

ITEM 17  
MANAGER'S REPORT NO. 78  
COUNCIL MEETING 89/11/27

RE: CHARLES STREET EXTENSION TO FELL AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1989 November 21

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.640  
"Charles Street"

SUBJECT: CHARLES STREET EXTENSION TO FELL AVENUE

PURPOSE: To address the issues arising from correspondence to Council on the Charles Street Extension to Fell Avenue.

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RECOMMENDATION:

1. THAT copies of this report be sent to all correspondents on this subject.

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.

To date, six items of correspondence have been received from residents of the area. This report addresses the points raised in this correspondence for the information of Council.

## 2.0 SIGNIFICANT ISSUES

The main issues raised by the correspondence received to date are discussed as follows:

### (i) Traffic Volumes

The residents indicate that should Charles Street be extended to Fell Avenue, there will be a significant increase in traffic volumes. Many of the correspondents cite Kitchener Street (Figure 1 attached), which accommodates 1300-1400 vehicles per day, as an example of the traffic conditions which will arise if Charles Street is extended. Kitchener Street however, is continuous from Duthie Avenue to Holdom Avenue and is recognized by residents of North Burnaby as a residential collector street to some degree. While daily traffic volumes on Charles Street are expected to increase from the current 100-150 vehicles to 250-300 vehicles, the latter is normal for a local residential street. At this level traffic volumes would average approximately 15 vehicles per hour over an 18 hour period compared to approximately 7 vehicles currently.

As shown in Figure 2 attached, Charles Street on the other hand, will be similar to other east/west residential streets in the area including Napier, Aubrey, Grant and Winch Streets which provide some degree of continuity between Holdom and Sperling but none carry more than 300 vehicles per day. Charles Street, after it is extended, will carry similar traffic volumes.

### (ii) Commuter Traffic

The residents speculate that the majority of the additional vehicles on Charles Street will be comprised of through movements from other areas, resulting in increased commuter traffic. Observations of vehicular movements on Grant Street which is similar in most respects to an extended Charles Street indicate that the additional vehicle volumes on Charles Street will primarily consist of local residents accessing the front street or the rear lane and not through commuter traffic. Charles Street residents currently use Aubrey Street to access the rear lane (Figure 1) resulting in higher vehicular volumes for Aubrey Street residents.

None of the other east/west residential streets including Napier, Aubrey, Grant and Winch, accommodates a significant volume of through commuter traffic and there is no basis to conclude that Charles Street will exhibit a different traffic pattern.

### (iii) Charles Street Grades

The grades on Charles Street at Holdom Avenue have been mentioned in the correspondence as a particular hazard especially under adverse winter driving conditions, however there are no reports of accidents due to vehicles sliding into houses at this intersection. Residents are concerned that extending Charles Street to Fell Avenue will increase

accidents at this intersection due to the influx of more commuter traffic on Charles Street. If Charles Street is extended, through traffic during inclement weather would be more likely to use Kitchener Street due to its reduced grades and continuity from Duthie Avenue to Holdom Avenue. The accident hazard at the Charles Street/Holdom Avenue intersection which up to now has not been a problem, is therefore unlikely to be affected by the Charles Street extension.

(iv) Pedestrian Safety

The correspondence from some residents raised the question of safety for pedestrians, especially school children on Charles Street. As vehicle volumes on Charles Street will not increase beyond that which is normal for a residential street, school children using Charles Street will not be exposed to any greater danger than that of children currently using Aubrey Street. Aubrey Street has not experienced accidents involving school children although it carries higher vehicle volumes than Charles Street and is a major route for school children to Aubrey School.

Although Charles Street does not have sidewalks, a safe walkway is available on 3 metre wide boulevards on both sides of the street. West of Fell Avenue, a full sidewalk is available on Charles Street.

3.0 SUMMARY AND CONCLUSIONS

The above concerns expressed by residents of Charles Street were thoroughly investigated in the preparation of the previous report considered by Council at its regular meeting of 1989 October 23. In writing this report, staff have reassessed the points raised by the correspondence but have not found any grounds to alter the conclusions of the original report, namely that:

- (i) the extension of Charles Street to Fell Avenue will not increase traffic beyond that which is normal for a local residential street
- (ii) the increase in vehicular use of the street will accrue not from commuter traffic but from residents of Charles Street who will be able to access the front of their properties without using Aubrey Street and the rear lanes
- (iii) the accident hazard at Charles Street near Holdom Avenue will not be exacerbated by the extension of Charles Street nor will there be any danger to school children.

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In conclusion, the construction of the Charles Street extension is recommended as it would not adversely affect the residents of Charles Street. Perpetuating the street closure however, does expose the residents of adjacent Aubrey Street to higher vehicular volumes than would be the case if Charles Street was extended. From this perspective where a grid system of local streets exists, it should not be undermined by perpetuating street closures for some residents of a neighbourhood which may result in higher traffic volumes for other residents. The subdivision application provides the opportunity to extend Charles Street and improve the operation of the grid system in the area without negatively affecting the residents of Charles Street.

