

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

Following is a 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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1981 February 18

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: CONNECTION OF WESTLAKE AND HUNTER STREETS
SUBDIVISION REFERENCE NO. 115/80
(ITEM 6, REPORT NO. 5, 1981 JANUARY 19)

RECOMMENDATION

1. THAT a copy of this report be sent to Hunter Street resident representatives listed below:
 1. M. Cuthbert
 2. T. Brockhuizen
 3. I. Larsen
 4. K. Kion
 5. R. Boone

SUMMARY

The residents of Hunter Street and Hunter Court have made representations to Council regarding a proposed subdivision plan which would currently extend the Hunter Street/Court cul-de-sac and lead to the ultimate connection of Hunter and Westlake Streets to form a residential loop road. There is concern that the proposed link will have an adverse impact on the environment of their neighbourhood, and that therefore both Hunter and Westlake Streets should be maintained as cul-de-sacs.

REPORT

As instructed by Council, staff have met with Hunter Street residents to discuss their concerns and to explain the ramifications of the proposed subdivision and ultimate development of the loop road to be formed by linking Hunter and Westlake (see attached Item 6, Report No. 5, 1981 January 19). The residents perceive that the quiet residential character of Hunter Street/Court will be eroded by increased traffic resulting from the proposed subdivision and the ultimate development of the Hunter/Westlake loop.

These concerns have been reviewed relative to the requirements for an adequate residential neighbourhood street/lot layout. The proposed subdivision will increase traffic on Hunter by about 130 vehicles per day on an interim basis. When the Hunter/Westlake loop is completed we anticipate that these additional trips will be shared between Hunter and Westlake Streets, resulting in an ultimate increase of about 50 vehicle trips per day on Hunter over present levels. The traffic volumes on Hunter and Westlake will be normal for quiet residential streets, particularly since the loop configuration proposed precludes its use by traffic not destined for the local neighbourhood.

As stated in the attached report, it is an accepted standard that cul-de-sacs should not exceed 350 feet in length; and the current Hunter Street/Court and Westlake development pattern is well outside acceptable limits and has been allowed on an interim basis only, pending completion of the neighbourhood loop street layout through additional subdivision. In essence, the residential environment created by the loop configuration of Hunter and Westlake is no different from that created by two long cul-de-sacs, except that one street provides secondary access to the other via Hunter Court.

CONCLUSION

The staff review confirms our previous conclusion that the minimal increase in traffic resulting from the proposed street layout would not change the quiet residential nature of the Hunter/Westlake neighbourhood. The loop configuration formed by linking Hunter to Westlake assures that these residential streets will not be used by through traffic, and provides a secondary access for emergency services.

The subdivision plan and engineering designs for the currently proposed subdivision have been completed in accordance with the plan which has served as a guide to subdivision in this area for the past fifteen years, and our review indicates that the necessary road pattern can be completed in this area without detriment to the residential environment.


A. L. Parr
DIRECTOR OF PLANNING

ALP:gw

cc: Municipal Engineer

ITEM	6
MANAGER'S REPORT NO.	5
COUNCIL MEETING	1981 01 19

ITEM	4
MANAGER'S REPORT NO.	14
COUNCIL MEETING	1981 03 09

Re: PETITION CONCERNING THE PROPOSED CONNECTION OF WESTLAKE AND HUNTER STREETS

The following report from the Director of Planning is in response to a petition from residents on Hunter Street which appears on the agenda for the 1981 January 19 meeting of Council.

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 JANUARY 13
 SUBJECT: CONNECTION OF WESTLAKE AND HUNTER STREETS
 PETITION BY HUNTER STREET RESIDENTS

RECOMMENDATION:

1. THAT a copy of this report be forwarded to M. Cuthbert, 7981 Hunter Street, Burnaby, B.C., V5A 2B8.

REPORT

Appearing on the Agenda for the 1981 January 19 meeting of Council is a petition from the residents of Hunter Street, regarding the connection of Hunter Street to Westlake Street by way of Hunter Court (see Figure 1 below), stating that the loop so created will destroy "the existing peaceful cul-de-sac nature of Hunter Street by permitting traffic from hundreds of additional homes to use Hunter Street." As an alternative to this connection, the residents propose that Westlake should be extended straight through to Piper Avenue.

It is a generally accepted standard (C.M.H.C.) that the maximum length of a cul-de-sac should be 350 feet to the turning circle. This length limitation has been established in order to preclude potential access problems for emergency services. Long cul-de-sacs also create a problem for larger vehicles as much as their travel distance is increased and they may have problems exiting a cul-de-sac if the turn around at the end is blocked.

Hunter Street was allowed as a cul-de-sac on an interim basis with the understanding that ultimately it would be linked to Westlake thereby allowing the abutting residents a secondary access. Thus the extension of Westlake through to Piper as proposed by petitioners is not an alternative to linking Westlake with Hunter as it does not solve the secondary access requirements of Hunter. Extension of Westlake to Piper is undesirable because it would allow traffic to cut through Charles Rummel Park to gain access to the Lougheed as well as increase traffic on Piper adjacent to Seaforth School.

