

ITEM	17
MANAGER'S REPORT NO.	54
COUNCIL MEETING	92/08/24

TO: MUNICIPAL MANAGER

1992 August 19

FROM: APPROVING OFFICER

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

PURPOSE: To provide Council with an outline of alternatives available with respect to maintaining the non-through status of Brynlor Drive versus connecting it northward to Portland Street in connection with the proposed completion of the subdivision of the subject property.

RECOMMENDATION:

1. THAT a copy of this report be forwarded for information to those who have written to the Council and the Municipality in connection with this matter.

R E P O R T

1.0 BACKGROUND:

Council, on 1992 August 10, received and tabled a report from the Planning and Building Department. This report was provided in response to correspondence forwarded to Council by two area residents expressing concerns with respect to the proposal for the completion of Brynlor Drive through to Portland Street, in connection with an application received by the Planning and Building Department for the subdivision of the property at 7984 Gilley Avenue as shown on the attached Sketch #1. The writers were concerned with the potential for vehicular "shortcutting" on Brynlor Drive by Gilley Avenue drivers travelling north to Portland Street.

In order to be responsive to the evident concerns of Council and several of the residents of the area, staff have examined a number of alternative approaches to the access and circulation pattern for the area, seeking to optimize considerations of safety, convenience and ease of access while minimizing the opportunity for vehicular "shortcutting."

2.0 GENERAL OBSERVATIONS:

The objectives in maintaining the non-through status of Brynlor Drive include:

- prevention of through Gilley Avenue traffic northward from Brynlor Drive to Portland Street utilizing either the existing Kern Avenue or the lane south of the 6500-block Portland Street,
- provision of some kind of vehicle turnaround at the north end of Brynlor Drive,
- completion of the lane connection to the northern end of Brynlor Drive from the west within the Brynlor subdivision,



- avoiding the disruption of existing vehicular accesses to Kern Avenue and the lane south of the 6500-block Portland Street, and
- provision for the extension of pedestrian traffic northward from the end of Brynlor Drive to the existing lane within Kern Avenue and either to Portland Street beyond or eastward to the existing lane and the park amenities along its southern edge (e.g. tennis courts).

The assumptions in maintaining this non-through road status include:

- recognition of the concern that through traffic would shortcut through the Brynlor subdivision travelling northward along Gilley Avenue to Portland Street,
- the assumption that either all or the majority of the area residents do not want Brynlor Drive to be completed to connect to Portland Street, and
- the subdivider will be responsible for all costs involved in the traffic management associated with maintaining Brynlor Drive as a non-through street (e.g. installation of required fire gates and traffic barriers) as a condition of gaining subdivision approval.

A principle that should not be compromised in the process is that improved and reasonable emergency vehicle access to the completed Brynlor Drive subdivision should be secured in the course of completing the subdivision of this area.

The alternatives which best meet the above objectives are presented as follows. It should be noted that the provision of either a cul-de-sac or hammerhead turnaround to its full conventional residential road standard adjacent to the subject subdivision would necessitate the dedication of additional road right-of-way from the site. This, in turn, would have the effect of reducing the potential number of lots from four to three. It is desirable that the full subdivision potential of this property be maintained, and, therefore, the provision of a conventional full standard turnaround on Brynlor Drive has not been included as an alternative in this review.

3.0 ALTERNATIVES AND THEIR PROS AND CONS:

Under the original proposal to complete the Brynlor Drive connection, the subdivider would be responsible for extending Brynlor Drive adjacent to 7984 Gilley Avenue northward to the lane to its full standard and for the necessary modifications to complete the connection to Kern Avenue, which would remain as an interim standard, as shown on the attached Sketch #2.

Two alternatives to this road configuration which meet the objectives described in Section 2.0 above are outlined as follows, together with the pros and cons associated with the implementation of each.

