

ITEM 22
MANAGER'S REPORT NO. 80
COUNCIL MEETING 89/12/11

RE: CHARLES STREET EXTENSION TO FELL AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1989 DECEMBER 05

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: CHARLES STREET EXTENSION TO FELL AVENUE

PURPOSE: To recommend to Council an option which achieves the objective of maintaining Charles Street as closed to through travel at Fell Avenue.

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RECOMMENDATIONS:

1. THAT Council approve the closure of Charles Street according to the design shown in Figure 6 of this report.
2. THAT the persons who have been in contact with Council on this matter be sent a copy of this report.

R E P O R T

1.0 BACKGROUND

At its regular meeting of 1989 October 23, Council considered a report from the Transportation Committee on the proposal to extend Charles Street to Fell Avenue in conjunction with a subdivision application for a property at 1260 Fell Avenue. The recommendation in this report was as follows:

"THAT the extension of Charles Street west of Kensington Avenue through to Fell Avenue be constructed concurrently with the development of the property at 1260 Fell Avenue."

Arising from the discussion of the Transportation Committee report, Council approved a motion to table the report in order to allow citizens of the area to have a chance to respond.

The correspondence from citizens of Charles Street was considered by Council at its regular meeting of 1989 November 27 along with a report from the Director Planning & Building Inspection responding to concerns raised by the correspondence.

Arising from the discussion Council referred this report back to staff with the request that staff respond to the concerns addressed in the letters received regarding the extension.

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Arising from Council's further consideration of the subject the following motion was also adopted:

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1. "THAT staff prepare a report on the possibility of creating a three lot subdivision at the west end of Charles Street and Fell Avenue, and further, that this report be brought forward within two weeks."

This report is written in response to this direction of Council.

2.0 IMPLICATIONS OF A THREE LOT SUBDIVISION:

The current subdivision plan for 1260 Fell Avenue, as shown in Figure 1 attached, provides for the creation of two lots of 18.02 m in width and a required road dedication of 9.234 m. The question of whether to extend Charles Street through to Fell Avenue as a requirement of the current subdivision was to be decided by Council. An additional road dedication of 9.234 m was required for the previous subdivision of the property on the south side of Charles Street. In total, therefore, the two areas if combined would provide a legal lot with a frontage of approximately 18.4 m.

Creating the third lot would require consolidation of the two dedicated areas through sale or joint development between the adjacent property owners. Monies currently held "In Trust" from the property on the south would be refunded.

- (i) Development of a single family residence directly facing the direction of travel on a residential street as shown in Figure 2. The new house would face west at the end of a grade on Charles Street to Fell Avenue. This type of orientation has been noted in correspondence from the residents of Charles Street to have caused accidents during slippery road conditions with vehicles colliding with houses at the intersections of Charles Street and Holdom Avenue, and Kitchener Street and Holdom Avenue.

- (ii) Correspondence from the residents indicates that Charles Street is used as an access for school children attending Aubrey Elementary School. Creating an additional street end lot would close access via Charles Street to Fell Avenue.

- (iii) Permitting a three lot subdivision would not permit the development of a turnaround facility and vehicles continuing westbound on Charles would have few options but to divert via the north-south lane to Aubrey Street. As this pattern encourages the increased use of the lane for through traffic it would have adverse implications for safety.

- (iv) It would create an undesirable double fronting lot located at the ends of two streets.

Based on these considerations the creation of a third lot at this end of Charles Street is not recommended. Alternatively, the following section examines options to dead-end Charles Street and incorporate a turnaround facility.

3.0 OPTIONS FOR A TURNAROUND FACILITY

Charles Street is currently dead-ended at its western end near Fell Avenue without a turnaround facility. As the north-south lane to Aubrey Street is not developed and is obstructed by rocks, vehicles must turn around using one of only four private driveways located on Charles Street between Kensington and Fell Avenue. The north-south lane is intended to be dedicated and constructed concurrently with the subdivision of 1260 Fell Avenue.

Various designs for a turnaround facility have been reviewed including both the circular and hammerhead types as shown in Figures 3, 4, and 5 attached. The following sections review these options.

