

THE CORPORATION OF THE DISTRICT OF BURNABY

7 October, 1966.

REPORT NO. 56, 1966.

His Worship, the Reeve,
and Members of the Council.

Gentlemen:

Your Manager reports as follows:

1. Re: Proposed Road - North of Kingsway
between Sussex and Nelson Avenues

The Planning Department was directed by the Council to undertake a study of the above road and in doing so, take into account the question of developing the Grange Street alignment as opposed to the above road.

This matter has been reviewed as directed and the findings can be itemized as follows:

1. The proposed extension of Grange Street via Dover Street to Oakland Street is a plan of long standing providing a secondary arterial route for east-west travel between the residential development north of Kingsway and the commercial centre on Kingsway.
2. The extension of Grange Street creates a major block of land bounded by Sussex Avenue, Grange extension, Nelson Avenue and Kingsway.
3. The purpose of the subject road is not to provide east-west through movement as Grange Street, but to provide proper traffic service and circulation within this block of land and relieve congestion on Kingsway by providing a service road.
4. The location of the proposed road is completely dependent upon the land use that will develop in this block. The Apartment Study proposed commercial expansion in depth from Kingsway and a future apartment area south of Grange. The reason for designating the Apartment area as a future proposal was to provide for the possibility of greater commercial expansion requiring land from the future apartment area.
5. As an example of the flexibility in road location, should the complete area develop commercially (another department store?) on a comprehensive basis, there could be no need for the road at all. However, should similar apartment development to that in the Maywood area take place, then a road which will service the apartment area and the commercial area will be required.
6. In summary, the functions of Grange Street and a Sussex-Nelson connection are different and one is not an alternative to the other. The location of the latter connection is dependent upon the nature of the development which takes place in the block and the road location need not be finalized until the use is crystallized. The use could range from a desirable comprehensive scheme for the whole block to the usual lot by lot development of existing streets, and the greatest flexibility in road need and location will be achieved by the former.

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2. Re: Incomplete Road Allowances -
Road Widening

During a recent discussion in Council of the problem existing on David Drive, caused by the existence of a 33' road allowance at one point, the Engineer was asked for an assessment of similar problems in Burnaby with a possible view of a program of acquisition.

The Engineer reports that there are more instances wherein road dedications are required to complete the continuity of a street than it is practical to enumerate. An incomplete survey showed at least 500 properties that must yield road and lane dedications.

The David Drive situation is typical of parcels which will yield required dedication and construction of roads and other services on subdivision. An estimate of this particular problem shows:

Area to be acquired -	2362.25 sq. ft.
Land Value -	20¢ to 40¢ per sq. ft.
Value using 20¢	\$ 472.50
Land Survey and Legal Fees et cetera	150.00
Road Costs, gravel road construction	2,100.00
Engineering 11%	<u>233.00</u>
Total Cost - say -	<u>\$3,000.00</u>

Assuming the above as an average cost, to correct the approximate 500 cases previously mentioned would involve a possible total expenditure of about \$1,500,000.00.

3. Re: Paving of Byrne Road

In Item #13 of Report No. 45, 1966, your Municipal Manager recommended that Byrne Road be paved to 20' interim standard from Marine Drive to the North Arm of the Fraser River as a Special Roads Project at an estimated cost of \$20,000.00.

The reasons for this recommendation in lieu of the normal local improvement procedure were:

1. The presence of Byrne ditch on the west side which periodically causes road failures.
2. The road-bed is not to an adequate standard.
3. It is impractical to rebuild the road-bed to proper standard before the ditches on both sides are given proper attention.
4. The road is sometimes subject to flooding.
5. Utilities are not complete.
6. The Engineer does not choose to issue a certificate of lifetime for a Local Improvement with the above conditions pertaining.

Council rejected the recommendation and directed that the work be initiated under Local Improvement.

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(Item #3 - Re: Paving of Byrne Road cont.)

As directed, herewith is the cost report required by Section 601 of the Municipal Act, for paving as a local improvement to a width of 20', Byrne Road from Marine Drive to the Fraser River.

The Engineer states that the lifetime of the works is two years. Therefore, under the Act, the frontage taxes applicable, will be over two years.

Council's instructions are that frontage taxes for 20' pavement be limited to 50¢ per taxable front foot over ten years. This means the proportion of construction cost payable by affected owners is \$3.68 per taxable front foot.

However, the construction cost per taxable front foot in this case totals \$1.45. Therefore the annual rate over two years is 79¢ per taxable front foot.

There are 67 properties affected, with a total frontage of 13,723.56 feet, or an average frontage of 204.82 feet. The property with the maximum frontage measures 972.72 feet and the minimum, 66 feet.