(a) Alternative #1:

Alternative #1 provides for the completion of all of the above described road improvements as part of the subject subdivision application and provides for the placement of fire gates and traffic barriers on Kern Avenue just north of the lane behind the 6500-block Portland Street and for the placement of traffic barriers on the lane just east of Kern Avenue as shown on the attached Sketch #3. This would have the effect of providing a standard sized hammerhead turnaround where Brynlor Drive, Kern Avenue and both lanes to the west and east would meet (although substandard in size to efficiently accommodate larger vehicles, it is anticipated that residential vehicles could manoeuvre and turn around within this hammerhead area).

PROS:

- allows for completion of the full subdivision requirements (i.e. the subdivider is responsible for completing all road improvements necessary to tie in Brynlor Drive with Kern Avenue - no future road improvement costs to the Municipality)
- all vehicular traffic is kept within the Brynlor subdivision
- provides a hammerhead turnaround for residential vehicular traffic
- provides emergency vehicle access to the Brynlor subdivision from the north via Portland Street and a fire gate
- existing driveways to Kern Avenue and to the lane south of the 6500-block Portland Street can be maintained in their present locations
- provides for the extension of pedestrian traffic northward and eastward from the end of the proposed Brynlor Drive road improvements
- completes the lane connection to the northern end of Brynlor Drive from the west within the Brynlor subdivision

CONS:

- the existing through connection of the lane south of the 6500-block Portland Street to Kern Avenue would be discontinued with the installation of traffic barriers in the lane - this will create a dead end within the lane allowance on the east side of the barriers
- there is no emergency secondary exit and entrance via either Kern Avenue to the north or the lane to the east for use by Brynlor residents during inclement weather conditions or during a traffic accident blockage of the Brynlor Drive/Gilley Avenue intersection

(b) Alternative #2:

Alternative #2 provides for the completion of a substandard sized cul-de-sac turnaround at the northern end of Brynlor Drive as part of the subject subdivision application and provides for the placement of fire gates and traffic barriers between the north end of the cul-de-sac and the existing intersection of Kern Avenue and the lane behind the 6500-block Portland Street as shown on the attached Sketch #4 (although substandard in size to efficiently accommodate larger vehicles, it is anticipated that residential vehicles could manoeuvre and turn around within this cul-de-sac area).

PROS:

- the existing through connection of the lane south of the 6500-block Portland Street to Kern Avenue would be maintained
- all vehicular traffic is kept within the Brynlor subdivision
- provides a cul-de-sac turnaround for residential vehicular traffic
- provides emergency vehicle access to the Brynlor subdivision from the north via Portland Street and a fire gate

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- existing driveways to Kern Avenue and to the lane south of the 6500-block Portland Street can be maintained in their present locations
- provides for the extension of pedestrian traffic northward and eastward from the end of the proposed Brynlor Drive road improvements
- completes the lane connection to the northern end of Brynlor Drive from the west within the Brynlor subdivision

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CONS:


- there would be a cost to the Municipality for completing road improvements necessary to tie in Brynlor Drive with Kern Avenue if there were any future desire for the removal of the fire gates and traffic barriers from the north end of the cul-de-sac in order to provide through traffic movement at this location
- there is no emergency secondary exit and entrance via either Kern Avenue to the north or the lane to the east for use by Brynlor residents during inclement weather conditions or during a traffic accident blockage of the Brynlor Drive/Gilley Avenue intersection

4.0 SUMMARY & CONCLUSIONS:

The foregoing outlines two suitable alternataves that have been identified in a review of the road configuration possibilities for the completion of Brynlor Drive, in response to the expressed concerns of area residents. It is felt that there is considerable merit in giving an opportunity for the residents of the area who would be most affected to provide their views on the solution that best serves the area's needs.

With this in mind, unless otherwise directed by Council, it would be our intention to seek the opinions of those area residents of Brynlor Drive and Portland Street identified on the attached Sketch #5 and to seek their comments on this matter and the alternatives as outlined in Section 3.0 above. A further report will then be forwarded to Council as input to the final determination of the street configuration to be required in connection with the subdivision. The report will contain a summary of the citizen input, together with a recommendation on the Brynlor Drive street configuration.

This report is submitted for the information of Council.