3.1 Standard Cul-de-Sac Design

One option to "dead-end" Charles Street would involve the construction of a standard cul-de-sac or circular turnaround (Figure 3) including landscaping, street lighting and a public walkway through to Fell Avenue. Development of a standard cul-de-sac would be accommodated using the land dedicated from previous subdivision of the property to the south. The configuration of a standard cul-de-sac however, would infringe on Lot 2 of the subdivision at 1260 Fell Avenue resulting in an undesirable lot configuration for development. Figure 3 shows the envelope within which the building could be located (i.e. building envelope) to conform to setback requirements. Due to its negative impact on the proposed subdivision, the standard cul-de-sac is not recommended as an option to dead-end Charles Street.

3.2 Substandard Hammerhead Design

In order to minimize the impact of the turnaround on the proposed subdivision the option of a substandard hammerhead design was assessed. A substandard hammerhead could be developed in two possible configurations as shown in Figures 4 and 5.

Figure 4 shows the hammerhead located in a standard position requiring a dedication from the Lot 2 property of an area of approximately 100 sq. metres (6 m x 17 m). To conform to the minimum lot size this area would have to be replaced from the area previously dedicated for the road allowance. As was previously the case with the standard cul-de-sac, this option is not recommended due to its negative impact on the possible development of Lot 2.

To reduce the impact of the turnaround facility on the proposed subdivision, the option of using the lane dedication as part of the hammerhead turnaround has been assessed. This option was suggested by one of the residents, M. Aleong of 6149 Charles Street, in correspondence considered by Council at its regular meeting of 1989 November 27. As shown in Figure 5, this proposal would accommodate the need for a turnaround facility while permitting a normal subdivision of the property at 1260 Fell Avenue, but it assumes the closure of the north-south lane between Charles Street and Aubrey Street. The continuity of this lane however, would be desirable to increase access options for the residents of Charles Street and emergency vehicles.

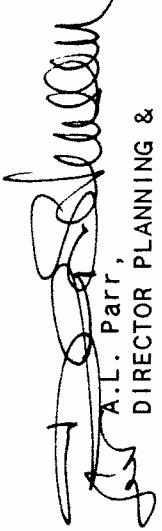
To provide lane access behind the proposed subdivision it is proposed to modify the substandard hammerhead with the lane used both for access and as part of a turnaround facility as shown in Figure 6. This option would result in the continued closure of Charles Street to through traffic while permitting a normal subdivision of the property at 1260 Fell Avenue, accommodating a turnaround facility, and permitting lane access.

4.0 SUMMARY AND CONCLUSIONS

Council consideration of the opening of Charles Street concluded with a clear direction to assess design options for maintaining the street as closed to through traffic. The option of creating a three lot subdivision would accomplish this objective, but it is not recommended due to traffic safety considerations, the desire on the part of Charles Street residents to maintain public walkway access especially for school children, and the undesirable double fronting lot pattern that results.

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Design options to close Charles Street and provide a turnaround facility by means of a standard cul-de-sac or a standard hammer-head turnaround were not recommended due to their impact on the proposed subdivision. To permit the creation of two standard lots a proposal from a Charles Street resident to use the lane as part of the turnaround facility was assessed. A modified form of this proposal which permits lane access is the recommended design to maintain the closure of Charles Street.



A.L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

RG/jp

Attachments

40.28	2	(1151)	18.28
6089			
40.28			
22.25			
20.12	2639	141	20.12
	REM. 51/2		
	6113		
	35.05		
3.25			

37.19	6090	SK.	12538	37.25	NW999	1251	1251	REM.B	37.23
37.19									
37.18	(6114)	91286	37.18	21.95	1220	37.18	37.18	1220	37.18
6.10									
37.18									
37.18									

SUBJECT PROPERTY

Bik. 46
BUILDING ENVELOPE

Sty 2
46
BUILDING ENVELOPE

ROAD DEDICATION

ROAD DEDICATED (MONEYS BEING HELD "IN TRUST")

20.12	17.61	48.25	1310	1	71068	17.61	20.12	28.12	28.12	28.11	20.11	20.11	20.12	20.12	20.12	20.12
17.61	48.25	1368	2	1368	PLAN 71068	17.61	20.12	6148	6170	6192	6214	20.11	35.19	319	56.47	62
17.61	48.24	19.81		19.81		19.81	20.12	6148	6170	6192	6214	20.11	35.19	319	56.47	62
20.12	17.61	19.81	Bik. 63	17468	10.29	19.81	20.12	6148	6170	6192	6214	20.11	35.19	319	56.47	62
20.12	17.61	19.81				19.81	20.12	6148	6170	6192	6214	20.11	35.19	319	56.47	62
20.12	17.61	19.81				19.81	20.12	6148	6170	6192	6214	20.11	35.19	319	56.47	62

