

Re: CHARLES STREET AT FELL AVENUE

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 July 06  
FROM: APPROVING OFFICER  
SUBJECT: CHARLES STREET AT FELL AVENUE

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RECOMMENDATION:

1. THAT a copy of this report be provided to Gerald Collett, 5812 Charles Street, Burnaby, B. C. V5B 2G4, and Colleen McKinnon, 6246 Charles Street, Burnaby, B. C. V5B 2G8.

R E P O R T

Appearing as an item of correspondence on this agenda is a letter from Gerald Collett and Colleen McKinnon together with a petition regarding the extension of Charles Street through to Fell Avenue.

BACKGROUND:

Council, on 1987 March 02 (Item 13, Manager's Report No. 15) adopted the following recommendation:

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

That report was the result of concerns regarding extending Charles Street to Fell Avenue which could be accomplished via subdivision of 1260 Fell Avenue. The contents of the 1987 March 02 report provide the background as follows:

"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.

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."

RE: CHARLES STREET AT FELL AVENUE

ITEM 22

MANAGER'S REPORT NO. 47

COUNCIL MEETING 1988/07/11

CURRENT SITUATION:

The Planning and Building Inspection Department has received an application to subdivide 1260 Fell Avenue, which is presently being circulated to the various departments for review.

The Approving Officer is requiring the dedication and construction of road allowance through to Fell Avenue which would extend Charles Street as previously outlined.

CONCLUSION:

It has been concluded that the contents of the previous report are still valid and that the potential resultant traffic increase on Charles Street would not be excessive for this residential street if extended to Fell Avenue.

This is for the information of Council.

  
A. L. Parr  
APPROVING OFFICER

CS:hr  
Atts.

cc: Director Engineering

EX. 2219	1081	20.12
37.23	A	20.10
37.23	B	20.10
Bik. 28	1121	
1	1141	21.95
2	1151	18.26
(6089)		
10.28		10.28

FELL AVE. 6395 22.25

35.05 (6110)	A	1090	20.11	35.05	20.11
16938	B	1100	20.11		
Bik. #7		1150	20.12		
*A*		1220	23.32		
2639	REM. S1/2	(1180)	20.12	35.05	20.12
14680	6113	35.05	20.12		

18.61	34.14	18.61	18.10
6120	364	3.05	6.10
5			

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ITEM 13  
MANAGER'S REPORT NO. 15  
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40.23	40.23	21.95	18.32
Bik. 26	Bik. 25		
PLAN 2639	27416		
S1/2	206	207	20
6123	6143	6173	
40.23	21.95	18.32	

37.19	6090	15.24
5K	1251	(1221)
12538		
37.25		
NW999		(1248)
REM.B		
37.23	18.90	
28611		
239	240	(1285)
6071	6081	
18.30	18.90	

SUBJECT PROPERTY

37.18	(6114)	21.95	6.10
286			
37.18			
287		23.32	
31534			
1260			
FUTURE ROAD DEDICATION			

18.90	18.29	21.97	18.29
6150	6166	6180	6198
311	277	162	*A*
36933	31870	26479	REF.
18.88	18.29	21.97	15960
6.10			18.29
18.88	18.29	20.12	20.14
Bik. 47	Bik. 48		
PLAN	36933		
312	315	315	37.16
6149	6171	6193	6215
18.90	18.29	20.12	20.12

CHARLES ST.

ROAD DEDICATED (MONEY BEING HELD "IN TRUST")

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

S.D. REF. # 80/85 20.12

20.12	20.12	20.11	2
6148	6170	6192	6
321	319	36.15	36.47
P	L	A	3
20.12	20.12	20.11	20.11

SEE FACET

Date 1986 July

Scale 1:1000

Drawn By C.S.



