

Re: VEHICULAR CROSSING TO A DWELLING AT 4050 PRICE STREET
ITEM 20, MANAGER'S REPORT NO. 44, COUNCIL MEETING JUNE 28, 1976

Attached is a report from the Municipal Engineer regarding a request from Mr. A. Martin for a circular driveway to his property at 4050 Price Street. Also attached is a sketch which contains additional information on this matter.

To bring Council up to date on this matter, following is an excerpt from the Minutes of the previous meeting when this matter was discussed (June 29, 1976):

"Mr. Martin apologized to Council for being late due to poor airline connections. Mr. Martin then spoke to the following submission:

"I have applied for building a single family dwelling at 4050 Price Street. I was in contact with the engineering department at the City Hall and they informed me that I was not allowed to have two crossings for my U-Drive entrance driveway. Since this regulation does not appear in any by-law and that this lot is a duplex lot, I feel that the engineering department is being unjust in their decision and therefore I am appealing their decision and I would like a hearing and appear in person at the next Council Meeting on Monday June 28, 1976, Thank you."

The Municipal Manager provided the following report of the Municipal Engineer:

"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 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 and not a duplex."

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It was recommended that:

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

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MOVED BY ALDERMAN MCLEAN:
SECONDED BY ALDERMAN LAWSON:

"THAT the subject matter be tabled pending a policy review."

CARRIED UNANIMOUSLY

It was requested that the Municipal Engineer report particularly on the question of frontages less than the current 80 foot standard."

The policy as noted in Appendix "B" has enabled staff to administer sidewalk crossings in a consistent manner throughout the community. It is felt that the guidelines as contained in the policy serve to enhance the aesthetic appearance of neighbourhoods without imposing undue hardship on residents. The guidelines are considered to be adequate in their present form and therefore no recommendations are being made to have them amended.

RECOMMENDATIONS:

1. THAT the policy relating to loop driveways as stated in Appendix "B" be reaffirmed by Council; and
2. THAT a loop driveway for 4050 Price Street be refused; and
3. THAT Mr. A Martin be sent a copy of this report.

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TO: MUNICIPAL MANAGER

26 NOVEMBER, 1976

FROM: MUNICIPAL ENGINEER

RE: VEHICULAR CROSSING TO A DWELLING AT 4050 PRICE STREET
ITEM 20, MANAGER'S REPORT NO. 44, COUNCIL MEETING JUNE 28, 1976

Reference the Municipal Clerk's memo of July 14, 1976, regarding the present policy related to loop driveways and in particular Item 7 that "the property must have at least an 80 foot frontage".

The policy related to the establishment of loop driveways was formulated to ensure that the construction of such driveways came within the provisions of the various bylaws and regulations that have been enacted to control the parking and storage of motor vehicles, trailers, boats, etc. The majority of the items noted in the policy have been dealt with and upheld by Council in the past. A review of all the items indicates that no changes are required at this time. The item of concern to the captioned complainant is Item 7 and it will be the main subject of this report.

Item 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 widths 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 small 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."

We have been requested to consider the above policy Item 7 to determine whether we could reduce the width of the frontage and presumably still have a functional loop driveway. Attached to this report is a sketch layout of the turning characteristics of a standard passenger car as suggested by the Road and Transportation Association of Canada. Using this as a standard, we could reduce the width of the frontage to 70 feet (4050 Price is 70.9 feet) and still have a functional loop. However, as noted in policy Item 7, the main reason for the 80 foot limit was an attempt to reduce the number of vehicle crossings over the public sidewalk. As an example, we would advise that of the 28 properties on Price Street between Patterson and Smith Avenues, 25 would be eligible for loop driveways while under an 80 foot limit only 13 would be

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(cont'd)

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eligible. While it could be argued that a 70 foot limit would not affect older areas too much because of smaller lot sizes, many of our newer areas are comprised of lots between 70 and 80 feet in width, i.e. area bounded by Winston, Lougheed, Phillips and Brighton Avenue where the vast majority are over 70 feet but under 80 feet.