  
A.L. Parr

DIRECTOR PLANNING &  
BUILDING INSPECTION

RG/mcb

Attachs:

cc: Director Engineering

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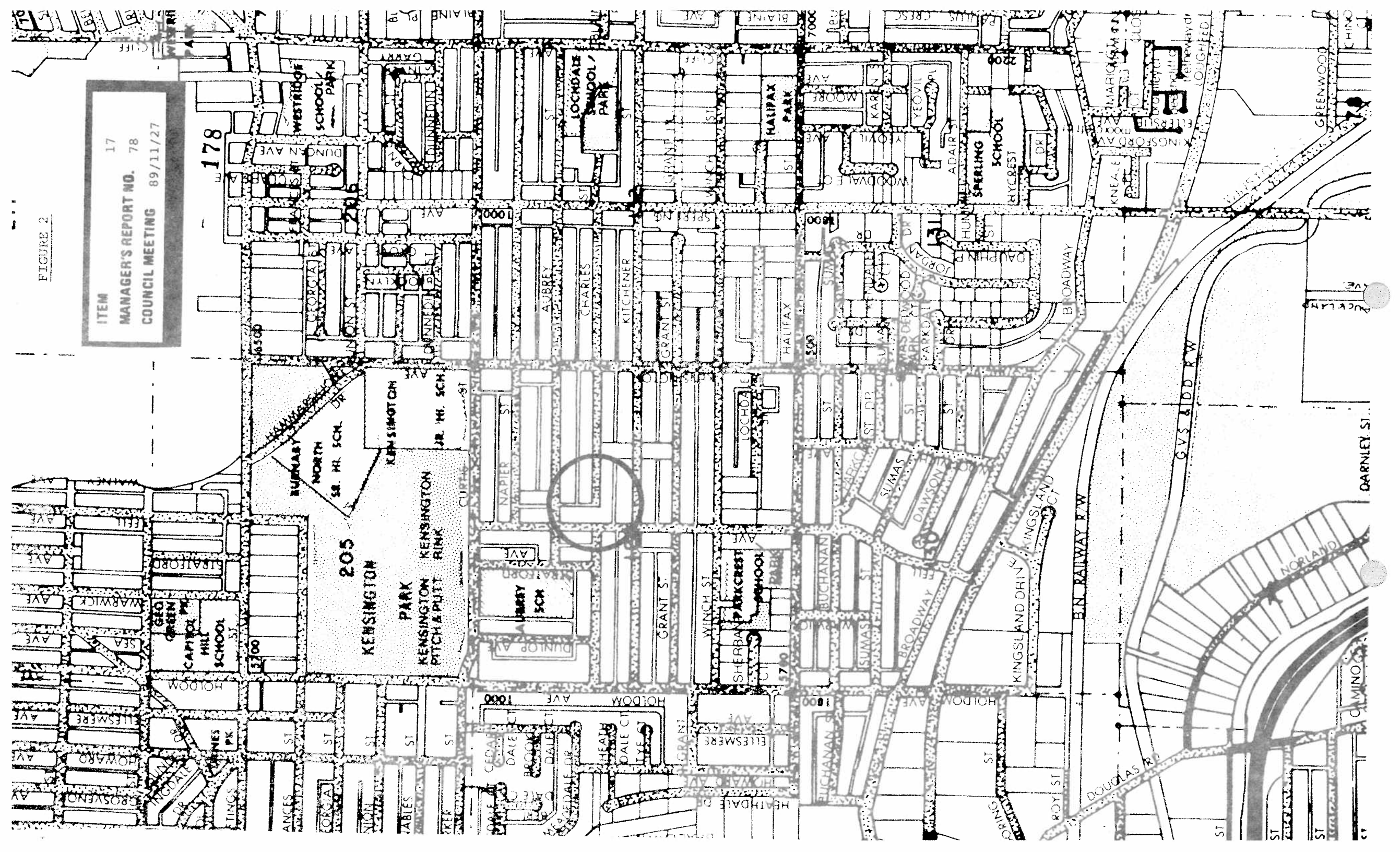


FIGURE 2

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KENSINGTON PARK  
KENSINGTON PITCH & PUTT RINK  
KENSINGTON JUN. HI. SCH.  
NORTH SR. HI. SCH.  
KENSINGTON CURTIS ST.

GRANT ST  
WINCH ST  
SHERBANK CREST SCHOOL  
LOCHDALE  
NAPIER ST  
AUBREY ST  
CHARLES ST  
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B.N. RAILWAY R.W.  
C.V.S. LDD R.W.  
DARNLEY ST.

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