

TO: MUNICIPAL MANAGER
FROM: DIRECTOR PLANNING AND BUILDING
SUBJECT: REZONING REFERENCE #13/91
6740 STATION HILL COURT

1991 SEPTEMBER 30

PURPOSE: To respond to driveway access issues raised at the time of Third Reading.

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RECOMMENDATION:

- 1) THAT this report be received for information purposes.

R E P O R T

1.0 BACKGROUND:

The above-noted rezoning was granted Third Reading by Council on 1991 September 03. At this time, a report was requested regarding the safety of the proposed driveway configuration for the development.

2.0 PROPOSED DRIVEWAY CONFIGURATION:

The only vehicular access possible and intended for the site is from the Station Hill Court cul-de-sac, as the Mission Avenue right-of-way is being developed for a linear park in accordance with the adopted plan for the area. The previous development plan (Rezoning Reference #47/89) had the driveway and ramp located parallel to the north-west property line and adjacent public walkway. The current rezoning has relocated the driveway to run parallel to the north-east property line, where a required fire access was previously located. This has allowed incorporation of an on-site drop-off space and lowering of the building ground level by 2.7 m (9 ft.). Responding to concerns raised at the Public Hearing, the architect revised the current proposal by bringing forward the parking ramp to shorten the length of the driveway, and by providing additional screening through the provision of a timber trellis supported by a brick colonnade over the ramp and of a lattice fence on the property line with an abutting development. Concrete paver strips intended to slow vehicles and provide a decorative design feature have also been added to the asphalt driveway.

3.0 SAFETY CONSIDERATIONS:

The driveway location for the current rezoning is parallel to and separated by 4.0 m (13 ft.) from the driveway of the adjacent Brambles Co-op development. In response to the questions raised at Third Reading, Engineering Traffic staff and the architects' Transportation Consultant have reviewed the safety of this configuration. Engineering Traffic staff (see attached Appendix 'A') advise that the proposed driveway location is adequate but that the earlier location was optimum.

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The architects' consultant (see attached Appendix 'B') advises that the current location with the proposed gentle slope is preferable to the previous location with the much steeper slope which had been required and proposed. Both Engineering Traffic staff and the consultant have commented on a concrete wall which has been constructed adjacent to the Brambles Co-op driveway extending almost to the point of the public sidewalk crossing. This wall was not shown on the Comprehensive Development plan for the site and could be cut back to improve visibility. The applicant for the current adjacent rezoning has agreed to deposit monies in-trust sufficient to permit the Municipality to cut back the wall. This work would be undertaken with the concurrence of the Brambles Co-op development if it proves desirable once the adjacent driveway is constructed, or upon request by the Co-op.

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4.0 SUMMARY:

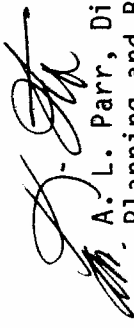
The driveway configuration of the proposed development is not a concern from a safety viewpoint. Planning staff consider that it is preferable to the previous proposal's driveway location in that it allows lower building height, provides for an on-site drop-off space, and coincides with a required fire access.

This is for the information of Council.

APL
RR:ap

Attach.

c.c. Director Engineering



A. L. Parr, Director
Planning and Building

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APPENDIX 'B'

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Consulting Engineers • Planners • Transportation Consultants

September 13, 1991

File: 81004.283

Michael Lee Architects
200 - 2165 West 10th Avenue,
Vancouver, B.C.
V6K 2H7

Attn: Mr. Michael Lee, MAIBC

Dear Sir:

Re: 6740 Station Hill Court

Further to your instructions of September 12, 1991, we have examined the access alternatives of the abovementioned proposed residential development. The following summarizes our analysis.

Background

The proposed multi-family development is for 88 dwelling units. The site is located at the end of the Station Hill Court cul-de-sac, which also serves three other multi-family parcels.

The design for the driveway is along the long side of the site, at a maximum grade of 4%. This driveway would also have an internal drop-off area before descending into the underground parking garage.

Concern has been expressed that the proposed location of the driveway may conflict with the existing driveway of the adjacent development to the north.

Analysis

The proposed 6740 Station Hill Court development would generate about 50 car trips during peak hours (two-way). During non-peak hours, the traffic generation would be minimal.

The driveway slope of 4% is very gentle, and drivers exiting would have good visibility. This is preferable to the alternative of locating the driveway along the short side of the site, with a much steeper slope (about 12%).

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There would be a separation of about 13ft. from the adjacent driveway, which we consider adequate for pedestrian refuge. The potential conflict with the adjacent (and steeper) driveway can be avoided by cutting the existing fin wall to make it about 7 to 10 feet shorter and thereby improving visibility. With this arrangement, visibility for pedestrians and vehicles at the new driveway and at the existing adjacent driveway should not be a problem. We also recommend that the landscaping near the top of the driveways be kept low and setback from the sidewalk.

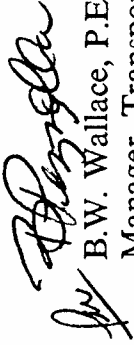
We also prefer the location of the driveway as proposed because it enables the positioning of an off-street drop-off area, as opposed to having the drop-off area on the cul-de-sac.

In summary, we believe that the potential for traffic conflicts between the driveways is minimal, and can be reduced even more by cutting the existing fin wall and keeping the landscaping low and setback.

We trust the above is satisfactory, and thank you for the opportunity to serve you.

Yours truly,

N.D. LEA CONSULTANTS LTD.



B.W. Wallace, P.Eng.
Manager, Transportation Engineering

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