

THE CORPORATION OF THE DISTRICT OF BURNABY

BY-LAW NO. 3609

A BY-LAW to Regulate the Subdivision of Land.

WHEREAS it is desirable to regulate the subdivision of land in order to promote the harmonious and economical development of the municipality.

THEREFORE the Municipal Council of The Corporation of the District of Burnaby ENACTS as follows:

1. This By-law may be cited as the "Burnaby Subdivision Control By-law 1955".
2. No land shall be subdivided within the Municipality of Burnaby unless and until the subdivision has first received the approval of the Approving Officer.
3. The Approving Officer shall not approve the subdivision of any parcel of land unless all the relevant requirements of this by-law have been observed.

Definitions.

4. In this by-law, unless the context otherwise requires, the following words shall have the meanings hereinafter assigned to them:

"Parcel" means any lot, block or other area in which land is held or into which land is divided:

"Subdivision" means the division of land into two or more parcels, whether by plan or by metes and bounds description or otherwise:

"Streets" includes all highways, roads, squares, thoroughfares and any other public way, but not lanes, trails and bridges:

"Lane" means a public way less than thirty-three (33) feet wide:

"Major Street" means a street which, in addition to serving local needs, is, or is designed to form, part of a major or arterial street system of the municipality wherein a significant proportion of the traffic or travel along the same has both its origin and destination outside of the

area under consideration:

"Minor Street" means a street used primarily for travel and access to and from the parcels contiguous thereto created in the subdivision:

"Owner" and "Registered Owner" means any person registered in the books of any Land Registry Office as owner of the land or of any charge on the land being subdivided, whether entitled thereto in his own right or in a representative capacity or otherwise:

5. Unless otherwise defined therein, any word or expression in this by-law shall have the same meaning as any similar word or expression contained in the "Land Registry Act".

Preliminary Application.

6. The Applicant shall make an application for preliminary approval of the subdivision prior to a land surveyor marking the subdivision on the ground. This application shall be accompanied by a sketch plan drawn to a convenient scale, showing the proposed subdivision with the estimated dimensions of the several parcels, and of each street and lane which the owner proposes to create.

7. Every applicant for preliminary approval of a subdivision hereunder shall tender an examination fee of Two Dollars (\$2.00) with the application.

8. The Approving Officer shall examine the preliminary application and shall advise the applicant in writing, within thirty (30) days from receipt by him of such application, either that the subdivision proposal could be approved, or that it could not be approved. In the latter case the reasons for so deciding shall be stated.

9. Preliminary approval of any proposed subdivision shall not be construed as final approval of such subdivision for land registration purposes.

10. Preliminary approval shall be effective for a period of three (3) months unless upon application of the owner, the Approving Officer grants an extension. If the final plan has not been tendered for approval within this time limit the preliminary plan must again be submitted to the Approving Officer.

Final Application.

11. The final subdivision shall conform substantially to the approved preliminary plan but the application for final approval need not necessarily cover the whole project in one application. If the subdivision project is submitted in sections, a separate application may be made covering each section, and such applications may occur at different times within the period prescribed in section 10 hereof.

12. Every application for final subdivision approval shall be made in writing, addressed to the Municipal Clerk and shall be accompanied by the subdivision plans tendered for approval; or, where recourse to subdivision plans is not required, the application shall describe clearly the proposed method of subdivision, using a sketch or plan, where deemed advisable, to assist the written statement, and giving the correct legal description of the parcel being subdivided.

13. The application for subdivision approval shall be made by the owner or his duly authorized agent. The Approving Officer, before dealing with an application for subdivision approval, made by a person other than the owner, may require such other person to produce satisfactory evidence that he is duly authorized by the owner to make such application.

14. If the subdivision is to be made by recourse to a subdivision plan, prepared in accordance with the provisions of the "Land Registry Act", the plan or plans, required for registration purposes tendered with the application for approval shall be accompanied by two blue or white print paper copies thereof, which copies shall be retained by the municipality.

15. Every applicant for approval of a subdivision hereunder shall furnish a certificate declaring that all taxes which have been assessed on the land subdivided have been paid and in a case where local improvement taxes, rates or assessment are payable in annual instalments, that all instalments owing on the date of the certificate have been paid.

Approving Officer's Decision.

16. Within sixty days from the date on which an application is tendered for examination and approval, or within sixty days from the furnishing by the applicant of such further information as the Approving Officer may rightfully require, including satisfactory evidence that all of the relevant provisions of this by-law have been duly complied with, the Approving Officer shall either approve or reject the proposed subdivision in the manner provided by this by-law.

17. When any subdivision plan is approved, the Approving Officer shall sign and date the plan thereof, tendered for approval, in the form provided on such plan under the provisions of the "Land Registry Act". The subdivision plan or plans thus approved shall be returned to the applicant, less the two paper copies thereof mentioned in section 14.

18. Where approval is granted to any subdivision created without a plan, approval shall be attested by a certificate signed by the Approving Officer, and dated.

19. A certificate of final approval shall be valid for thirty days from the date thereof, after which time approval shall be deemed to have been revoked unless an extension of time is granted by the Registrar under Section 99 of the "Land Registry Act".

