

ITEM	3
MANAGER'S REPORT NO.	16
COUNCIL MEETING	1981 03 23

Re: CONNECTION OF WESTLAKE AND HUNTER STREETS
SUBDIVISION REFERENCE NO. 115/80
(Item 6, Report No. 5, 1981 January 19)
(Item 4, Report No. 14, 1981 March 09)

Following is a further report from the Director of Planning regarding a proposed road connection between Hunter and Westlake Streets.

RECOMMENDATION:

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

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TO:	MUNICIPAL MANAGER	PLANNING DEPARTMENT
FROM:	DIRECTOR OF PLANNING	1981 MARCH 12
SUBJECT:	HUNTER/WESTLAKE SUBDIVISION Subdivision Reference No. 115/80	

RECOMMENDATION:

1. THAT a copy of this report and Item 4, Report No. 14 which Council received on 1981 March 09 be sent to Hunter Street resident representatives listed below:

1. M. Cuthbert
2. T. Brockhuizen
3. I. Larsen
4. K. Kion
5. R. Boone

REPORT

As requested by Council at the meeting of 1981 March 09, please find attached a table comparing the approved "loop" scheme subdivision plan for a portion of the Hunter/Westlake neighbourhood, with an alternative proposal based upon a "cul-de-sac" scheme for Hunter and Westlake.

Nothing in the material presented warrants changing the subdivision guide plan for this area and revoking the approval already granted to the applicant.



A. L. Parr
DIRECTOR OF PLANNING

ALP:dew

Attachment

FACTOR	APPROVED "LOOP" SCHEME	ALTERNATIVE "CUL-DE-SAC" SCHEME	C O M M E N T S
1. Subdivision Guide Plan	Complies	Does not comply.	It is essential that the credibility of the municipal community guide plans be maintained for the benefit of residents and developers.
2. Section 75 Land Title Act	Complies	Does not comply.	This section requires that access to all new parcels shall be provided through land being subdivided to land lying beyond or around the subdivided land; and that all existing roads shall be continued without unnecessary jogs.
3. Site Planning Standards	Complies	Does not comply.	Site planning standards establish the maximum length of a cul-de-sac without secondary access at approximately 350'. (See two extracts attached).
4. Residential Environment	Minimal affect on neighbourhood environment.	Minimal affect on neighbourhood environment.	The completion of this neighbourhood by the addition of 13 single family homes, located on a loop residential street, will not change the residential character.
5. Road Hierarchy	Local residential	Local residential	The planned 28' local residential street is the lowest order in the hierarchy which covers local, collector, arterial and freeway classifications. (See attached extract from Burnaby Transportation Plan).

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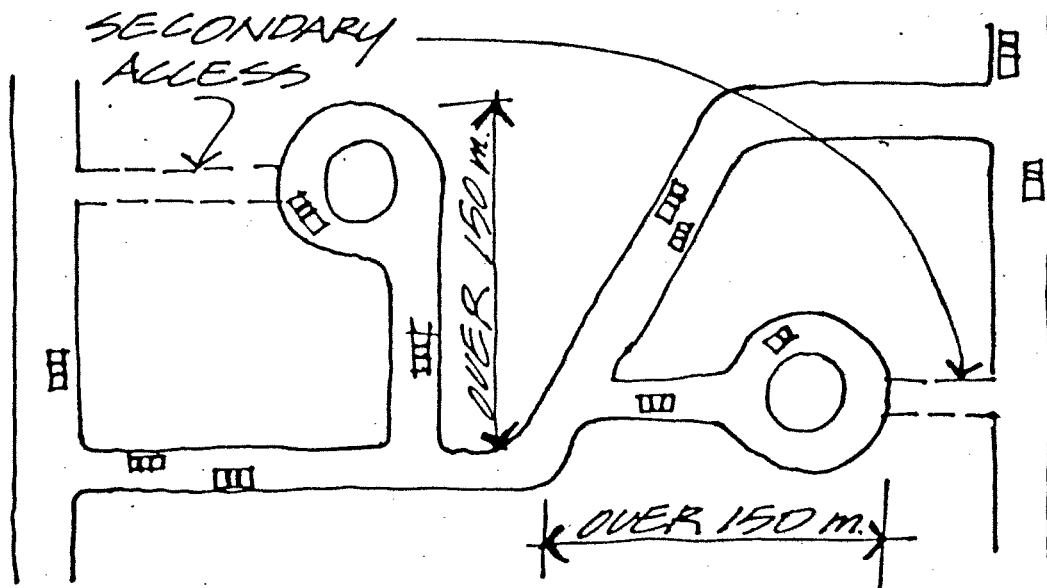
FACTOR	APPROVED "LOOP" SCHEME	ALTERNATIVE "CUL-DE-SAC SCHEME	C O M M E N T S
6. Elementary School	Adds traffic from ten single family dwellings.	Adds traffic from nineteen single family dwellings.	The most desirable layout is one which minimises the potential for conflict between vehicle and child by reducing the number of vehicles that have to drive past the Seaforth Elementary School.
7. <u>Subdivision Statistics</u> No. of lots Length of road Servicing costs Lot size and shape Length of cul-de-sac	23 800 feet Estimated \$276,600. All suitable. Two cul-de-sacs - 200 feet each.	23 800 feet Not available but probably similar. Four unsuitable. Three cul-de-sacs - 740 feet; 2,000 feet; 1,400 feet.	Statistically (with the exception of cul-de-sac length), the subdivisions are similar. However, engineering and surveying work has been undertaken on the approved scheme.
8. <u>Approval Status</u> Rezoning application Final adoption Subdivision Application Tentative approval Highway Department approval	1980 August 26 1980 December 01 1980 November 07 1980 December 10 1980 November 04	Not applicable.	A change in layout would require a new application to be circulated, new estimates prepared, and new approvals issued.

