

RE: 1260 FELL AVENUE (MR. CARL PETERSON)
NORTHEAST CORNER OF FELL AVENUE AND CHARLES STREET
(Item No. 4, Report No. 44, 1986 July 21)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1987 February 25

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: 1260 FELL AVENUE
NORTHEAST CORNER OF FELL AVENUE AND CHARLES STREET

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RECOMMENDATION:

1. THAT a copy of this report be provided to Mr. Carl Peterson, 1260 Fell Avenue, Burnaby, B. C. V5B 3Y8

REPORT

1.0 BACKGROUND

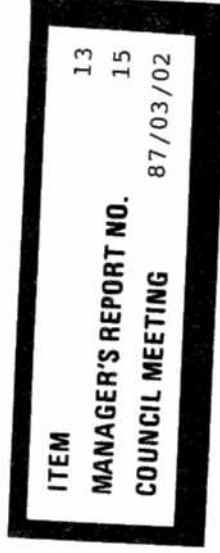
Council, on 1986 July 21, received a report for information in response to a letter written by Mr. Carl Peterson regarding the extension of Charles Street through to Fell Avenue via subdivision.

It was mentioned in the report that a review of the traffic concerns in this general area was being undertaken by staff and would be the subject of a further report to Council.

2.0 TRAFFIC VOLUME COUNTS:

Traffic volume counts have now been received in the vicinity of the Charles - Fell intersection/proposed subdivision. Indicated on the attached Sketch #1 are the 24-hour volume totals at the approximate locations where automatic traffic counters were located. Barring any tampering or vandalism with the traffic counters on location the count data obtained indicates traffic volumes normal for a residential area. Even the traffic volume in the lanes north and south of Charles Street receive the proportional amount of use for the secondary access function of the lane. It should be noted that the low traffic volume recorded on Charles Street immediately west of Kensington Avenue is related to the fact that:

1. The street is deadended.
2. There are only four driveways from the street to the private properties on Charles Street.
3. The majority of access is taken from the lanes both north and south of Charles Street.



It has been concluded from a review of this information that should Charles Street be extended to Fell Avenue the traffic volume on Charles Street between Fell and Kensington would be normal for a residential street. The residents would then find the street more accessible from either end and therefore could contribute to the use of the street if only to park in front of their property.

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3.0 ROAD PATTERN:


Various designs of a cul-de-sac were prepared and reviewed, including both the circular and the hammerhead types. Provision of either a circular or hammerhead cul-de-sac to proper municipal standards would require road dedication from the subject property of an amount that would render the property incapable of subdivision due to lack of sufficient remaining lot area; whereas the dedication of property for road allowance and construction of Charles Street through to Fell Avenue would allow subdivision of the property into two parcels (see attached Sketch #2). The lot pattern that has already been established in the block was done on the basis of the extension of Charles Street through to Fell Avenue. Because of the excessive length of Charles Street (approximately 1,100 ft.) it is not considered appropriate to simply dead end the street or allow a substandard cul-de-sac to be constructed. It should be noted that a cul-de-sac exceeding a length of 500 ft. is not desirable and is avoided where possible because of emergency vehicle access concerns.

Traffic and Transportation staff from both the Engineering Department and the Planning and Building Inspection Department agree that Charles Street should be extended through to Fell Avenue.

4.0 CONCLUSION:

Should the Planning and Building Inspection Department receive an application for subdivision of the subject property, the approving officer would require the dedication of road allowance through to Fell Avenue and the extension of Charles Street thereto as a condition of subdivision approval. As mentioned in Section 2.0 of this report, the potential resultant traffic increase on Charles Street would not be excessive for this residential street.

This is submitted for the information of Council.