20. Notwithstanding the provisions of section 19 hereof, a certificate of final approval which has not been used for registration purposes, and which is deemed to be revoked as aforesaid, may be renewed on application in writing to the Approving Officer for a further period not exceeding thirty days, provided the time elapsed since the issue of the original certificate does not exceed twelve months. Thereafter a fresh application for approval of the subdivision shall be required and shall be dealt with as an original application.

21. If the subdivision is rejected the applicant for approval shall be so advised in writing by the Approving Officer, and the reasons for rejecting the subdivision shall be given. If subdivision plans were tendered with the application they shall be returned to the applicant unsigned, less the two paper copies thereof mentioned in section 14.

22. If the approval of any subdivision is refused pursuant to this by-law, there shall be an appeal to a Judge of the Supreme Court in Chambers and the relevant sections of the "Land Registry Act" shall apply.

Additional Information which may be Required.

23. If in the opinion of the Approving Officer the application for subdivision approval indicates that there is reason to anticipate a further resubdivision of the relevant lands, the person tendering the subdivision for approval, at the request of the Approving Officer, shall furnish a sketch plan showing the ultimate method of subdivision and showing how the present intermediate step fits into such ultimate subdivision.

24. The person tendering a subdivision plan for examination and approval shall, if the Approving Officer so requires, furnish profiles of every new highway shown on the plan and such topographical detail as may indicate the problems to be dealt with in developing the subdivision.

25. Where in the opinion of the Approving Officer unusual soil or drainage conditions obtain on part or all of the subdivision area he may require the applicant to furnish information or to aid in the gathering of such information as will allow the determination of the area, shapes and orientations of parcels which will be adequate in view of the nature of the ground and the anticipated use of the land.

26. Where the Approving Officer is of opinion that the lands of any adjoining or neighbouring owner are, or might be, detrimentally affected by the subdivision under application for approval, he may require the applicant to furnish sufficient evidence to satisfy him that notice of intention to subdivide, and of the scheme of subdivision and of the application pending has been served on such adjoining or adjacent owners in such form as the Approving Officer may direct. Satisfactory evidence of service of such notice shall be the production of a statement in writing from each such owner indicating that he is aware of the intended scheme of subdivision and either consents to it or gives reasons for objecting to it, provided that any other proof of such service may be accepted by the Approving Officer if deemed by him satisfactory.

27. Where the expressed or obvious intention in the application for approval involves the establishment of a boundary or boundaries in reconciliation with existing buildings on the affected parcels, or where the position of a proposed new boundary is controlled by the location of such buildings and in all cases where the proposed boundary establishment cannot be sufficiently identified on the ground by inspection, the Approving Officer may require the applicant for approval to produce a plan or sketch, verified by a British Columbia Land Surveyor, showing the proposed new boundary or boundaries in relation to the affected parcels and to the buildings thereon.

Effect of Proposal on Other Parties.

28. The Approving Officer may serve notice in writing of the proposed subdivision on any owner or other person whose land or interest therein, in his opinion, might be detrimentally affected by it, and may make such further inquiry into the effect of the proposed subdivision upon adjoining or neighbouring lands as will establish to his satisfaction the desirability or otherwise of the proposed subdivision.

29. In considering a subdivision application, the Approving Officer may hear objections from any interested persons and may refuse to approve the subdivision if in his opinion the anticipated development of the subdivision would injuriously affect the established amenities of adjoining or adjacent properties or would increase the general cost of public utilities or be otherwise against the public interest.

Conformity with other regulations.

30. In considering an application for subdivision approval, the Approving Officer may refuse to approve the subdivision if the location and bulk of any existing building or structure in relation to any new parcels created would not comply with the relevant provisions of the Building, Sanitary, Town Planning or Building Line By-laws of the Municipality.

31. Where a portion of a parcel is to be added to an existing adjoining parcel, and the balance of such first mentioned parcel is thereby so reduced in size as to be less than permissible under section 32 hereof, such balance must be added to another adjoining parcel.

Design Requirements.

32.(1) For the purpose of this by-law the territorial area of the Municipality is hereby classified and divided into districts, and such districts are hereby designated and described as:

- (a) Residential Type I
- (b) Residential Type II
- (c) Residential Type III
- (d) Residential Multiple Family Type I
- (e) Residential Multiple Family Type II
- (f) Agricultural
- (g) Commercial
- (h) Industrial

(2) The boundaries of such districts, together with explanatory legend, notations and references in respect thereof, are designated, described, delimited and specified in particularity as shown upon the plan annexed hereto, and which said plan is hereby made and declared to be an integral part of this by-law as if embodied herein, such plan being designated as "Subdivision Districts Plan" and marked as Schedule "A" to this By-law.