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2.2.4.2 EMERGENCY VEHICLE CIRCULATION

At least two access points for emergency vehicles should be available from a residential neighbourhood into the adjacent arterial road system. Where an area is developed in phases, each phase should have two access points, one of which may be temporary. Temporary turning circles should be established at the end of streets which will be extended during future stages of development.

On long culs-de-sac, P-streets, or loops (over 150 m), a secondary access route for emergency vehicles should be provided to ensure a fairly direct route from adjacent arterials.



The locations of fire halls and ambulance depots should be considered in planning access. These secondary accesses should be a minimum of 4 m wide. They do not need to be paved to road standards and surfacing such as gravel, brick pavers, or concrete blocks set in grass is acceptable, unless snow cover is usual over significant periods of the winter making curbs essential to help locate access points.

2.2.4.3 TRANSIT VEHICLES

For a transit system to function efficiently, the road network must provide a direct route through each residential neighbourhood. Transit is appropriate on arterials or collectors but should not need to enter local roads. Left turns should be minimized. Routes involving loops or switchbacks should not be permitted. The same route should be followed in both travel directions.

PEDESTRIAN AND VEHICULAR MOVEMENT

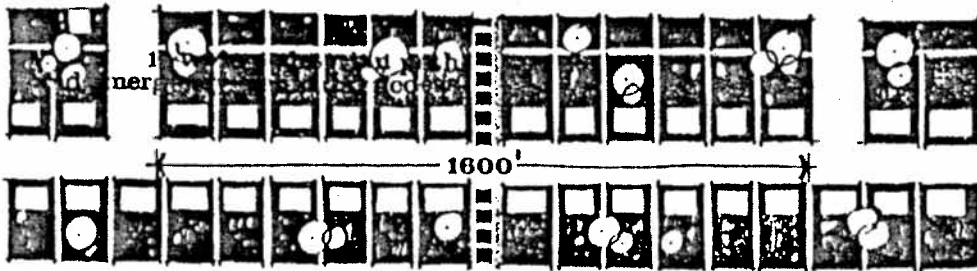
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different, where the topography of the site does not often permit economic development in this manner and where the traffic pattern must be designed to reduce potential hazards to the minimum.

Grid Plan (Cont'd) 4.

Where a grid or modified grid plan is considered to be appropriate the following factors should be taken into consideration:

- (a) as few houses as possible should face the shorter linking streets (typically about 200' length).

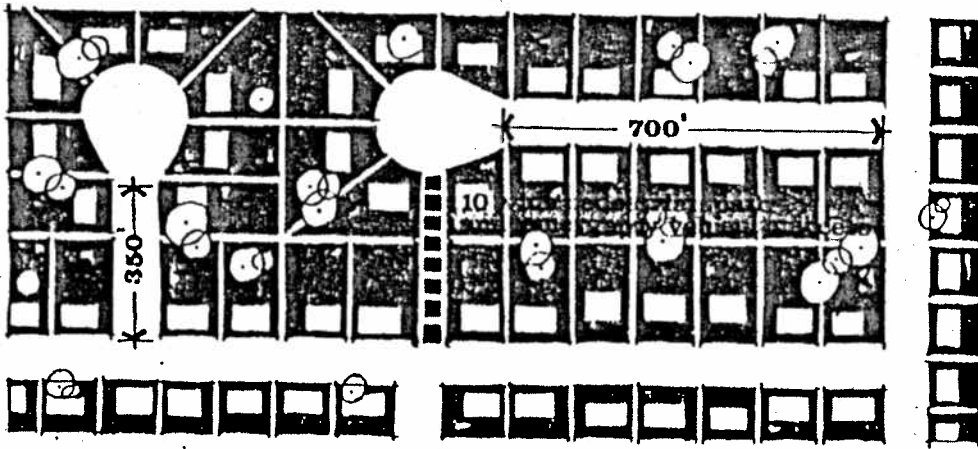


- (b) continuous street frontage should not exceed 1,200'. This distance can be increased to a maximum of 1,600' if a public pedestrian access way of 10' minimum width is provided near the mid-point giving direct access to an adjacent street.