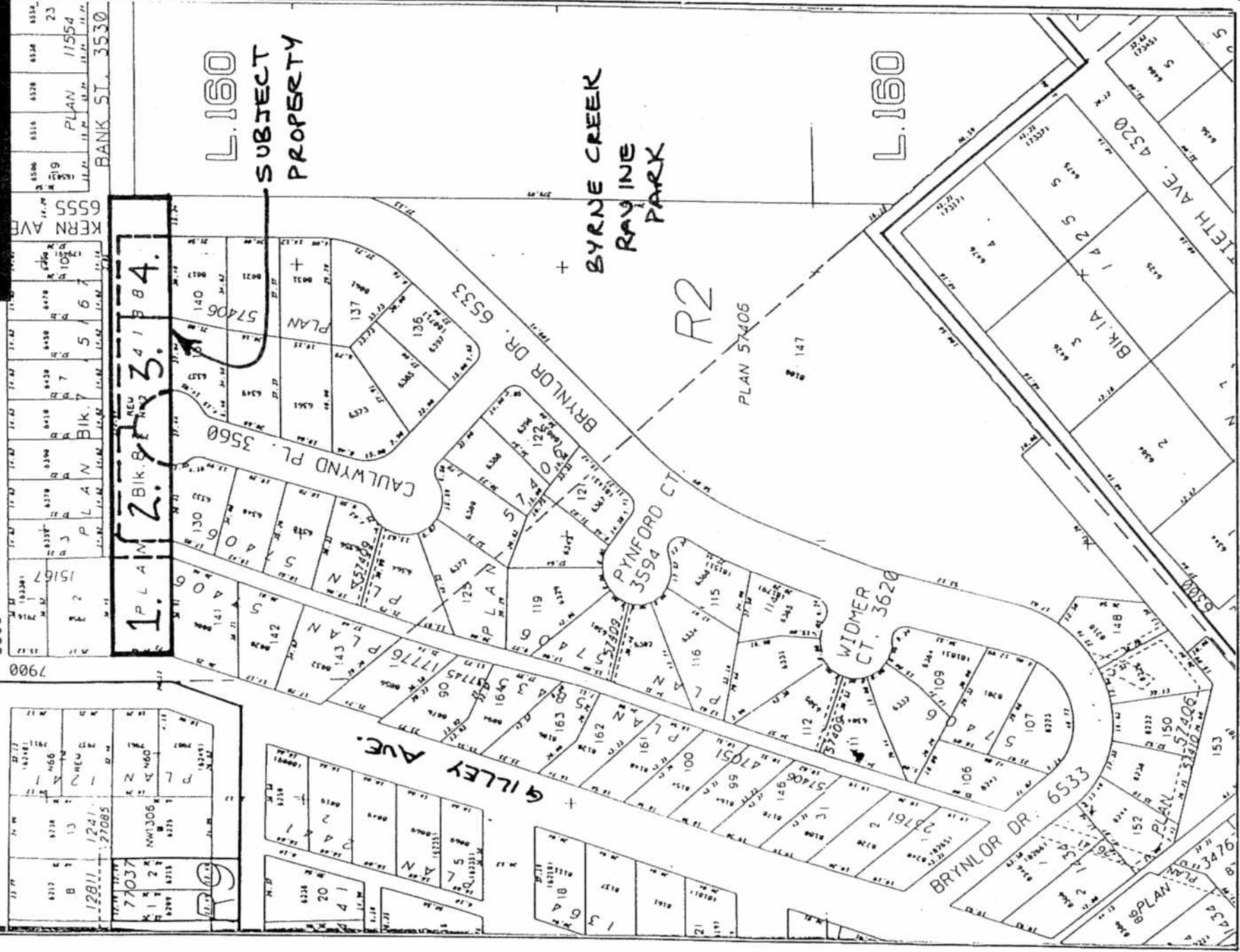


D. G. Stenson
APPROVING OFFICER

CMM:hr
Atts.

cc: Director Engineering

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 Drawn By: C. M. M.

