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MANAGER'S REPORT NO.	82
COUNCIL MEETING	Nov. 28/77

Re: PETITION FROM MR. I.A. WOROBETZ WHICH APPEARED ON THE
AGENDA FOR THE NOVEMBER 21, 1977 MEETING OF COUNCIL
(ITEM 4e)
HILLVIEW STREET AND FIELDING COURT

Appearing on last week's agenda was a letter and petition from Mr. I. A. Worobetz regarding opposition to the connection of Hillview Street and Fielding Court. Following is a report from the Director of Planning dated November 23, 1977 on this matter.

RECOMMENDATION:

1. THAT a copy of this report be sent to the petitioners.

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PLANNING DEPARTMENT
NOVEMBER 23, 1977

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: PETITION RECEIVED NOVEMBER 21, 1977
HILLVIEW STREET AND FIELDING COURT

At the November 21st meeting, Council received a petition submitted by Mr. I. A. Worobetz of 7026 Hillview Street on behalf of the residents of Hillview Street and Fielding Court, opposing a connection between those two streets which had been contemplated during the processing of an application for Preliminary Plan Approval.

The purpose of this report is to advise Council of the circumstances related to that Preliminary Plan Approval (#3617), and the previous contact that this Department has had with residents of this area involving their concern, and of the status of current thinking on the street situation in this area.

1. An application for Preliminary Plan Approval for the industrially zoned site situated to the west of Fielding Court was received on March 26, 1976 (see attached sketch). In the course of processing this application under the existing M5 zoning, we consulted with the applicant and the Municipal Engineer and obtained approval in principle for driveway access to that parcel from Winston Street, so that it was possible to require that no vehicular access be taken from any of the residential streets in the area, (Hillview Street and Fielding Court) or from Greenwood Street. However, in consideration of the residential street pattern adjacent (which entails two dead-end residential streets without connection or properly constructed turning facilities at the ends) the need for sufficient right-of-way to allow the connection of the streets as a completion of the residential street network was foreseen. Accordingly, the applicant for P.P.A. was asked to take into account a 50 foot right-of-way in this vicinity to accommodate a future 28 foot pavement connecting Hillview Street and Fielding Court.

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This arrangement had been favoured in order to provide improved convenience for the residents of the streets in case of street closure or poor driving conditions, to improve accessibility to the area for emergency vehicles, and to provide for circulation of delivery and refuse collection trucks serving the residential area without the need for backing manoeuvres involving private driveways.

The industrial site suffers from a somewhat difficult geometry and extreme terrain conditions, which render it difficult to develop in terms of excavation and retaining wall requirements. As a consequence, P.P.A. #3617 was abandoned by the applicant and cancelled on April 14, 1976. As a result, this P.P.A. was never approved, and has no status at this time.

2. During discussions in April, 1977 with residents of Fielding Court on other matters, the subject of the industrial development potential of the triangular parcel was mentioned, and the concern of the Planning Department for preserving the land required to complete the ultimate construction of these streets was mentioned. At that time, during a meeting on April 21, 1977 between three of the residents of Fielding Court and two Planning Department staff members, the residents expressed a strong objection to the idea of the streets being connected, for many of the reasons expressed in Mr. Worobetz's letter. These concerns were recognized, and in a letter of confirmation dated April 25, 1977 to Mrs. K. Clark, 7086 Fielding Court, the following statements were included in this connection:

" Your comments regarding the continuation of streets and lanes in the Fielding and Hillview area have been noted, and we will take those points into consideration in dealing with any further development in the area. As noted, access to the triangular parcel of land west of the end of Fielding Court will be given vehicular access only to Winston Street, with no connections permitted to the existing residential streets and lanes in your area.

Mention was made of the Planning Information Program as a means of assisting citizens like yourselves to be aware of planning matters that affect the Municipality and your area in particular, and should you wish to pursue this we would suggest that you contact the Department at 294-7400.

Again thank you for your input and expression of concern in the development of your area; be assured that we will do our best to resolve the situation in the best manner possible. "

The comments of the residents were indeed taken under advisement, and a review of the street function and geometry has allowed us to support cul-de-sacing of the two streets, as an alternative to the looping that was contemplated. The need for Municipal vehicle and Fire truck manoeuvring have been discussed with the Engineering and Fire Departments, who concur with the cul-de-sac alternative.

3. With respect to the ultimate needs in completing the residential street pattern in this enclave to a finished standard at some future time, it should be noted that in as much as there is no adequate public turnaround possible on the existing constructed street or within the existing dedicated rights-of-way, any vehicles owned by persons other than the residents of the street (for example service and delivery trucks, emergency vehicles, visitors, or persons who have inadvertently turned into the dead-end streets) must use private driveways and backing manoeuvres in order to turnabout and exit the area. From the statements made by the residents, it appears that they are not dissatisfied with the situation. However, it is our view that the Municipality, in the interests of achieving a proper finished road standard, should plan

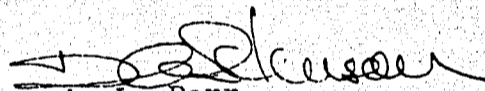
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for the provision at an appropriate time of proper, suitably designed and constructed turning facilities on dead-end streets. The Engineering Department advises that although vehicles using private driveways to turn in such situations do not violate Municipal By-Laws, there is the possibility of civil action being taken by an owner for trespass or in connection with claims made for damage to pavement or property owned or maintained by the resident.