The street system may utilize other forms of street layout including, cul-de-sacs, loop streets and P-loops. In the use of these street forms the following factors should be considered:

Other Street Forms 5.

- (a) when a cul-de-sac is used in residential development it should be provided with a paved turning circle of sufficient width to facilitate snow removal and to permit easy access for fire fighting equipment and general truck delivery.



The maximum length of a cul-de-sac should be 350' to the turning circle. This distance may, however, be increased to 700' if an emergency vehicular access and pedestrian walkway of 10' minimum width is provided from the head of a cul-de-sac giving direct access to an adjacent street. A cul-de-sac should be readily identifiable as such by traffic moving on the collector street to which it is connected and care should be taken to avoid the excessive use of cul-de-sacs as this often leads to confusion of movement within the development.

Cul-de-sacs should not be located so as to appear to terminate collector streets.

←
EXTRACT FROM
CMHC. SITE
PLANNING HANDBOOK.

<u>Road Class</u>	<u>Typical Pavement Width</u>
Local	
residential (single family)	28' curb to curb
residential (multiple family)	36' curb to curb
industrial/commercial	46' curb to curb
Collector	
minor residential	36' curb to curb
major residential	36' curb to curb
major industrial/commercial	46' curb to curb
Arterial	
secondary	46' curb to curb
primary	60+' curb to curb
Freeway	according to design.

The diagrammatic relationship of local and collector routes as they would generally relate to the arterial system is shown on Figure 2. In the formulation of the road component of the transportation plan for the Municipality, the Committee saw a need to establish a class for those roads that would primarily be used for servicing adjacent industrial and commercial areas of the Municipality.

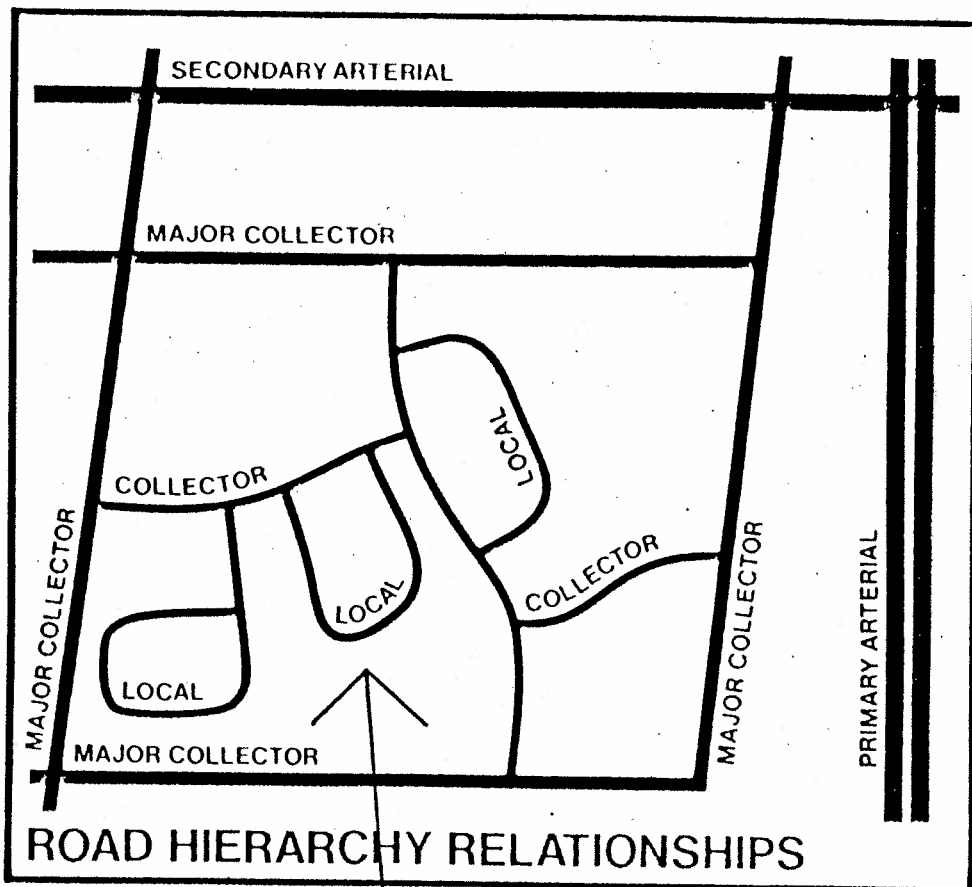


Figure 2

22.

*EXTRACT FROM
A COMPREHENSIVE
TRANSPORTATION PLAN
FOR BURNABY.*