35.06	19.81	21.93	18.29	21.93	18.29	21.93	18.29	21.93	18.29	21.93	18.29	21.93	18.29	21.93	18.29	21.93	18.29	21.93
6100																		
6100																		

18.90	6150	311	36933	31870	18.08	18.29	21.97	18.29	21.97	18.29	21.97	18.29	21.97	18.29	21.97	18.29	21.97	18.29
6.10																		
6.10																		

18.09	312	6149	18.09	18.29	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12
18.09																		
18.09																		

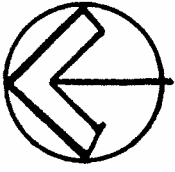
AUBREY ST. **RA**

CHARLES ST

KITCHENER ST.



Planning & Building Inspection Department



NORTH

Date: 1989 DEC.

Scale: 1:1000 m.

Drawn By: RCN

1260 FELL AVENUE

PLAN SHOWING POSSIBLE SUBDIVISION AND ROAD DEDICATION

FIGURE 1

BIK. 28
1 1141 21.95
PLAN 22885 F
48.28 2
6089 (1151) 18.26
48.28

BIK. 27
1150 20.12
"A" X
2639 14680 20.12
REM. S1/2
6113 35.05 20.12
20.12

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E
PLAN 2639 27416
S1/2 206 207
6123 6143 6173
48.23 21.95 18.32

AUBREY ST 166

37.19 6090 (1221) 15.24
5K. 12538
37.25
NW999
1251 (1248)
REM.B
37.23 18.98
28611
239 240 25.28
6071 6081 55.28

37.18 (6114) 21.95
1286 21.95
37.18
287 23.31
31534
LOT 1
LOT 2
LOT 3

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
18.29

6.16
18.88 18.29 20.12 20.14
BIK. 47 BIK. 48
PLAN 36933
312 315
6149 6171 6193 6215
18.90 18.29 20.12 20.12
NORTH/SOUTH LANE

18.38 18.98
GRADE
20.73 20.12 (6094)
5074 17 57.19
50 1451
9 5
BIK. 64 28.12

48.25 17.61
1 1310 17.61
48.25 PLAN 71068
8 2 1368
48.24 17.61
P L A N

28.12 20.12 20.12 20.11
6148 6170 6192 6214
321 319 319 36
28.12 28.12 28.12 20.11

20.12 20.12
6 18 51 57.19
851 (6071) 20.12

19.81 18.29
BIK. 63 B
17468 322 324 57.17
A 6111 6117 6143 6183 6191
19.81 18.29 20.12 20.12 20.11

20.12 20.12 20.12 20.11
BIK. 62 P L A N BIK. 61 3 6
322 324 57.17 6183 6191
20.12 20.12 20.12 20.11



BUILDING ENVELOPES

NORTH/SOUTH LANE

CHARLES ST.