Burnaby Planning Department

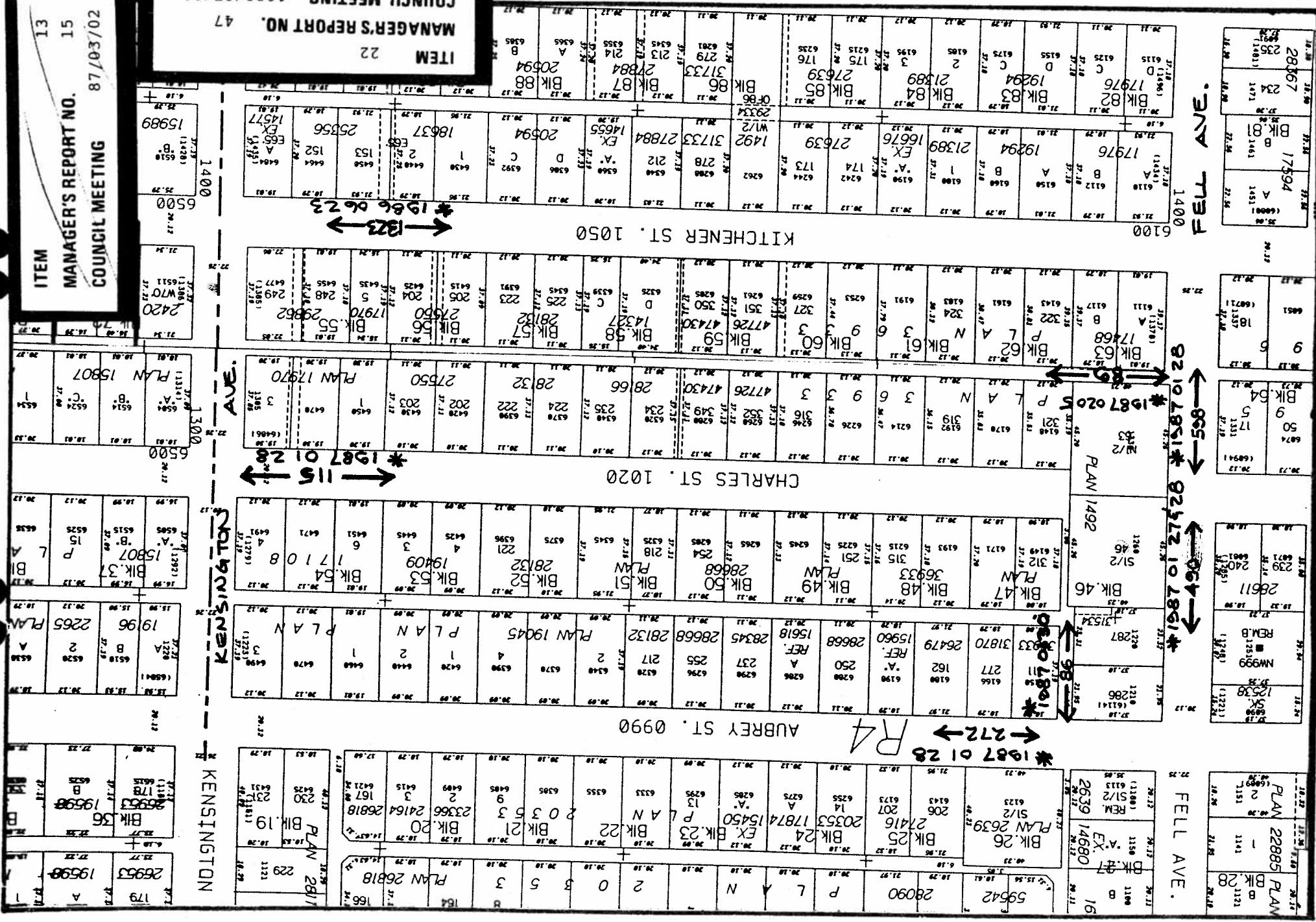
1260 FELL AVENUE  
PLAN SHOWING POSSIBLE SUBDIVISION  
+ FUTURE ROAD DEDICATION.

SKETCH #2

#7

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

ITEM 22  
MANAGER'S REPORT NO. 47  
COUNCIL MEETING 1988/07/11



Date

1987 Feb.

Scale

1:2000 N

Drawn By

C.M.M.



Planning & Building Inspection Department

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PLAN SHOWING TRAFFIC COUNTS

\*TRAFFIC VOLUMES RECORDED ON DATES SHOWN

SKETCH #1

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