

ITEM 23

MANAGER'S REPORT NO. 50

COUNCIL MEETING Aug. 14/72

23. Re: Letter - Mr. Stewart Bottomley, 5709 Woodsworth Street
Circular Driveway

Appearing on the Agenda for the August 14, 1972 Council Meeting is a letter from Mr. Stewart Bottomley requesting retention of a circular driveway at the subject location (see attached sketch).

The Municipal Engineer advises that prior to construction of curbs and sidewalks, an inspection is made of all existing crossings to private property to determine those crossings which will be retained and those that will be eliminated.

Many driveways are eliminated because they are an illegal use either under our zoning by-law or the Provincial Motor Vehicle Act. In other cases, driveways are eliminated because they are located in areas that conflict with traffic, i.e. in intersection curb returns. Still others are turned down as they are considered not necessary. Without this authority, the municipality in many cases would be installing three and four or more crossings to some residential properties.

In the case of the subject appeal, the westerly crossing was turned down as unnecessary for the following reasons:

1. The normal argument for loop driveways is a safety feature. As Woodsworth is a minor 28 ft. residential street with very low volumes of traffic, this argument is invalid.
2. As shown on the attached sketch the loop is of a poor design.
3. The westerly driveway ties in with the next door neighbour's driveway. The combined crossing would be approximately 40 feet at the curb.

In view of the above, the Engineer recommends that only one maximum width of 20 feet residential crossing be permitted.

RECOMMENDATION:

THAT only one maximum width 20 foot residential crossing be permitted at the subject location; and

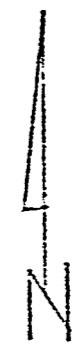
THAT Mr. Bottomby be informed accordingly.

CONCURRENCE

5709/11 WOODSWORTH

CAR PORT

20' DRIVEWAY
To 5687
WOODSWORTH



26'

20' MAXIMUM
CROSSING

Future 5' WALK

APPROVED CROSSING

NOT
APPROVED

EXIST. PAVEMENT

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SCALE: 1" = 10'

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