

TO: CITY MANAGER

1997 APRIL 30

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: REZONING REFERENCE #27/96
PUBLIC HEARING CONCERNS REGARDING
TRAFFIC CIRCULATION

PURPOSE: To respond to a Council request for information on the implications of the cul-de-sac proposed in connection with this rezoning.

RECOMMENDATION:

1. **THAT** this report be received for information purposes.

R E P O R T

1.0 Background Information:

- 1.1 On 1997 April 7, Council gave Second Reading to the subject rezoning which involves a request to rezone the properties shown on the **attached** sketch from R2 Residential District to R5 Residential District to permit small lot residential subdivision.
- 1.2 Council, during the New Business portion of the 1997 April 14 Council meeting, made reference to an item of correspondence received at the 1997 March 25 Public Hearing pertaining to the subject rezoning application and the proposed cul-de-sac on Byrne Road.

Arising from consideration of this correspondence, Council requested that staff prepare a report on the implications of the proposed cul-de-sac. This report is in response to that request.

2.0 General Discussion:

- 2.1 The letter received at the Public Hearing was from the owner of the two most northerly lots within the block where the subject rezoning site is located (8610 and 8620 Gilley Avenue). The property owner expressed opposition to the subject rezoning and concern with the effect the cul-de-sac would have on traffic circulation, particularly during severe winter conditions. The writer stated that if the Byrne Road cul-de-sac is constructed, their only means of down slope egress during a heavy snowfall will be cut off.
- 2.2 In the City's review, in order to provide legal and physical vehicular access to the proposed residential lots, based on accepted Engineering standards, it was determined to

be necessary to upgrade Byrne Road to an acceptable gradient northward from Marine Drive, which necessitates a significant lowering of the grade to the northerly edge of the proposed new subdivision, terminating in a cul-de-sac at the north end of the site. Continuous vehicular access along Byrne Road to the north to accepted Engineering standards would not be possible due to the steepness of the grade.

- 2.3 Staff have further reviewed the effect the proposed cul-de-sac would have on traffic circulation for the properties in the 8600 block Gilley Avenue north of the proposed cul-de-sac. As the writer stated in her letter, the cul-de-sac would stop vehicular access down Byrne Road from Firth Avenue to Marine Drive. The current grade down from Firth to Marine is roughly 13-14%, over what is largely a gravel lane access, but there is a small section close to Marine Drive which has a grade of roughly 17%. Once the cul-de-sac is constructed, the residents north of the cul-de-sac would continue to be able to egress by going up Byrne Road to Firth Avenue. The average grades over that portion of Byrne Road are also around 13%, although some sections are over 15%. The writer stated that she relied on gravity to egress the area during snowfalls. While this means of egress will no longer be available, in general, the safety of Byrne Road will be enhanced by the gradient reduction. The southern section of Byrne Road by Marine Drive will be finished to an acceptable Engineering design standard, while egress for the north section up to Firth Avenue will be less dangerous than the steep slope down to Marine Drive.