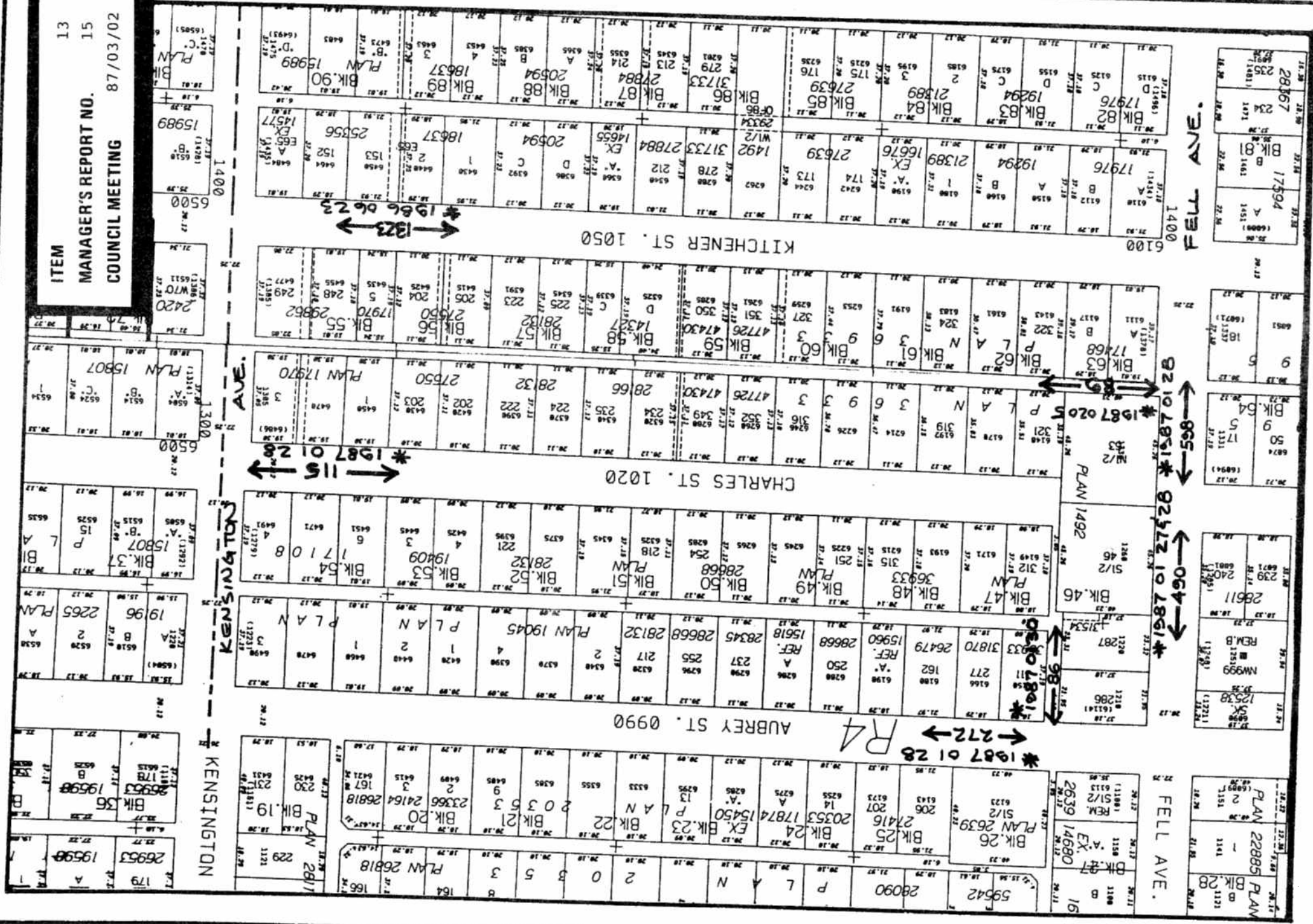

A. L. Parr
Director Planning &
Building Inspection

CMM:ds

Attachments

cc: Director Engineering

ITEM 13
MANAGER'S REPORT NO. 15
COUNCIL MEETING 87/03/02



Date

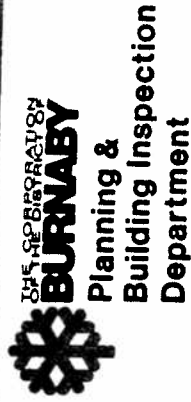
1987 FEB.

Scale

1:2000M

Drawn By

C.M.M.



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PLAN SHOWING TRAFFIC COUNTS

*TRAFFIC VOLUMES RECORDED ON DATES SHOWN SKETCH #1

EX. 2219	37.23	20.12
0	1081	
A	1115	20.10
PLAN 21474		
B	1121	20.10
BIK. 28		
1	1141	21.95
PLAN 22885		
2	1151	18.26
PLAN 21474		
2	1151	18.26
PLAN 22885		
2	1151	18.26

FELL AVE. 6395 22.25

35.05 (6110)	20.11	20.11
A	1090	16938
B	1100	16938
BIK. 27		
"A" X		
REM. 51/2	20.12	20.12
6113	1150	2639 14680
35.05		

18.61	6120	6130	611	132
34.14	364	365	23	
59542				
15.56	18.61	18		
3.05				
40.23	40.23	21.95	18.32	
BIK. 26	BIK. 25			
PLAN 2639	27416			
51/2	206	207		
6123	6143	6173		
40.23	21.95	18.32		

37.19	18.32	18.90
6090		
SK. 12538		
37.25		
NW999		
1251		
REM. B		
37.23		
28611		
239		
6071		
18.30		

37.18	21.95	21.95
(6114)		
286		
37.18		
2287		
1220		
37.18		
31534		
40.23		
BIK. 40		

18.90	18.29	21.97	18.29
6150	6166	6180	6198
311	277	162	"A"
36933	31870	26479	15960
18.88	18.29	21.97	18.29
6.10			
18.88	18.29	20.12	20.14
BIK. 47	BIK. 48		
PLAN	36933		
312	315	315	
6149	6193	6215	
18.90	18.29	20.12	20.12

CHARLES ST.

ROAD DEDICATED - (MONEY BEING HELD IN TRUST)

SUBJECT PROPERTY

20.73	20.12	20.12
5074	(6094)	
50	17	1331
9	5	
BIK. 64		
20.73	20.12	20.12

45.26	45.26	45.26
1.		
2.		
40.23		

20.12	20.12	20.12	20.11
6148	6170	6192	6214
321	319	319	36.4
P	L	A	3
		N	6
20.12	20.12	20.12	20.11

SEE FACET

Date 1986 July

Scale 1:1000

Drawn By C.S.



Burnaby Planning Department

1260 FELL AVENUE
 PLAN SHOWING POSSIBLE SUBDIVISION
 + FUTURE ROAD DEDICATION.
 SKETCH #2