It is not considered that the residential character of Hunter Street will be impaired by its connection to Westlake. When Westlake is fully developed, it will service approximately seventy homes. It is expected that the residents along Westlake will use Westlake to proceed to Lakedale Avenue in order to gain access to Government Street. It is unlikely that they would wish to increase their journey distance/time by travelling to Lakedale via Hunter.

Pending the through connection to Westlake, the currently proposed subdivision will temporarily impose the traffic generated by thirteen additional homes onto Hunter Street. Hunter Street generates approximately five hundred (500) vehicle trips per day and we would expect that the creation of the Hunter/Westlake loop would, at most, increase this number by about 10%. This marginal increase would not destroy the quiet residential nature of Hunter Street. The loop configuration formed by linking Hunter to Westlake assures that these residential streets will not be travelled by extraneous traffic and will allow a secondary access for emergency services.

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MANAGER'S REPORT NO.		
COUNCIL MEETING		

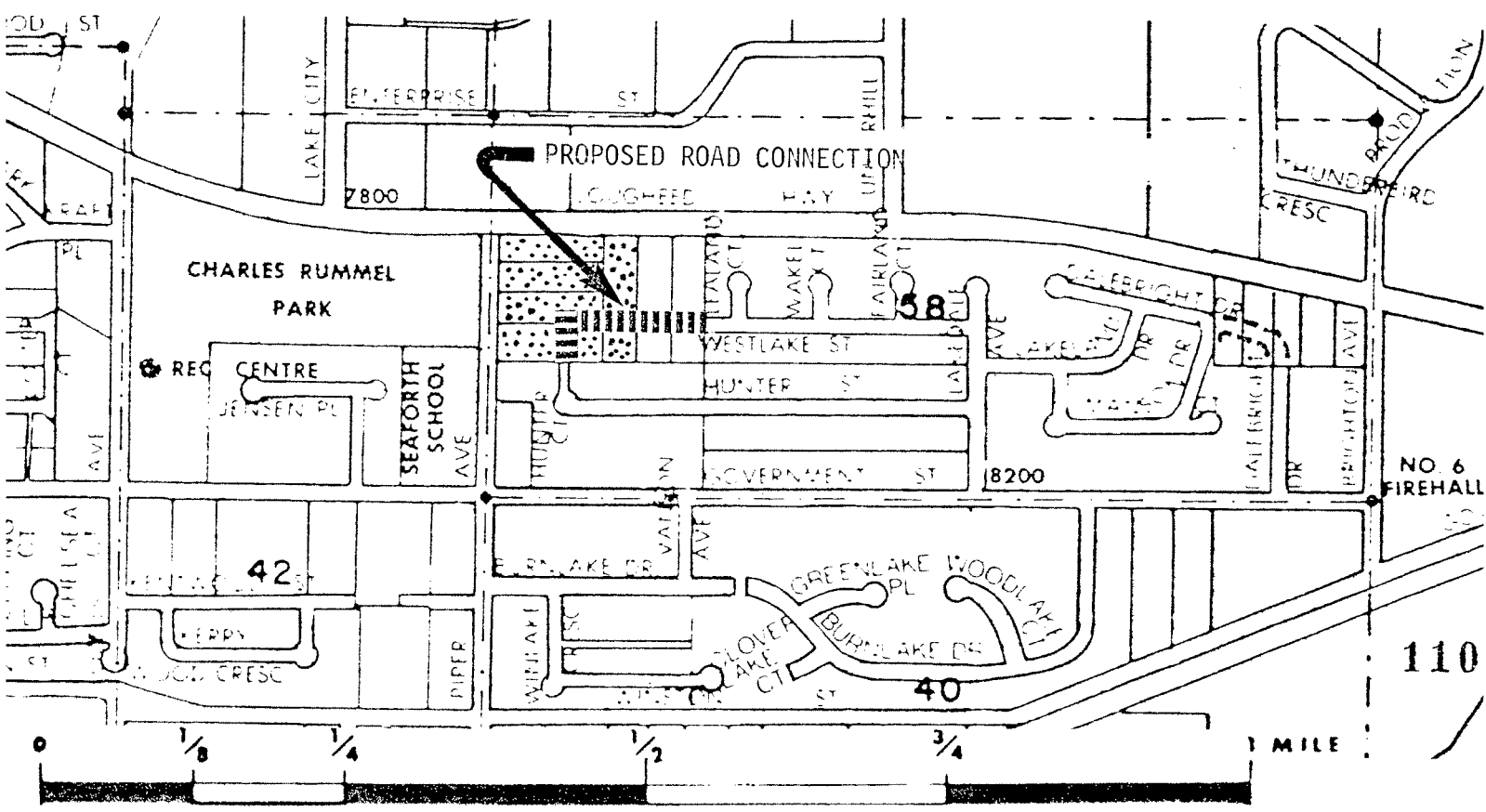
A. L. Parr

A. L. PARR
 DIRECTOR OF PLANNING

PL:lf

cc: Municipal Engineer

FIGURE 1: Proposed Hunter/Westlake Loop



PROPOSED S/D #115/80