Council's instructions are that the maximum frontage taxable is 66 feet; therefore,

The estimated total cost is	\$ 20,000.
The estimated owners' share is	\$ 5,940.
The estimated Corporation share is	\$ 14,060.
Annual levy for 2 years	\$.79
Total frontage	13,723.56 feet
Taxable frontage	4,080.41 feet

The 66' maximum and related rules already established by Council, will apply. Pursuant to Section 597 of the Municipal Act, the Corporation shall bear whatever taxable portion of the cost which may cause the taxable rate per annum to exceed 79¢ per taxable front foot.

Due to the shortness of the term of levy, it will be necessary when the final cost of the work becomes known, to pass a by-law to finance the works from Burnaby's Local Improvement Fund.

4. Re: Westbound Slow Lane on Marine Drive
from Boundary Road to Joffre Avenue

As a result of a report from the Traffic Safety Committee 13 June, 1966, Council required a report on the estimated cost of constructing an additional lane on the north side of Marine Drive from Boundary Road to Joffre Avenue.

The Engineer produced the desired estimate on 24th June 1966 but your Municipal Manager inadvertently clipped the estimate to an inactive file and it has just now been discovered.

Submitted herewith is the Engineer's report of 24th June 1966:

"Further to the Clerk's memo of 17 June, 1966, please be advised that the estimate of cost for adding a slow lane to Marine Drive from Boundary to Joffre is \$12,000.

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(Item #4 - Re: Westbound Slow Lane on Marine Drive
from Boundary Road to Joffre Avenue cont.)

The cost is promulgated on the concept that minimum effort is warranted owing to the unsettled problems related to a new major road for the area. Therefore, the third lane will be constructed on that basis by paving the gravel shoulders on both sides, approximately 7', adding asphalt curbs to control erosion, minimum storm drainage, and relining the pavement to provide two 11' westbound lanes and one eastbound.

Merging lanes will be required on either end. The west merging lane, of course, will be in Vancouver and this proposal can be accomplished only with the co-operation and approval of Vancouver officialdom.

While the need for a slow lane is well established, we respectfully recommend that action to provide it be withheld until the Planning Director has had the opportunity of filing a report to your office dealing with some of the unsettled problems related to the location of the new major road, Boundary Road Diversion, and their effect on Marine Drive including the result of a preliminary approach to Vancouver with this proposal."

5. Re: Acquisition of Easement - Easterly 6' of Lot 97 and the Westerly 6' of Lot 98 of the Subdivision of Lot 1, Block "C", D.L. 83, Plan 20863.
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An easement is required, in order to finalize a subdivision over the easterly 6' of Lot 97 and the westerly 6' of Lot 98 of a subdivision of Lot 1, Block "C", D.L. 83, Plan 20863 as shown on plan prepared by G. M. Thomson, B.C.L.S. dated 27th September, 1966, from Mr. A. H. Clary of 7375 Kingsway, Burnaby 1, B. C. The location of the easement is in the 5600 block, Gilpin Street. The easement is required for drainage purposes. There is no consideration payable by the Corporation.

It is recommended that authority be granted to acquire the above easement and that the Reeve and Clerk be authorized to execute the easement documents on behalf of the Corporation.

6. Re: Approval of Signs Along Kingsway Widening Strip

The introduction of the new procedure for granting approvals through the Zoning Board of Appeal for free-standing signs on the Kingsway widening strip brought forth the suggestion that these approvals might better be handled under building regulations rather than under the zoning regulations as at present.

The Municipal Solicitor advises that the Building By-law cannot be used as suggested. Council's only authority to regulate the use of land and the siting of buildings and structures (including signs) is found in Section 702 of the Municipal Act, that is the zoning section.

Two different situations exist on Kingsway. In some cases the municipality owns the 16½' widening strip. No one can erect a sign there without Council authority. In other cases the land is privately owned, but affected by the building line set-back (section 6.16 of the Zoning By-law). In the latter situations application is made to the Board of Appeal under Section 709 (1) (c) of the Municipal Act.

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7. Re: Sanitary Sewer Utility

An application has been received to subdivide Lot 14, N.91.2' of 14, Lots 15N $\frac{1}{2}$ and S $\frac{1}{2}$ of D.L. 126, Subdivision Reference 146/66. The subdivision will create 14 lots. The property is located on the west side of Springer Avenue approximately 675 feet north of Halifax Street.

In order to provide the subdivision with sanitary sewer it will be necessary to extend the sewer lateral from the existing sewer main at Halifax and Springer a distance of approximately 569 feet. The lateral will serve two other parcels (approximately $\frac{1}{4}$ acres) in addition to the subdivision.

The estimated cost is \$7,000.00.

It is recommended that the sanitary sewer lateral be extended to serve the subdivision at an estimated cost of \$7,000.00 to be charged to the Sewer Utility.

