

TO: MUNICIPAL MANAGER  
FROM: APPROVING OFFICER

1992 August 06

SUBJECT: SUBDIVISION REFERENCE #68/92  
D.L. 160, LOT 8 EXC. S. 82.5', PLAN 4188  
7984 GILLEY AVENUE

PURPOSE: To provide information with respect to letters received at the Council meetings of 1992 July 27 and August 10.

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RECOMMENDATION:

1. THAT a copy of this report be forwarded to Ellen James, 6506 Portland Street, Burnaby, B.C. V5E 1A2.
2. THAT a copy of this report be forwarded to Denise Mukai, 6506 Portland Street, Burnaby, B.C. V5E 1A2.

REPORT

A letter from Ellen James appeared on the 1992 July 27 Council agenda in connection with the subject property and a letter from Denise Mukai appears on this agenda.

The Planning and Building Department is in receipt of an application to subdivide 7984 Gilley Avenue into four single family lots under the existing R2 Residential District zoning as shown on the attached Sketch #1. This layout will provide for the completion of the lanes, Caulwynd Place cul-de-sac, and Brynlor Drive in accordance with the overall subdivision guideplan which was prepared for this area in 1978 in response to a subdivision application received for the properties to the south. These roads and lanes were not completed at that time as the owner of the subject property did not participate in the subdivision.

The following report will address several issues with respect to the completion of Brynlor Drive and will summarize comments received from other departments in this regard.

ROAD LENGTH AND ROAD STANDARD

Brynlor Drive is presently approximately 1,740 ft. in length from Gilley Avenue and has been designed and constructed to a local residential through road standard of 28 ft. pavement width and separated sidewalk along the west side. The lack of a present through connection to Portland Street is an interim condition, pending completion of the subdivision of the lands in the area (i.e. the lot in question).

Gilley Avenue and Rumble Street (see attached Sketch #2) are designated as major residential collector roads in the Burnaby Conceptual Transportation Plan. Comments received from the Traffic Department, Transportation Planning and the RCMP indicate that no change in collector traffic on Gilley Avenue and Rumble Street is anticipated with completion of the subject road link and that Brynlor Drive in its rather circuitous configuration, will continue to be used by the local residents only.

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An acceptable maximum length for cul-de-sac streets is 500 ft. (Caulwynd Place is approximately 490 ft. in length). Comments received from the Traffic Department, Transportation Planning, Fire Department and the RCMP indicate that a 1,740 ft. long cul-de-sac is unacceptable. The completion of the road link will provide for a faster response by emergency vehicles to the homes in part of the subdivision and will allow for a better access to the uphill slope on this area in winter conditions via Portland Street due to the uphill slope on Brynlor from Gilley Avenue. There are 40 existing homes in this area served only by Brynlor Drive. Approximately 11 vehicle trips per day are generated by an average single family household. This could result in approximately 440 vehicle trips per day at the intersection of Brynlor Drive and Gilley Avenue. As has occurred, an accident at this intersection could have serious effects on any emergency vehicle attempting to enter or exit this area from only one street entrance. RCMP vehicles could have difficulty in such a long cul-de-sac in a chase or emergency situations.

#### VEHICULAR ACCESS TO NEIGHBOURHOOD AMENITIES

Three schools are located to the north of this area (Clinton Elementary, Windsor Elementary, and Burnaby South 2000 Secondary School). The Edmonds SkyTrain Station is located to the northeast. Ron McLean Park and tennis courts are located to the northeast and Byrne Creek Ravine Park is directly adjacent on the east side of Brynlor Drive. Vehicular as well as pedestrian access to these facilities will be further facilitated by a more direct route in a northerly direction from this area with the completion of Brynlor Drive. Additionally, the physical definition of the westerly boundary of Byrne Creek Ravine Park will be completed.

The subdivision guideplan has since 1978, indicated the intent to ensure the completion of the road link through the subdivision process and to fulfill the Brynlor residents' expectations in this regard.

#### EFFECT OF A CUL-DE-SAC ON 7984 GILLEY AVENUE

Various configurations of a cul-de-sac dedication and turnaround on Brynlor Drive from the subject property have been examined, together with various locations and configurations of the lane.

Byrne Creek Ravine Park was included in the November 1990 Park Referendum and was formally dedicated as Park by bylaw in November of 1991. Therefore, no part of this land may be dedicated for cul-de-sac road purposes.

The road and lane variations would produce a number of negative effects such as removal of lane access to the 6300/6400 block Portland Street residents, overexposure of one of the new lots to lanes, a reduced road standard to one of the new lots, difficulty for vehicular manoeuvrability within the lane, and a reduction in lot area and lot depths which would result in the loss of one potential lot, thereby reducing the number of lots from four to three. An essential consideration in the review of all of the alternatives was the provision of a gate to provide for emergency access from Portland Street.

Indications have been given to past enquirers of the four lot potential of the subject property. Any variances from this could produce difficult consequences.