In this light, it is our view that the Municipality needs to plan for eventual termination of the two streets mentioned in culs-de-sac of either the circular or hamer-head types at some future time, in order to achieve a finished street standard. However, it has been found unnecessary to make a physical connection between the two streets, thereby recognizing the expressed interests of the residents. The right-of-way that will be required for future cul-de-sac construction will require some acquisition by the Municipality, (the actual extent to be determined by field survey and design), but there is the possibility of some land exchange which will facilitate such acquisitions.

In summary, the P.P.A. to which reference has been made was never finalized, and the Planning Department has recognized and taken into account the expressed concerns of the residents of the adjacent area. The need for eventual completion of the street paving can be met by cul-de-sac construction, which should not contribute to any increase in traffic or speed of vehicles on the streets, and which reflects the adopted street standards for finished streets in residential areas of this Municipality.

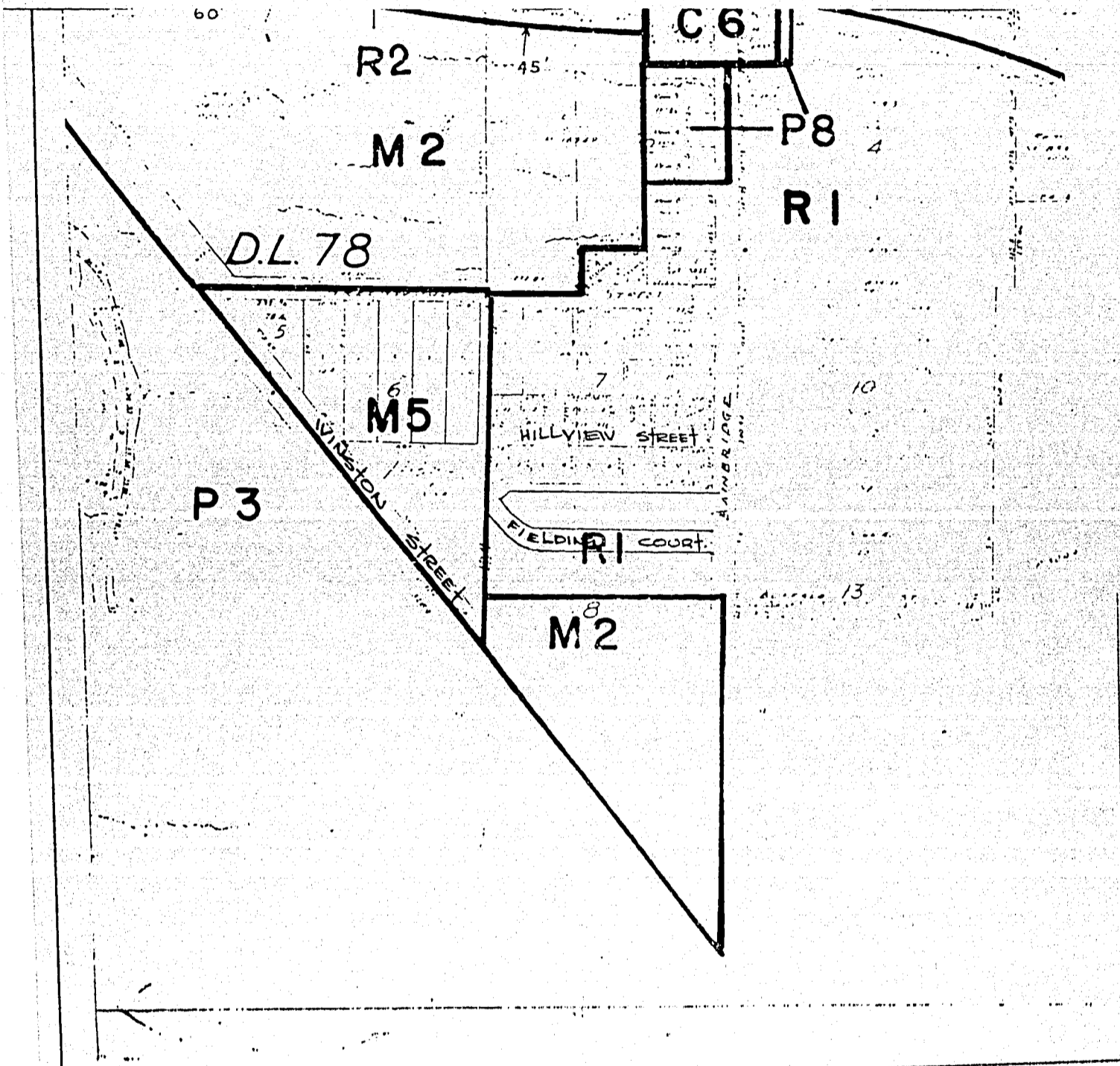
The foregoing is for the information of Council.



A. L. Parr
DIRECTOR OF PLANNING

MP
DGS/sam
Attachment

cc: Municipal Engineer
Fire Prevention Officer

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Date	Nov. 77.	Burnaby Planning Department  HILLVIEW STREET / FIELDING COURT AREA. EXISTING ZONING. SKETCH #2
Scale	1" = 400'	
Drawn By		

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