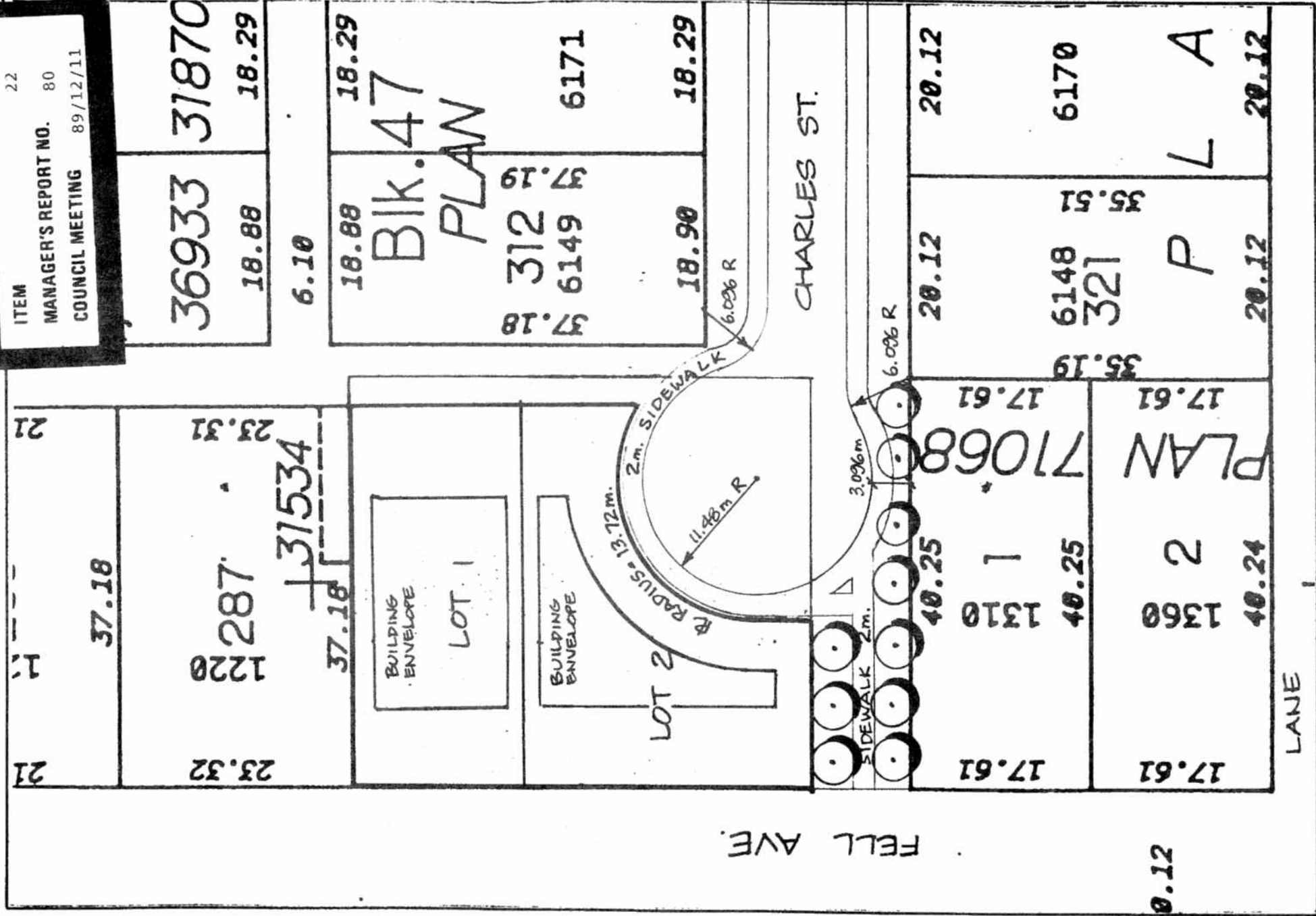
KITCHENER ST

Date: 1989 DEC.
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THE CORPORATION
BURNABY
Planning & Building Inspection Department



THREE LOT SUBDIVISION



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36933	31870
18.88	18.29

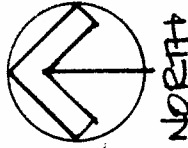
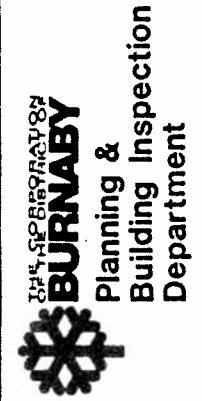
6.10	
18.88	18.29
Bik. 47	
PLAN	
37.18	37.19
6149	6171
18.90	18.29

21	37.18	21
23.32	1220	23.31
	37.18	31534
17.61	1310	17.61
40.25	1360	40.24
17.61	1360	17.61
0.12	17.61	17.61
	40.25	40.25
	1310	1310
	17.61	17.61
	PLAN	PLAN
	71068	71068
	35.19	35.19
	6148	6170
	321	321
	20.12	20.12
	20.12	20.12
	20.12	20.12
	LANE	LANE

Date: 1989 DEC.

Scale: 1:500m.