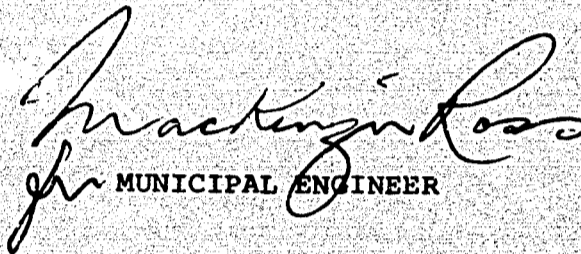
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In view of the above report, we are still of the opinion that the original intent of Item 7 of the policy is valid.

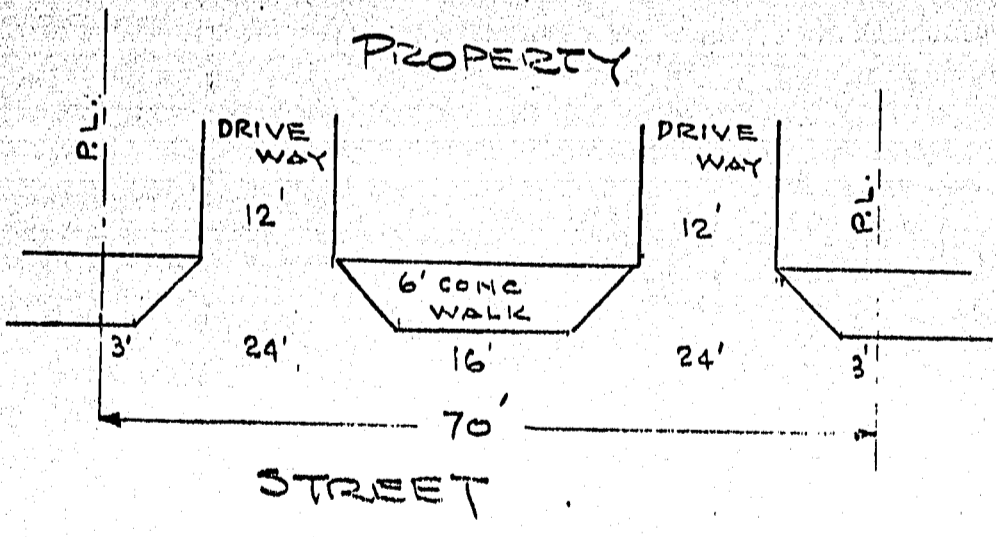
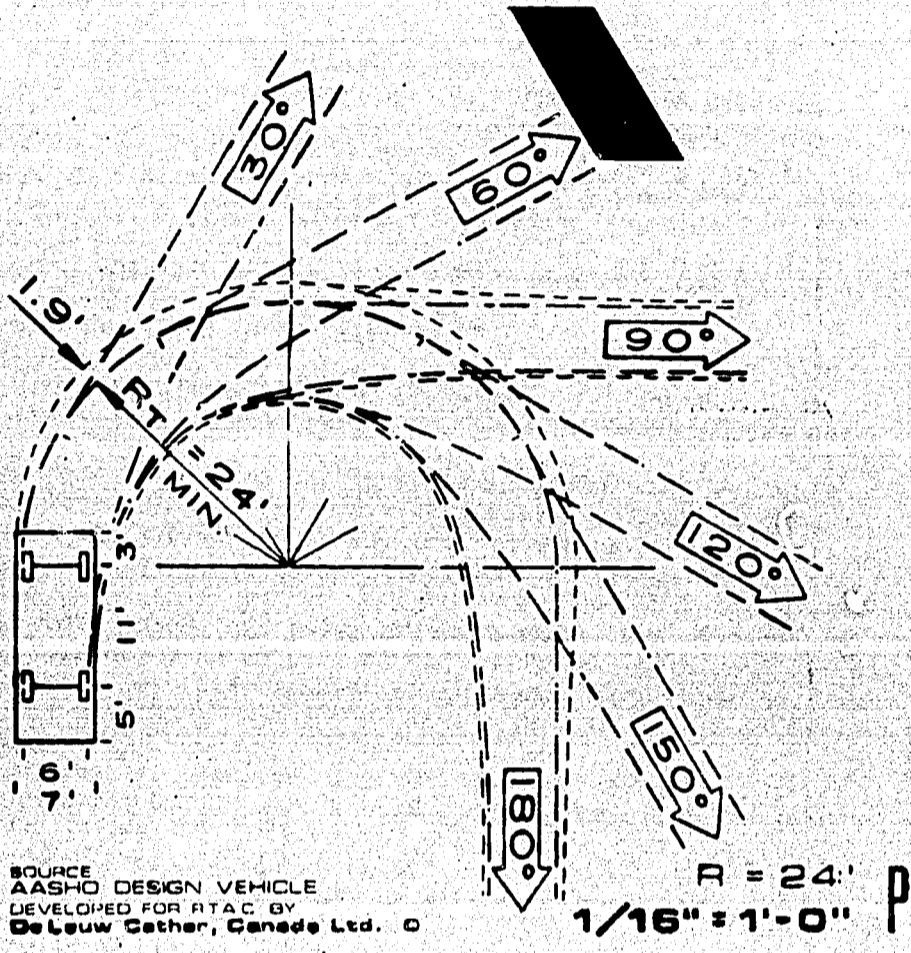
RECOMMENDATION:

THAT Item 7 of the existing policy related to loop driveways be upheld.

HB:wlh
cc: () Traffic Supervisor


MUNICIPAL ENGINEER

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APPENDIX B

Circular (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 preceded 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.

NO LANE

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NOTE: MR. MARTIN IS CON-
STRUCTING A CARPORT
AT THIS APPROXIMATE LOCATION



10.7'

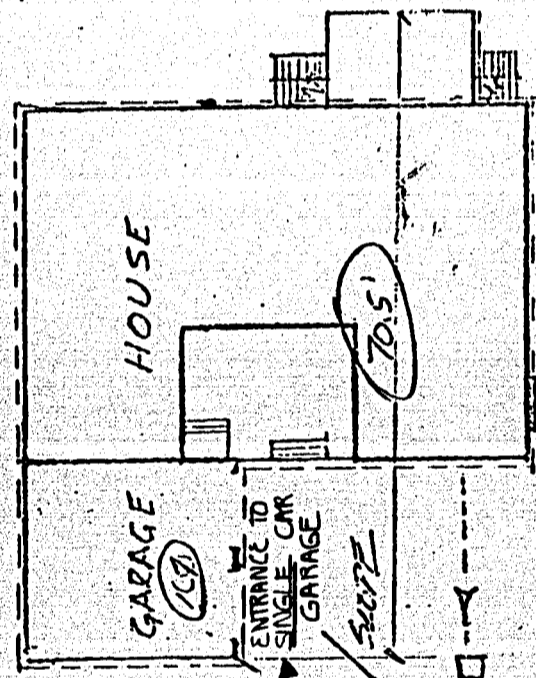
231.0'

PLOT PLAN
SCALE: 1" = 20'

10.0'

39.0'

21.5'



GRAVEL DRIVEWAY

EXISTING
SIDEWALK

PRICE STREET

THIS IS AN EXISTING
CROSSING WHICH ACCORD-
ING TO THE POLICY
SHOULD BE REMOVED.

THIS IS THE CROSSING THAT IS
NEEDED TO GAIN ACCESS TO THE
GARAGE. IT HAS NOT YET BEEN
CONSTRUCTED.

THE MUNICIPALITY HAS \$550 IN
TRUST FROM MR. MARTIN FOR THIS
WORK.

THE LOCAL IMPROVEMENT ON PRICE
STREET WAS DONE IN 1971.