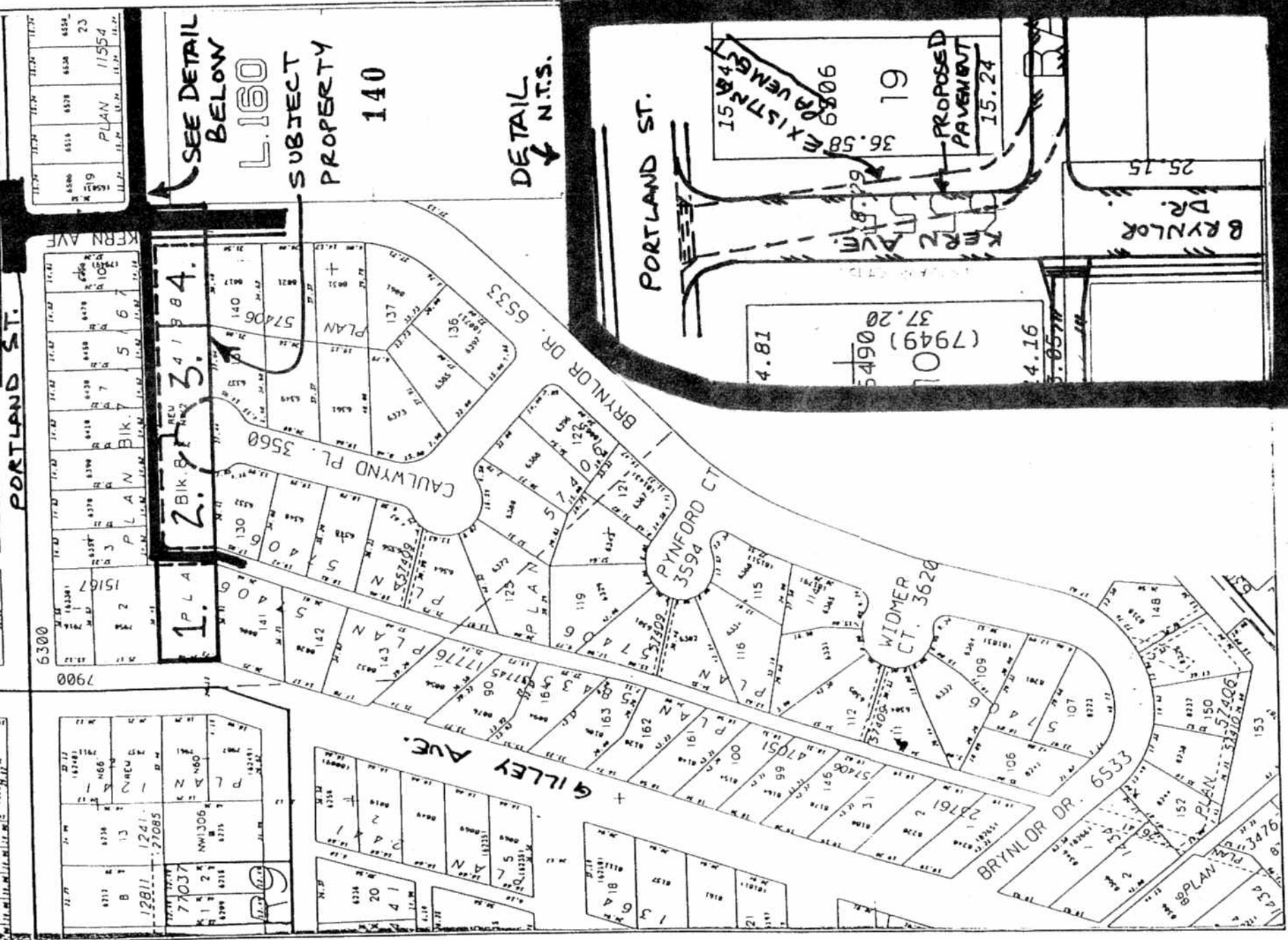
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7984 GILLEY AVENUE
 SKETCH # 1

