

Re: LETTER DATED JUNE 15, 1976 FROM MR. A. MARTIN
949 E. 24TH AVENUE, VANCOUVER
VEHICULAR CROSSING TO A DWELLING AT 4050 PRICE

ITEM	20
MANAGER'S REPORT NO.	44
COUNCIL MEETING	June 28/76

Appearing on the agenda for the June 28, 1976 meeting of Council is a request from Mr. A. Martin for a circular driveway to the property at 4050 Price Street as shown on the attached sketch. Mr. Martin has also requested permission to appear before Council as a delegation.

The Building Department issued a permit for construction of a single family dwelling on the property on June 18th (the new address, incidentally, will be 4052 Price Street).

RECOMMENDATIONS:

1. THAT Council reaffirm its approval of its past decisions on loop driveways as contained in Appendix "B" of the crossing manual; and
2. THAT a loop driveway for 4050 Price Street be refused; and
3. THAT Mr. Martin be sent a copy of this report.

* * * *

TO: MUNICIPAL MANAGER

23 JUNE, 1976

FROM: MUNICIPAL ENGINEER

RE: 4050 PRICE STREET

Reference the submission from Mr. A. Martin dated June 15, 1976.

The property in question is presently occupied by an older single family home that has an existing vehicle crossing of the curb and sidewalk off Price Street on the easterly side of the lot. Mr. Martin apparently is going to tear down this existing house and build a new single family home on this lot although as he has noted in his letter it is zoned (R5) which would permit the construction of a duplex.

When Mr. Martin made application for a new crossing on the west side of his property he was advised that he would have to pay for the removal of the existing crossing on the east side that would then be redundant. When Mr. Martin advised us that he wished to retain this existing crossing to provide a loop driveway, he was informed that under our existing sidewalk crossing policy his development did not meet the requirements for such treatment.

As Council is aware from past submissions, the subject of vehicle accesses can be a very contentious issue. In many cases we have had to deal with home owners who have wanted two, three and even four vehicle crossings for a single home, one for each vehicle, camper and trailer they own. As a result of our investigations and reports on many of these requests that come to Council, a policy evolved that set the guidelines for the placement of loop driveways.

Attached for the information of Council is a copy of that policy.

The request for a loop driveway by Mr. Martin was refused under Section 7 of the attached policy and the fact that he is building a single family home not a duplex.

