



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall  
1229 Esquimalt Road  
Esquimalt, B.C. V9A 3P1

## Legislation Details (With Text)

**File #:** 16-010      **Version:** 1      **Name:**

**Type:** Staff Report      **Status:** Passed

**File created:** 12/30/2015      **In control:** Council

**On agenda:** 3/21/2016      **Final action:** 3/21/2016

**Title:** Speed Control on Alley Backing onto Foster Street, Staff Report EPW-16-003

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. ATT 1 - Speed Hump Survey - 26-01-2016, 2. ATT 2 - Speed Humps Survey Responses, 3. ATT 3 - Township Guide to Traffic Calming

Date	Ver.	Action By	Action	Result
3/21/2016	1	Council	approved as amended	Pass

### REQUEST FOR DECISION

**DATE:** March 21, 2016      Report No. EPW-16-003

**TO:** Laurie Hurst, Chief Administrative Officer

**FROM:** Jeff Miller, Director of Engineering and Public Works

**SUBJECT:**

Speed Control on Alley Backing onto Foster Street

**RECOMMENDATION:**

That Council not require the Developer of 519 Foster Street to supply and install a speed hump(s) in the lane way.

**RELEVANT POLICY:**

Streets and Traffic Regulation Bylaw, 2005, No. 2607  
Council Policy EP&W-01 Guide to Traffic Calming

**STRATEGIC RELEVANCE:**

No strategic goal implications.

**BACKGROUND:**

519 Foster Street is a redevelopment of a property from a duplex to a fourplex. In order to facilitate the development of the property, a one way maneuvering lane is proposed. Traffic would enter from Foster Street and exit via the lane way backing onto the property. This lane directs traffic south to Lyall Street.

The lane provides backyard service to eight properties that front onto Foster Street/Sturdee Street/Lyall Street. The lane is approximately 4.5 metres wide and 87 metres in length. With the redevelopment, 14 residences will have access to the lane. If it is assumed that each residence has a minimum of one car, usage on the lane would have the minimum potential of 14 cars using it on a daily basis.

As part of the Development Permit Application (DP) process, the applicant indicated to Council that a speed hump could be provided in the lane way to address concerns raised by the surrounding property owners. During the DP process, Engineering determined that the installation of a speed hump was not required. This comment was made based on current use and the impact that the proposed development would have on usage. During the DP process Council provided direction that the speed control feature be further evaluated.

On January 26, 2016, Engineering released a survey to the eleven residences that have access to the alley way. This survey asked residents about whether or not they would like to see a speed control feature (see Attachment 1). The Township received two responses back. Both of the responses requested speed humps (see Attachment 2). The number of speed humps was also above the offered two (responses indicated they would like to see three or six).

## **ISSUES:**

### **1. Rationale for Selected Option**

The owners of residences that back onto this lane way have not indicated to the Township that usage of the lane way is of any concern until recently when the development of 519 Foster Street was presented. This redevelopment has the potential to add a minimum of four vehicles a day to the usage versus the existing eleven vehicles (based on each residence having one vehicle). The concerns that these additional vehicles will create a speeding situation have not yet been established as the property has not been developed.

As the redevelopment will form part of this neighbourhood, it has been assumed that these individuals will have respect for their neighbours and will utilize the lane appropriately. The lane way's current dimensions also act as a control/reminder that the operating speed of the vehicles should be in a low range.

Within the Township's Guide to Traffic Calming (see Attachment 3), the initial efforts are devoted to determining whether traffic calming is required based on measurement as opposed to reaction of a perceived situation. The installation of speed hump(s) on this lane without this process being followed will set a precedent that would weaken the use of the Guide for dealing with Traffic Calming. As well the number of vehicles and responses received back do not meet the thresholds established in the Guide.

It is Staff's recommendation that a speed hump(s) is not necessary in this lane way.

## **2. Organizational Implications**

There are no organizational implications to carrying out the recommended action.

## **3. Financial Implications**

Installation of one or two speed hump(s) at a later date would not impose a burden on the Township and could be accommodated within the operational budget.

## **4. Sustainability & Environmental Implications**

There are no sustainability or environmental implications.

## **5. Communication & Engagement**

Once a decision has been made, this information will be provided to the Development Services Department. They will carry out discussions with the Developer in order to apprise them of Council's decision and impact on the development. Information will also be sent back to the residents relaying Council's decision.

## **ALTERNATIVES:**

1. That Council not require the Developer of 519 Foster Street to supply and install a speed hump(s) in the lane way.
2. That Council does require the Developer of 519 Foster Street to supply and install a speed hump(s) in the lane way and that staff initiate discussions with the Developer.