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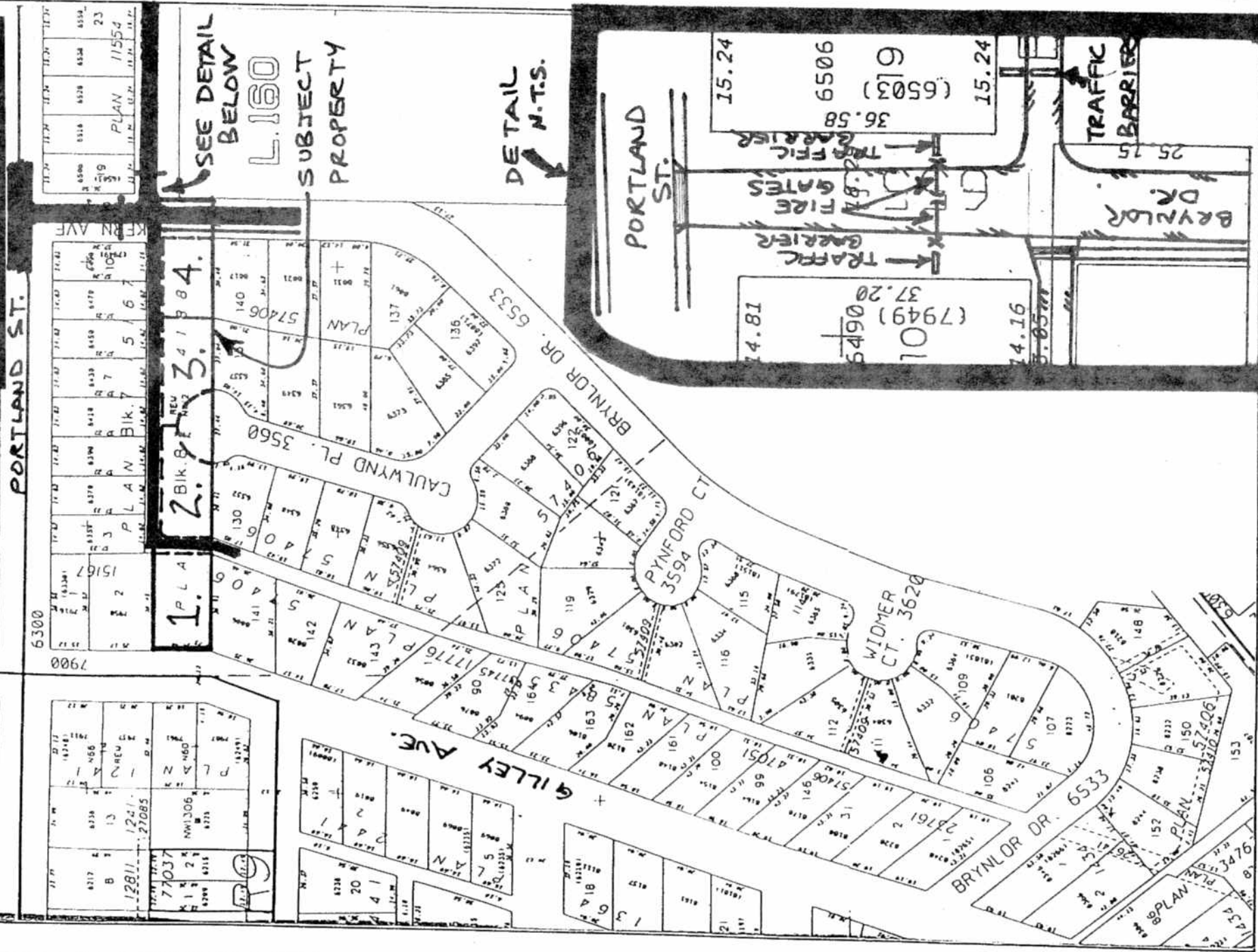
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7984 GILLEY AVENUE
ORIGINAL PROPOSAL SKETCH #2