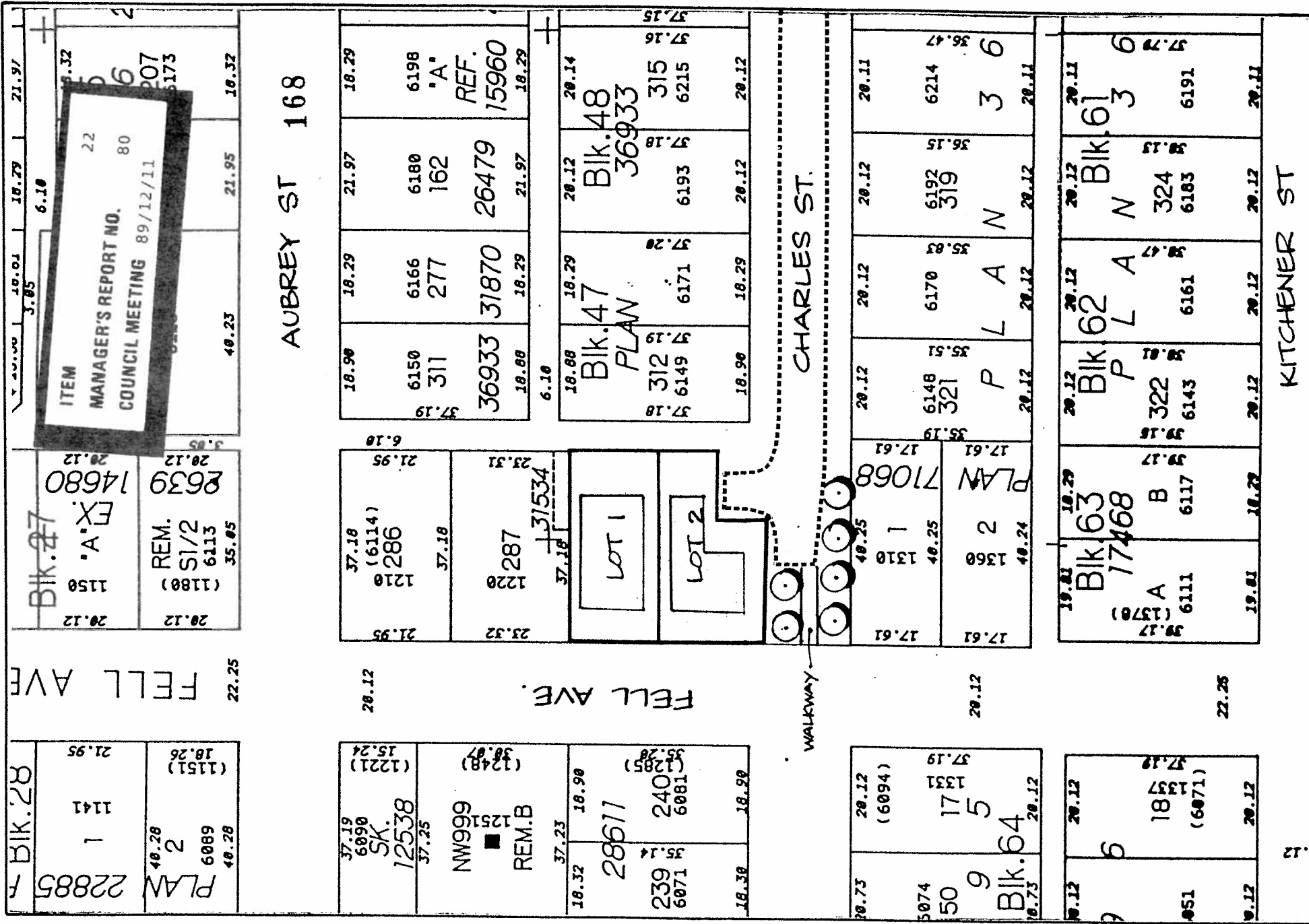
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STANDARD CUL-DE-SAC

167

FIGURE 3



Planning & Building Inspection Department

Date: 1989 DEC.

Scale: 1:1000m.

Drawn Rv:

SUBSTANDARD
"HAMMERHEAD"
TURNAROUND

BIK. 28 1 21.95	BIK. 27 1150 20.12	ITEM 22 MANAGER'S REPORT NO. 80 COUNCIL MEETING 89/12/11
PLAN 22885 F 40.28 6089 18.26 (1151)	REM. 51/2 6113 35.05 (1180) 2639 14680 20.12	PL 48.23 51/2 6123 206 6143 207 6173
FELL AVE 22.25		40.23 21.95 18.32

