residents of this section of 12B Avenue on an acceptable turnaround design that will meet with the satisfaction of the residents and offer a functional turnaround. Despite staff's efforts to resolve the issue with the residents, a mutually acceptable solution was not found.

Three of the four immediate residents support a design which the Engineering Department has prepared. However, the resident at the east end of 12B Avenue objects to the construction of a turnaround in front of their property. This difference of opinion has resulted in two petitions from the neighbourhood; one favouring

and one opposing the construction of a turnaround. Delegations representing both sides of the issue were heard at Council-In-Committee on November 22, 1999.

## **DISCUSSION**

There are currently 3 homes with access to 12B Avenue east of 132B Street. Lot #13297 is the end lot fronting 12B Avenue. In future, a fourth lot to the east of lot #13297 is expected to subdivide and develop. Currently, the pavement extends only as far as the property line between #13297 and #13289.

The area is illustrated in the attached Figures 1 and 2.

### *Justification and Impacts of Turnaround on 12B Avenue*

When first constructed, 12B Avenue was not provided with a current standard turnaround facility. However, it has since become the practice to provide a turnaround on newly constructed roads.

Until 1996, a paved apron on the south side of 12B Avenue immediately east of 132B Avenue was used by motorists to turn around on 12B Avenue. However, it was necessary to upgrade an existing sewage pumping station on this site in the summer of 1996. Since the pump station upgrades effectively removed the original paved apron area, the Engineering Department has received written complaints from residents because motorists were using private driveways to turn around.

Engineering Department staff confirmed that this problem was occurring. In an effort to control traffic through the immediate neighbourhood, the Engineering Department installed a No Exit warning sign on 132B Street north of 12B Avenue.

In 1998, the Engineering Department was advised in writing that the problem was still occurring despite the warning sign, and confirmed this with observations of traffic on 12B Avenue. A consultant was engaged who proposed that construction of a hammerhead style turnaround would be necessary to eliminate problems residents were experiencing with motorists turning around in their driveways. Also, service vehicles could then more easily manoeuvre through the neighbourhood without need for backing downhill to reach the homes fronting 12B Avenue. Given the narrowness of the existing roadway and limited visibility afforded by the bend located at the foot of 132B Street, designs for a turnaround were commissioned.

As indicated by the delegation opposing the turnaround proposal, and evidenced in their petition, residents of 132B Street in this area are concerned that construction of the turnaround on 12B Avenue would attract additional traffic to the area. The Engineering Department does not expect that this will occur. For the turnaround to function properly, municipal by-laws prohibit vehicles from stopping in the turnaround. Therefore, no additional on-street parking will be created by its construction.

### *Property Issues*

There is existing City road right-of-way in front of #13297 - 12B Avenue, which may in future provide access to a north/south lane between this property and the undeveloped lot directly east of this property. 12B Avenue and the lane will provide the only access to the lot to the east in the event of successful subdivision.

Planting of cedar hedges and other landscaping improvements have occurred across the City road right-of-way in front of lot #13297. A search of our records and enquiries of the homeowner have shown that no permit was

issued for this work. As a matter of fact, when a permit was requested a number of years ago, residents wrote to the City voicing their objections. Landscaping of this area has resulted in people using the driveway at #13289 to turn around and also to park in front of their residence. Some of the other nearby residents object to this unauthorized use of the City road right-of-way and see construction of the turnaround as a means to correct the situation. To facilitate rehabilitation of an existing creek system contained within the undeveloped area of the lot to the immediate east end of 12B Avenue, much of the planted City road right-of-way has been cleared during our 1999 construction program.

It has been the intention of the Engineering Department to maintain possession of this right-of-way for construction of the road to the east limit of #13297.

### Design Considerations and Alternatives

Engineering Department staff considered a number of options for location and form of the turnaround in order to minimize negative impacts and costs while resolving the traffic issues. These were shared with the immediate residents. The design options are indicated in figures 3 and 4, as either full size or reduced size turnarounds.

Concerns were raised by the property owner at #13297 about the loss of privacy resulting from construction of the turnaround. A reduced size option involving reduced dimensions and less disruption to the existing landscaping was developed, and forwarded for comments to the immediate property owners. The alternative design was, however, rejected by the other residents. The option is illustrated in the attached Figure 4.

The Engineering Department had offered to re-landscape the remaining boulevard area fronting #13297.

## **CONCLUSION**

The Engineering Department has concluded that the May 1999 turnaround design, indicated as option 1, will relieve traffic problems on 12B Avenue and can be constructed using landscaping to minimize negative impacts. This option meets with the approval of three out of four residents directly affected.

Jamie Umpleby, P.Eng.

Manager, Land Development & Transportation

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### **Attachments**

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