

ITEM	15
MANAGER'S REPORT NO.	24
COUNCIL MEETING	1979 03 26

RE: LETTER FROM JESSIE WALSH WHICH APPEARED ON THE AGENDA
 FOR THE 1979 MARCH 12 MEETING OF COUNCIL (ITEM 4e)
 LANE EAST OF BOUNDARY ROAD AND NORTH OF ALBERT STREET

Appearing on the agenda two weeks ago was a request from Jessie Walsh for improvements to the subject lane (attached for the convenient reference of Council is a copy of her letter). Following is a report from the Municipal Engineer on this matter.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 79 03 21
 FROM: MUNICIPAL ENGINEER
 SUBJECT: LANE EAST OF BOUNDARY BETWEEN ALBERT AND LANE NORTH OF ALBERT

RECOMMENDATIONS:

1. THAT the north/south 15-foot wide lane allowance east of and parallel to Boundary Road not be constructed to normal Local Improvement standards but rather be surfaced with only a minimum thickness of gravel, and,
2. THAT a copy of this report be sent to Jessie Walsh, 270 S. Boundary Road, Burnaby, B.C., V5K 4P7.

REPORT

On the Council Agenda for 79 03 12, was a letter from Jessie Walsh requesting that something be done about the subject lane. See Sketch #1, attached.

(cont'd)

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BACKGROUND

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The subject lane is a substandard unopened 15-foot wide north/south lane allowance that was dedicated at time of subdivision in 1911. The three properties which the lane was intended to serve are 270 Boundary, 252 Boundary, and 3717 Albert. The garage at 252 Boundary and the carport at 3717 Albert face the east/west lane and therefore do not use the subject north/south lane for access. However, 270 Boundary does have a garage (built into the house in 1944) with its entrance facing the north/south lane. The subject north/south lane allowance from the east/west lane to the garage entrance is presently unimproved and shows signs of very light use at the garage entrance. On four different times of observation by staff, the lane allowance was being used to park several cars, which effectively blocks the garage access.

The topography of the area slopes to the southwest with considerable elevation differences between the south end of the lanes and the sidewalk and again between the sidewalk and the road (Albert Street).

POLICY

The present policy for lane construction is that if the Engineering Department can recommend that a lane be constructed (taking into account benefit, feasibility, and cost) and if the abutting property owners sign a sufficient petition to cover the paving of the lane by a Local Improvement Procedure, the lane as a Project is presented to Council for approval.

OTHER POINTS IN THE LETTER

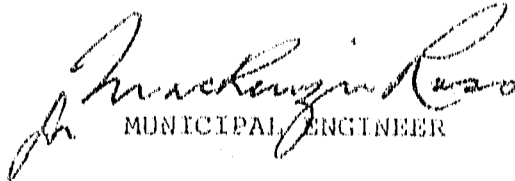
The Engineering Department has never received complaints regarding parking on the Burnaby side of Boundary Road during P.N.E. functions; however, staff will make observations from time to time in the future to ascertain if there is such a problem. All paved lanes in the area were paved under the Local Improvement Procedure.

CONCLUSION

The Engineering Department does not recommend that the lane be fully constructed to normal Local Improvement paving standards, because of:

1. The substandard width,
2. Topography and resulting construction problems,
3. The cost of construction, and,
4. The extremely marginal benefit to affected property owners of building the lane.

It was then decided that the Engineering Department would suggest to Jessie Walsh that the lane surface be treated with a minimum thickness of gravel, sufficient simply to permit access to be gained to her garage; this could be done at a minimum of cost and out of normal maintenance funds. This solution was suggested to Jessie Walsh who advised that it would suit her purposes most admirably.


MUNICIPAL ENGINEER

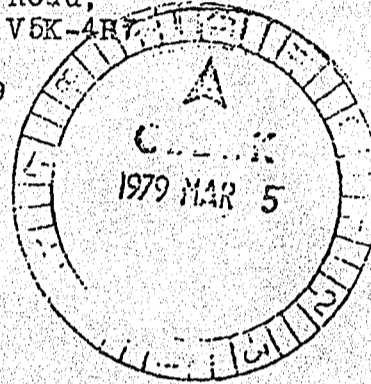
FEO/VMT/ch

CORRESPONDENCE AND PETITIONS
Regular Council Meeting
1979 March 12

ITEM	15
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270 S. Boundary Road,
Vancouver, B.C. V5K-4R7

March 1st, 1979



The Mayor & Council,
Corporation of the Dist. of Burnaby,
Municipal Hall,
Burnaby, B.C. V5G 1M2

Dear Sirs:

Would you please do something about the lane just east of Boundary Road and north of Albert Street. It is about thirty feet of deep ruts and mud. There are three houses use the lane and it is inaccessible to delivery men and visitors. When there are games on at the Forum, no one can get near us.

We all pay taxes for road improvements, decorative lights etc. and are entitled to some consideration.