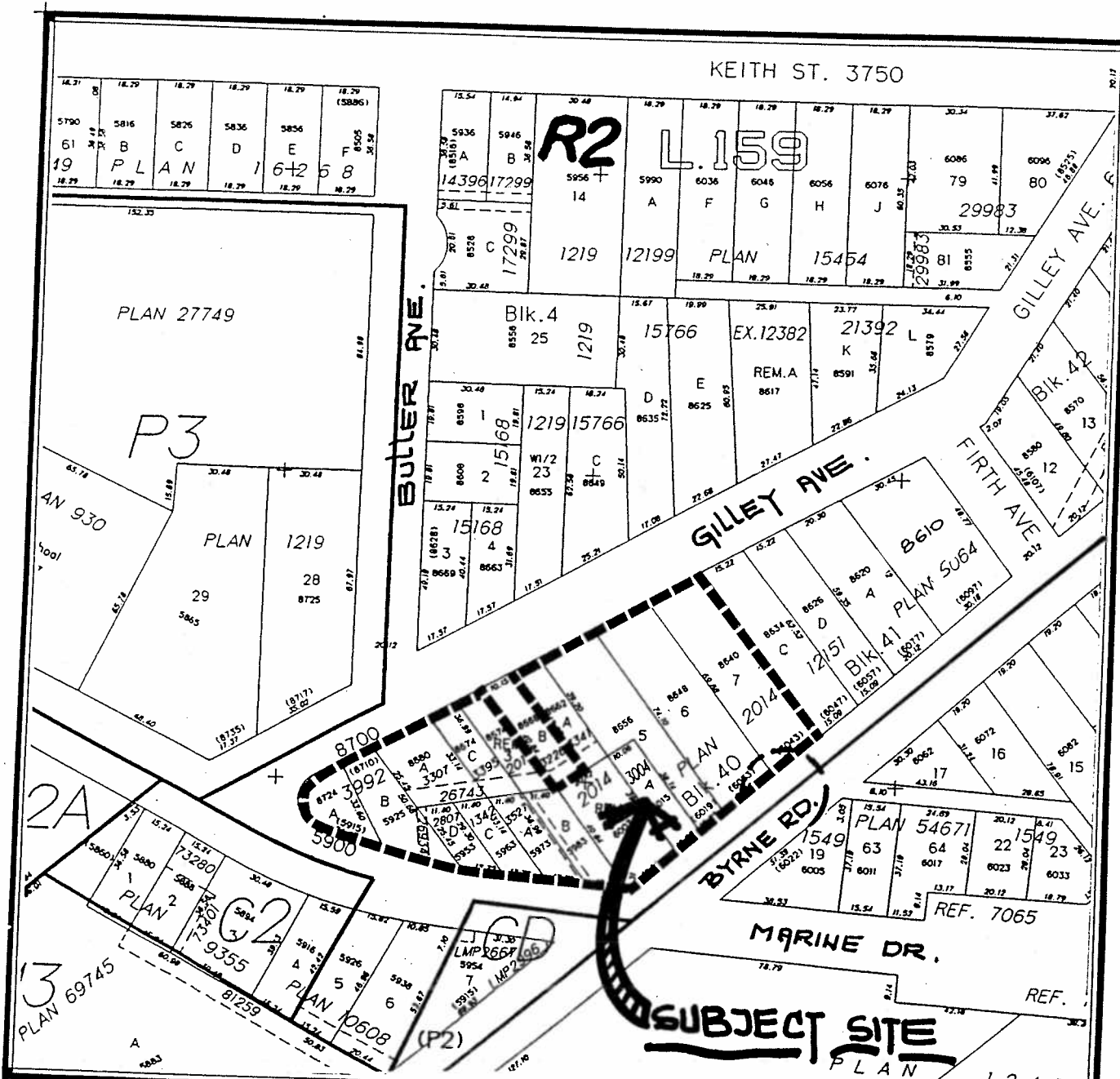
While the gradient of Byrne Road will be safer, the writer is correct in stating that egress for residents of the uphill lots during snowfalls could be difficult. Engineering staff advise that currently they do not plow this section of Byrne Road or Firth Avenue as it is in effect a gravel lane, and that it likely would not be possible for a snow plow to get in and out of the north section of Byrne Road or Firth Avenue if access to Marine Drive is cut off. There is, however, alternative access for three of the properties north of the subdivision on to Gilley Avenue and the fourth property (8610 Gilley Avenue) has alternative access to Firth Avenue. The letter also noted the danger created by additional left turn vehicular movements off Gilley Avenue near a somewhat blind curve on a steep section of Gilley Avenue which was noted as a concern in the earlier reports from the Director Planning and Building on this rezoning.

This is for the information of Council.



D. G. Stenson
Director Planning and Building


BW:gk
Attach
cc: Director Engineering
Manager Transportation Planning



Date:
JUNE 1996

Scale:
1:2000

Drawn By:
J.F.C.

 City of
Burnaby
 Planning & Building Dept.



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