Respectfully submitted,



E. A. Fountain
ASSISTANT MUNICIPAL MANAGER

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8. Sale of Land

Tenders were called for the sale of the following properties as directed by Council at the minimum prices indicated.

- (a) Lot 13, D.L. 32/82, Group 1, Plan 17168, S.E. corner of Buxton Street and Forglen Drive - Minimum Price \$5,200.
- (b) Lot 30, D.L. 32/82, Group 1, Plan 17168, South side of Grafton St., opposite Sardis Crescent - Minimum Price \$6,200.
- (c) Lot 47, D.L. 32/82, Group 1, Plan 17168 S.W. corner of Bond Street & Forglen Drive - Minimum Price \$5,000.

The following bids have been received:

	<u>Amount</u>
(1) Mrs. J. Corak, 330 N. Nanaimo St., Lot 30 Vancouver, B.C.	\$ 6,655.00
(2) Mrs. J. Corak, 330 N. Nanaimo St., Lot 30	\$ 6,755.00
(3) Don Perreault, 7471 - 16th Ave., Lot 30 Burnaby 3, B. C.	\$ 8,530.00
(4) Koehn Enterprises Ltd., 3117 Kingsway Lot 13 Vancouver Lot 47	\$ 6,618.00 \$ 6,025.00
(5) P. J. Thiessen, 5035 Grafton St., Lot 30 Burnaby 1, B. C.	\$ 7,320.00
(6) M. Kowalenko, 4664 Royal Oak Ave., Lot 47 Burnaby 2, B. C.	\$ 5,900.00
(7) Royal Oak Realty, 5228 Kingsway, Lot 30 (J.Penner) Burnaby 1, B. C.	\$ 8,000.00
(8) Royal Oak Realty, 5228 Kingsway, Lot 13 (J.Penner) Burnaby 1, B. C.	\$ 6,500.00
(9) Royal Oak Realty, 5228 Kingsway, Lot 47 (J.Penner) Burnaby 1, B. C.	\$ 6,500.00
(10) R. Kaelber, 3755 Fraser St., Lot 30 Vancouver 10, B. C.	\$ 7,526.00
(11) Mrs. Norma McLean, 4955 Sardis Cresc. Burnaby 1, B. C. Lot 13	\$ 5,200.00
(12) G. Smyth, 1816 W. 14th Ave., Vancouver Lot 30	\$ 7,055.00
(13) D.M.Martin, 5625 Forglen Drive, Lot 13 Burnaby 1, B. C.	\$ 6,355.00
(14) D.M.Martin, 5625 Forglen Drive, Lot 30 Burnaby 1, B. C.	\$ 8,355.00
(15) P.Niebuhr, 7242 Lancaster Place, Lot 13 Vancouver, B. C. Lot 30	\$ 5,766.00 \$ 7,055.00

It is recommended that bids numbered 3, 4 and 9 be accepted.

9. Re: Miscellaneous Sewer Easement - D.L. 98

An easement is required for Sanitary Sewer purposes as follows:

Owner - Rodney Carl Oben and Joan Ann Oben,
5192 Sidley Street, Burnaby 1, B. C.
Property - Portion of Lot 4, as outlined on Plan filed in L.R.O. under
#29876, Block 44, D.L. 98, Group 1, Plan 2066, N.W.D.
Location of Easement - 5192 Sidley Street, Burnaby 1, B. C.
Consideration - \$1.00 plus restoration of the easement area.

It is recommended that authority be granted to acquire the above easement and that the Reeve and Clerk be authorized to execute the easement documents on behalf of the Corporation.

10. Re: Lane Acquisition - Cnkalla Sanitary Sewer Area #21

The following lane acquisition is required for the above mentioned Sanitary Sewer Project as follows:

The Easterly 10' of Lot 5, Block 2, D.L. 94, Group 1, Plan 1117, N.W.D., owned by Pete Remizoff of 2936 E. 42nd Avenue, Vancouver, B. C. The property is located at 6296 Pearl Avenue, Burnaby 1, B. C. The consideration is \$1.00.

It is recommended that the portion of property referred to be acquired for lane purposes and that the Reeve and Clerk be authorized to sign the necessary documents.

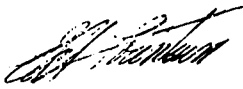
11. Re: Rezoning Applications

Submitted herewith is the Planning Director's Report covering ten Rezoning Applications.

12. Re: Rezoning Application Ref. #88/65

Submitted herewith is a further report of the Planning Director in connection with Rezoning Application Ref. #88/65 covering Lots 12 to 14 inclusive, Blocks 55/58, D.L. 33, Group 1, Plan 1825.

Respectfully submitted,



E. A. Fountain
ASSISTANT MUNICIPAL MANAGER

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