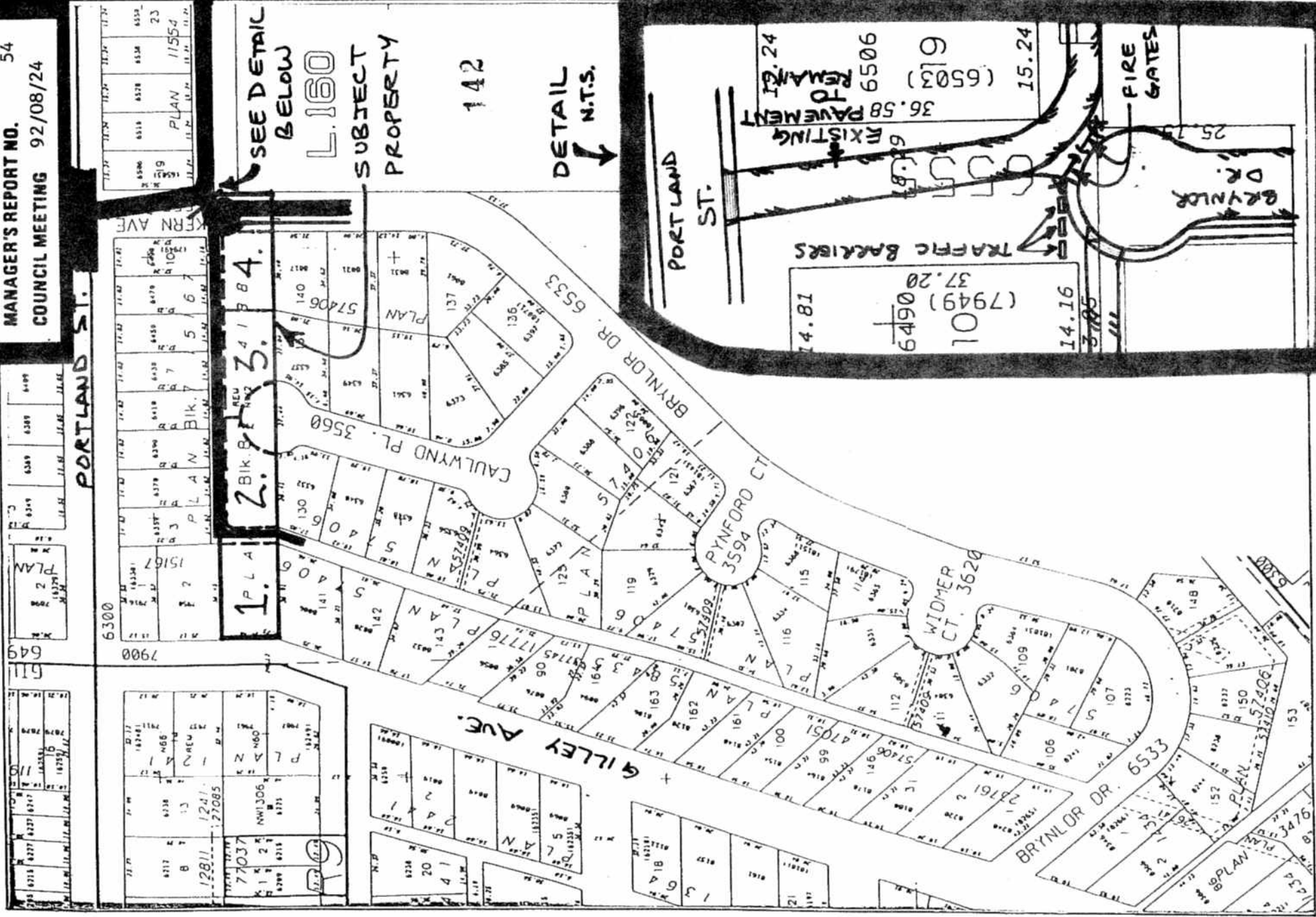
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 ALTERNATIVE #1 SKETCH #3

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ALTERNATIVE # 2 SKETCH # 4

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Date:

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N.T.S.

Drawn By:

C.M.M.



THE CORPORATION OF
BURNABY
 Planning &
 Building
 Department

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* DENOTES AREA RESIDENTS WHOSE
 INPUT WILL BE SOUGHT

SKETCH #5

