

Re: DRIVEWAY CROSSING AT 4223-25 BOND STREET

Following is a report from the Municipal Engineer regarding a driveway crossing at 4223-25 Bond Street.

The Engineer acknowledges that the property is entitled to a loop driveway as the one in existence was constructed prior to 1965. However, he does not agree with the manner in which the correspondent requests that it be constructed.

It should be noted that the local improvement project is proceeding on Bond Street at this time.

RECOMMENDATIONS:

1. THAT the property at 4223-25 Bond Street be provided with a standard loop driveway arrangement utilizing 12 foot crossings; and
2. THAT Mrs. McFadden be provided with a copy of this report.

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TO: MUNICIPAL MANAGER 12 SEPTEMBER, 1975
FROM: MUNICIPAL ENGINEER
RE: DRIVEWAY CROSSINGS - 4223-25 BOND STREET

The 4200 Block Bond Street is presently undergoing a local improvement that will result in a 28 foot curbed standard roadway with abutting concrete walks.

During our preliminary investigation of the existing vehicle parking needs we made note that the captioned property had almost the entire front yard paved and that it accommodated up to six cars and had one small airstream trailer parked what appeared to be permanently on the east side of the pavement.

On July 22, 1975, Mrs. McFadden wrote to the Municipal Clerk with copies to the Traffic Supervisor and the Council requesting two driveway crossings to her front yard parking area for the reasons outlined on her attached submission.

As the property in question had no rear lane and the building of a driveway along the east side of the house would involve some expense together with the fact that the arrangement existed prior to our Zoning Bylaw which prohibits front yard parking, we informed Mrs. McFadden on July 30, 1975 that we would allow her a standard loop driveway arrangement to her front yard area. It was explained at that time that the driveways would both be 12 feet at the back of the sidewalk area and not 12 and 20 as she had requested. This she accepted and as a result, with her permission, no report was sent to Council.

On Thursday, September 11, 1975, Mrs. McFadden phoned the office of the Traffic Division and stated that work was in progress on the curb and sidewalk in front of her duplex and that because of the difference in elevation of the sidewalk and her parking lot that she would require the 20 foot crossing she had originally asked for. We went to the site that afternoon as requested by Mrs. McFadden but she was not home. While there we did check out her complaint and noted that the finished sidewalk would be slightly higher than her pavement which presently slopes away from the roadway. However we are building up the area behind the walk as we do in similar cases and will pave her driveway to meet the existing pavement. When informed of this Mrs. McFadden still insisted that we provide a 20 foot crossing as such would be necessary because

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of the grade. We are unable to support this argument as it is as easy to drive up or back out of a 12 foot wide crossing as a 20 foot crossing.

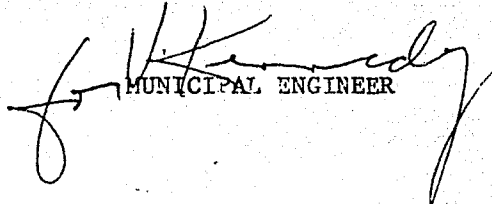
One other factor to consider in allowing a 20 foot crossing is that the property immediately to the east has a driveway on its west side. There would be such little space left between these driveways that we would have to provide one crossing with a width of approximately 40 feet.

If any difficulties are experienced in this parking area it is because of the number of vehicles parked in the yard, a condition which defeats the normal argument supporting loop driveways. The volume of vehicles being parked at this location is because the property, which is zoned duplex, is in fact being used as a four-plex.

RECOMMENDATIONS:

1. THAT the property at 4223-25 Bond Street be provided with a standard loop driveway arrangement utilizing 12 foot crossings.
2. THAT Mrs. McFadden be provided with a copy of this report.

HB:wlh
cc: () Traffic Supervisor


MUNICIPAL ENGINEER

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~~CORRESPONDENCE AND PETITIONS~~
Regular Council Meeting
August 5, 1975

4225 Bond St.
S. Burnaby, B.C.
July 22, 1975.

Municipal Clerk
Corporation of the District of Burnaby
Municipal Hall
4949 Canada Way
Burnaby, B.C. V5G1M2

Dear Sir:
re: 4223 and 4225 Bond St.
Taxes \$1418.97

My late husband and I built here under N.H.A. in 1957.
We tried for as attractive and suitable an improvement as possible on a lot 70 x 230 without lane.

We understood the offstreet parking was solved by a 39 foot setback for the building and a loop driveway neatly blacktopped around a landscaped cement based planter 20 x 12. (please see enclosed sketch)

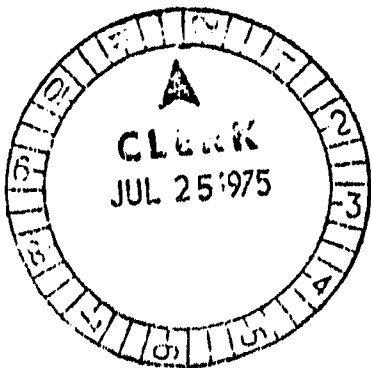
Today, relative to a possible sidewalk and subsequent access, I was informed that "policy" requires an 80 foot frontage for a loop driveway, also covered parking spots for other than one 12 foot access.

It was suggested, however, that a relaxation be respectfully requested from the Municipal Council on the following grounds:

1. The present regulations and policies originated in 1965, some eight years later than the described improvements.
2. The setback is 39 feet and the area blacktopped with an aesthetic screening of shrubbery in the planter.
3. There is no lane access and therefore no other parking.

A study of the submitted sketch will show that, owing to circumstances beyond my control under the new requirements, my need is for a 12 foot access on the west and a 20 foot on the east.

Yours truly,
Louise McFadden
(Mrs.) Louise McFadden



Copies to
Traffic Supervisor
Municipal Council

- AGENDA (AUGUST 5)
- COPY - MANAGER
- ENGINEER (FOR REPORT)