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CONCLUSIONS

After reviewing this matter, it has been concluded that the completion of the Brynlor Drive road link best serves the public interest, best suits the intended heirarchical road functions within this area, and should be required as a condition of subdivision approval.

Once this road is completed, traffic on Brynlor Drive and on other streets such as Portland Street could be monitored and the results assessed in a comprehensive review at that time. If it is determined that an unusual amount of traffic other than local traffic is using these streets for commuter purposes (a situation that is not expected, based on the comments provided by the Traffic Division), the introduction of measures such as traffic roundabouts within suitable intersections to deter commuter traffic could be examined.

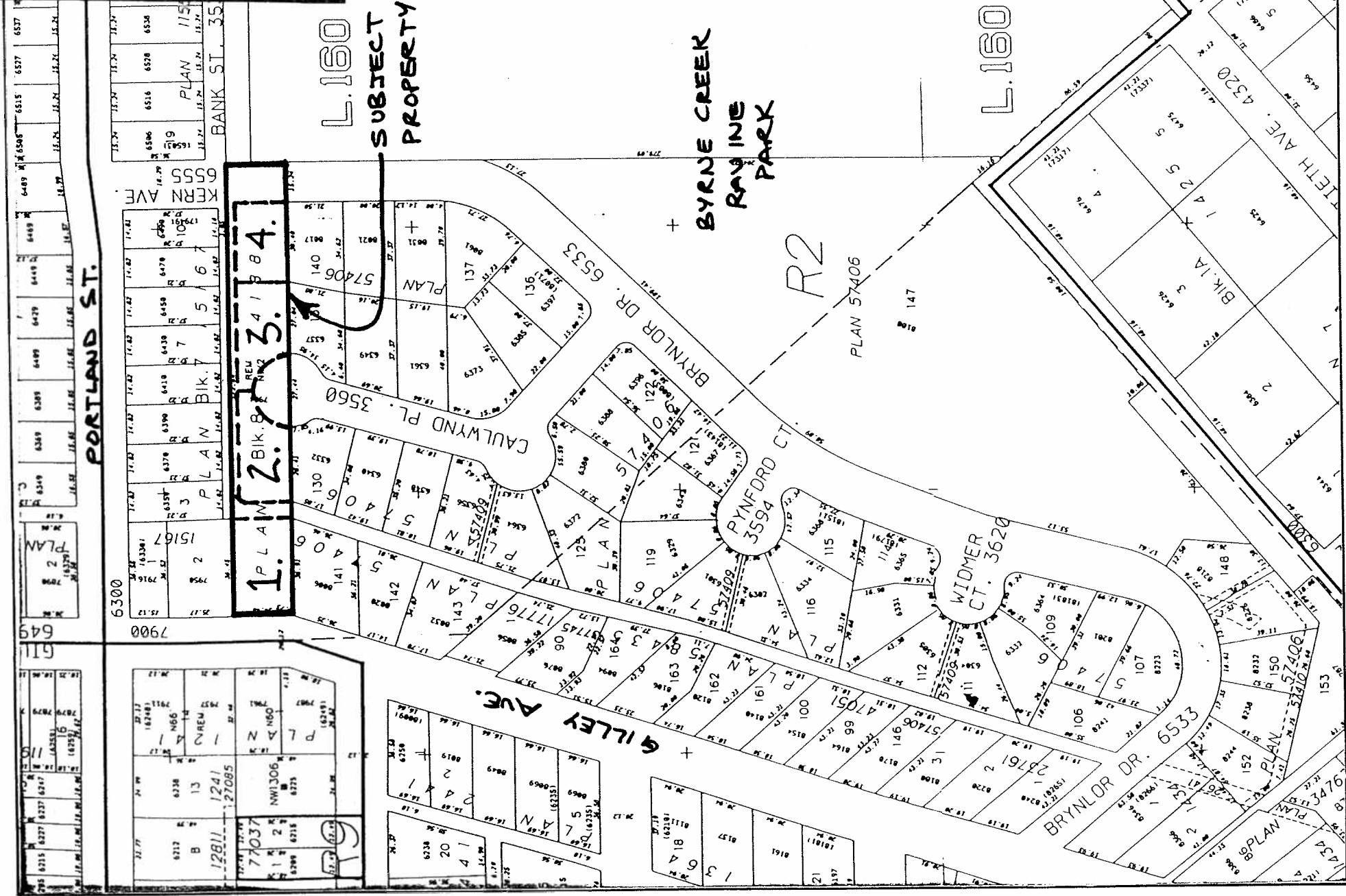
This report is submitted for the information of Council.



D. G. Stenson  
APPROVING OFFICER

CMM/hr  
Att.

cc: Director Engineering



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L.160  
 SUBJECT PROPERTY

BYRNE CREEK  
 RAVINE  
 PARK

L.160



Date: 1992 AUG.  
 Scale: 1:2000 M  
 Drawn By: C. M. M.

S.D. REF. # 68/92  
 D.L. 160  
 ZONING: RZ

7984 GILLEY AVENUE

SKETCH # 1

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N.T.S.  
 1992 AUG.  
 C.M.M.