AUBREY ST

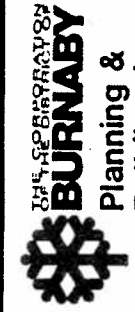
37.19 6090 SK. 12538 37.25 NW999 1251 REM.B 37.23 18.32	37.18 (6114) 286 37.18 287 37.18 37.18 LOT 1 LOT 2	18.90 20.12	18.29 21.97	18.29 21.97	18.29 21.97
239 6071 51.2 240 6081 55.28 18.38	37.18 (1221) 15.24 1248 38.07 18.90	18.90 20.12	18.29 21.97	18.29 21.97	18.29 21.97
28617 240 6081 55.28 18.90	37.18 (1221) 15.24 1248 38.07 18.90	18.90 20.12	18.29 21.97	18.29 21.97	18.29 21.97

CHARLES ST

WALKWAY

20.73 5074 50 9 Bik. 64 20.73	20.12 (6094) 17 1331 5 20.12	20.12 20.12	20.12 20.12	20.12 20.12	20.12 20.12
18 1331 (6071) 20.12	17.61 1318 40.25 1360 40.24	20.12 20.12	20.12 20.12	20.12 20.12	20.12 20.12
19.01 Bik. 63 17468 19.01	17.61 71068 17.61 PLAN 1360 40.24	20.12 20.12	20.12 20.12	20.12 20.12	20.12 20.12
19.01 6111 6117 18.27 19.01	17.61 1318 40.25 1360 40.24	20.12 20.12	20.12 20.12	20.12 20.12	20.12 20.12
19.01 6111 6117 18.27 19.01	17.61 1318 40.25 1360 40.24	20.12 20.12	20.12 20.12	20.12 20.12	20.12 20.12

KITCHENER ST



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HAMMERHEAD

TURNAROUND USING LANE
BESIDE 6149 CHARLES AND
PART OF ROAD DEDICATION

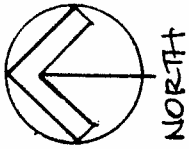


FIGURE 5

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BIK.28
 1 1141 21.95
 2 6089 48.28
 PLAN 22885 F

BIK.47
 1150 20.12
 "A" EX 14680 20.12
 REM. 2639 20.12
 S1/2 6113 35.05
 5.05

PLAN 2639 48.23
 S1/2 206 21.95
 6123 6143 18.32
 207 6173
 27416 2
 48.23

22.25

170

37.19 18.32 18.98
 6090 (1221) 15.24
 SK. 12538
 37.25
 NW999
 1251
 REM.B (1248) 38.07

37.18 20.12
 (6114) 21.95
 286 1210
 37.18 1220 23.32
 287 37.18
 31534

18.90 18.29 18.29
 6150 6166 6180 6198 18.29
 311 277 162 "A" 18.29
 36933 31870 26479 REF. 15960
 18.88 18.29 21.97 18.29
 6.10

18.32 18.98
 28611
 239 55.14 55.28
 6071 6081 (1285) 37.15

LOT 1
 LOT 2

18.88 18.29 28.12 28.14
 BIK.47 BIK.48
 PLAN 36933
 312 57.15 57.28 315 37.16
 6149 6171 6193 6215 37.18
 18.90 18.29 28.12 28.12

WALKWAY

CHARLES ST.

18.73 20.12
 (6094)
 5074 17 37.19
 50 1351 37.19
 9 5
 BIK.64 20.12

17.61 17.61
 1310 48.25
 1360 48.24
 PLAN 71068
 17.61 17.61

28.12 28.12 28.12 28.11
 6148 55.19 6170 55.25 6192 56.15 6214 36.47
 321 319 319 36
 P L A N
 28.12 28.12 28.12 28.11

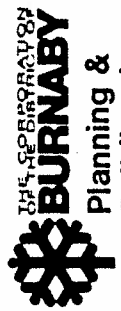
18.12 20.12
 185 37.18
 (6071)
 051
 18.12 20.12

19.01 18.29
 BIK.63 BIK.62
 17468 17468
 6111 6117 6117 6161
 322 6143
 19.01 18.27 20.12 20.12

20.12 20.12 20.12 20.11
 BIK.61 BIK.63
 324 57.28 6191 57.28
 6183 6191
 20.12 20.12 20.12 20.11

Date: 1989 DEC.

Scale: 1:1000m



Planning & Building Inspection Department

MODIFIED HAMMERHEAD



TURNAROUND
 MAINTAINING LANE ACCESS