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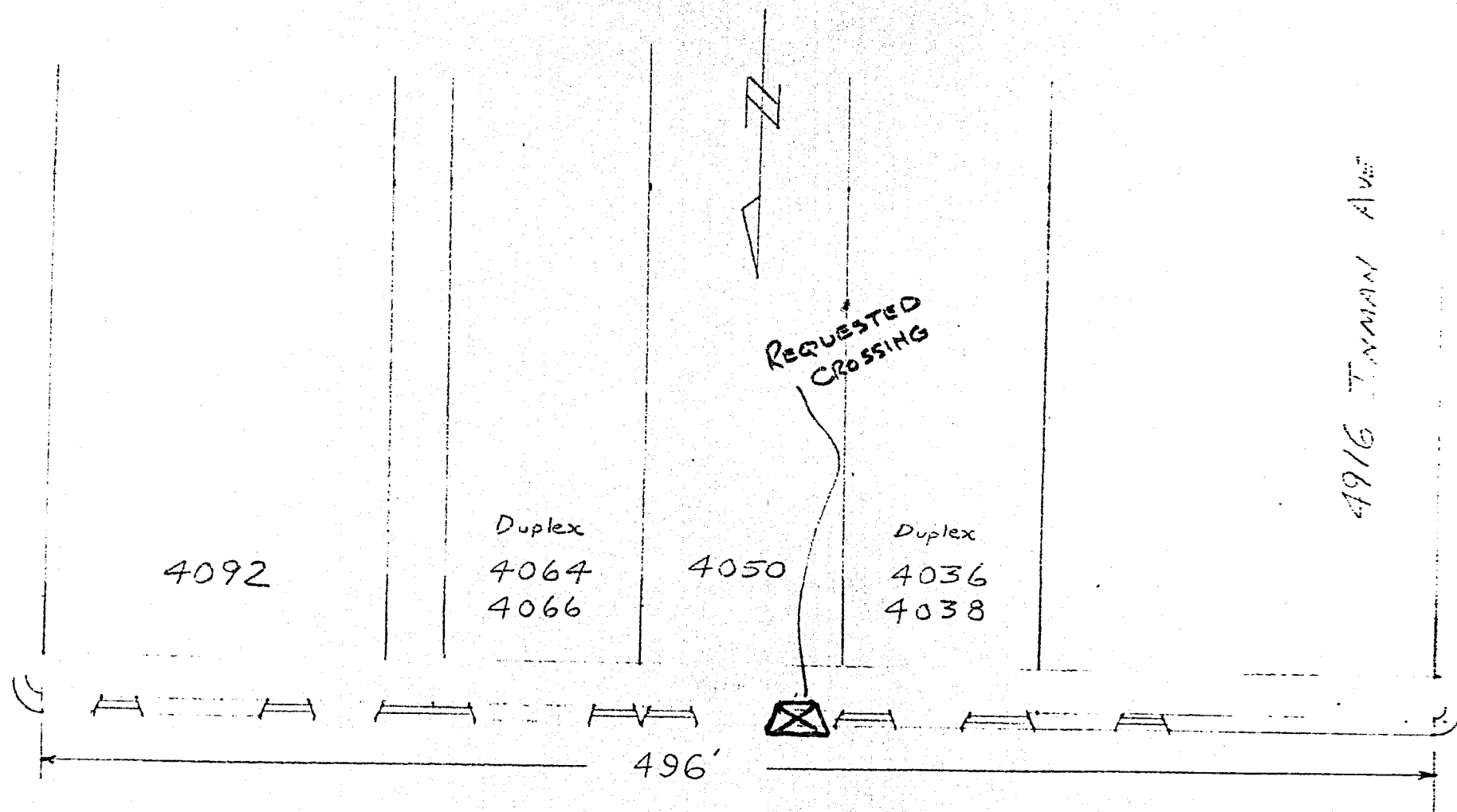
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HB:wlh
Atch.

EE Olson
MUNICIPAL ENGINEER



Sidewalk crossings constitute 172 feet or 35% of curb face

PRICE ST.

SCALE 5/31

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COUNCIL MEETING June 28/76

APPENDIX BCircular (Loop) Driveways

As the result of a request for access to a loop driveway (during local improvement) which was brought before Council, the Planning Director and the Municipal Engineer recommended that the Zoning By-law not be amended to allow for loop driveways. Instead, a policy was created which would then be administered for each such crossing request on its own merits, but without the somewhat stringent requirements which would be set out in a By-law amendment.

The policy is as follows:

1. At least one of the "legs" of the loop driveway, at its point of intersection with the sidewalk crossing, must serve or have the ability to serve a legally conforming parking area.
2. Construction of the loop driveway must have preceeded the date when the new Zoning By-law was enacted in 1965.

(Note: It is sometimes possible to determine the existence of a loop driveway prior to 1965 by examining the aerial photographs which were taken in June 1965.)

3. The "straight" portion of the driveway, or in other words, that portion of the loop driveway which turns tangent and parallel to the road allowance, must be located beyond the legal required front yard setback.
4. The "legs" of the loop driveway must be located a reasonable distance away from lot corners, and not enter intersections closer than a stipulated number of feet, which normally for residential purposes would be approximately five feet from the corner property line.

Recent requests (e.g. since 1965) for loop driveways are also considered and involve the following additional criteria:

5. There must be a valid reason (e.g. safety).
6. Design must be of a suitable nature (e.g. in harmony with the surrounding neighbourhood).
7. The property must have at least an 80 foot frontage. Considering that the average residential subdivision in Burnaby is comprised of lots ranging in width from 50 to 70 feet, if we were to grant loop driveways on lots under 80 feet, we would find that any existing or future curb and/or sidewalk would be primarily composed of vehicle crossings. In addition, loop driveways on smaller lots generally occupy so much of the front yard that there is little room left for landscaping, which is essential to the preservation of aesthetic quality.
8. The absence of alternative access (e.g. from the side or rear yard) is also taken into consideration.