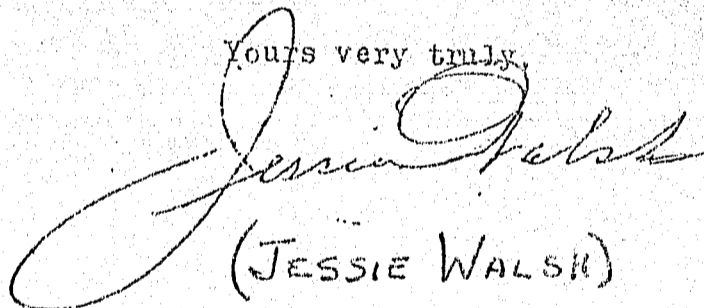
Would suggest the lane be black topped as are the other lanes or at lease gravelled. It does belong to the municipality.

I broke my hip some years ago and the accident was caused by a street that was in need of repair. I have been unable to work since. I have to use the lane to get out at all.

Please be fair about this.

Thank you for your consideration.

Yours very truly,


(JESSIE WALSH)

- AGENDA 1979 03 12

- COPY-MANAGER

- ENGINEER (FOR REPORT)

Reference see Vol 57 folio 17.
 Deposited in the Land Registry Office
 at Victoria B.C.
 June 17th 1911 Resubdivision of
 Plan shewing **1890**
 174

Lots 18 19 & 20, Bk. I, N 1/2 DL 116

Gp. 1, N.W.D

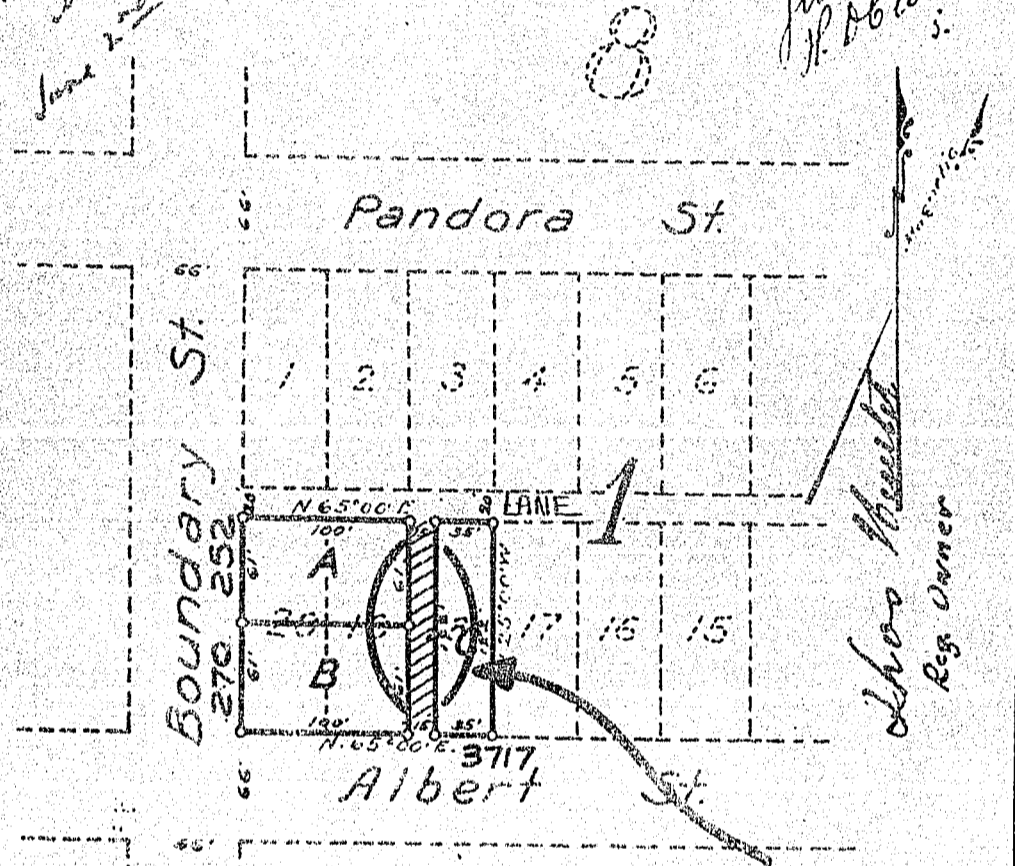
B.C.

Scale: - 100ft = 1inch

Approved
 Fred J. Hauffler
 Municipal Engineer
 June 2nd 1911

In W.C. 31-11-1910
 June 2nd 1911
 J.P. B. Curtis

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John Marshall
 June 5, 1911

I, J. W. Weart of the Municipality of Burnaby the person authorized by the Municipal Council of Burnaby to examine and report, certify that the conditions lettered "a", "b", "c" & "d" of Section 68 of the Land Registry Act have been complied with.

John Marshall
 June 5 1911

I, J. L. King, British Columbia Land Surveyor, certify that this plan is a correct representation of the survey which has been made by me upon the ground and is prepared under the provisions of the Land Registry Act.

May 20th 1911. J. L. King, B.C.L.S.

Herman & Burwell,
 Engineers & Surveyors,
 Vancouver, B.C.

SKETCH N° 1