(3) In such districts the minimum area and width of parcels being created by subdivision shall be as follows:

	<u>Area</u>	<u>Frontage</u>
(a) Residential Type I	6000 sq.ft.	50 ft.
(b) Residential Type II	7200 " "	60 "
(c) Residential Type III	10,000 " "	80 "
(d) Residential Multiple Family Type I	7200 " "	60 "
(e) Residential Multiple Family Type II	9000 " "	75 "
(f) Agricultural	1.6 acres	175 "
(g) Commercial	6000 sq. ft.	50 "
(h) Industrial	9000 " "	75 "

(4) Notwithstanding the minimum standards prescribed in sub-section (3) above, the Approving Officer in his discretion may

approve of a subdivision containing a parcel or parcels complying with the standards hereinafter provided in the following cases, whenever, in his opinion such lower standards are warranted.

- (a) In districts designated and described as Residential Type I where the already established development in the immediate vicinity of the new subdivision occurs on parcels of less area or width than prescribed in subsection (3), and the creation of other parcels of like character is in the opinion of the Approving Officer permissible under the circumstances, the Approving Officer may reduce the prescribed minimum area to not less than 4800 square feet and the prescribed minimum width to not less than 40 feet.
- (b) In districts designated as Commercial use the Approving Officer may reduce the prescribed minimum area to not less than 3000 square feet and the prescribed minimum width to not less than 25 feet.
- (c) In districts designated and described as Residential Type III the Approving Officer may reduce the prescribed minimum area to not less than 8000 square feet.
- (d) In districts designated and described as Industrial the Approving Officer may reduce the prescribed minimum area to not less than 6000 square feet and the prescribed minimum width to not less than 50 feet.

(5) Notwithstanding the minimum standards prescribed in subsection (3), the Approving Officer shall not be bound to accept a subdivision complying merely with such minimum standards, if, in his opinion, such minimum standards are inappropriate for the particular district or locality and would on development of the subdivision tend to lower the standard of land use already established in the vicinity, or where by reason of topography, soil or drainage conditions, such minimum standards would not be adequate to ensure adequate protection of public health.

(6) For the purposes of this section the width of a parcel shall be the measurement across the parcel along the prescribed front building line or the measurement across the parcel on a line parallel to and thirty (30) feet to the rear of such building line, whichever is the lesser dimension.



33. Every parcel in a subdivision shall abut on a public street.

34. Where possible the side lines of parcels shall be at right angles to or radial to the line of the abutting street.

35. Lots which have a frontage on more than one street, lots triangular or irregular in shape and lots less than one hundred (100) feet or more than one hundred and fifty (150) feet in depth, shall be avoided, if other suitable alternatives, in the opinion of the Approving Officer, can be provided.

36. In examining any proposed plan of subdivision the Approving Officer shall consider the sufficiency and suitability of the proposed street system and shall determine the adequacy thereof in relation to anticipated traffic, not only within the area being subdivided but with due regard to the street system already established in adjoining areas and to the general street pattern of the municipality. Without limiting the generality of the foregoing, the principles and standards to be observed are as follows:

- (a) Major streets are to be continued through the area being subdivided, without jogs, with a width deemed appropriate by the Approving Officer for the particular major street involved.
- (b) Minor streets shall be created to a width deemed appropriate by the Approving Officer having regard for the requirements of the area being subdivided.
- (c) Where a subdivision borders or contains a controlled access highway, as designated by the Lieutenant-Governor in Council, the Approving Officer shall withhold approval subject to such regulations as are made under the terms of the "Controlled Access Highways Act" and may require that separate access roads be provided to service parcels adjacent to such highway.
- (d) Jogs in street alignment shall be avoided, unless the distance between centre lines at the jog is one hundred feet or more.
- (e) Where bends occur in street alignment the Approving Officer may require that the angle shall be replaced by a curve of suitable radius.

- (f) Reversed curves in street alignment shall be separated by tangents if the Approving Officer so directs.
- (g) The gradient of major streets shall where possible not exceed seven (7%) percent and the gradient of minor streets shall not exceed fifteen (15%) percent, unless the Approving Officer in his discretion shall otherwise permit.
- (h) As far as possible intersecting streets shall meet at right angles. Unless the Approving Officer in his discretion shall otherwise permit, no streets shall intersect at an angle of less than seventy degrees. In cases where sharper angles are permitted corner cut-offs may be required.
- (i) **Cul-de-sac** streets shall have an ample turn-around area at their closed end, with proper facilities for street drainage. The length of any such cul-de-sac street shall not exceed five hundred (500) feet to the end of the turn-around.

37. A lane system shall ordinarily be provided through each block, in order that, as far as possible, secondary access shall be afforded to every parcel. Where, however, the parcels in a block designed for residential use are one-quarter of an acre or more in size and of at least sixty-six (66) feet in frontage, and where driveway accommodation can conveniently be provided for each parcel leading into an abutting minor street, the Approving Officer may, in his discretion, dispense with the requirement of any lane system in such block.

38. Lanes shall be twenty (20) feet in width and shall, where possible, be free from curves along their boundaries. The Approving Officer may in his discretion allow the creation of a lane ten (10) feet in width, where there is reasonable expectation that additional width may be acquired through subdivision of contiguous parcels.

39. At right angle bends in a lane, triangular corner cut-offs, measuring not less than ten (10) feet each way from the corner, may be required by the Approving Officer.

40. Acute angled intersections of lanes with streets shall in general be avoided but due consideration shall be given to the continuity of lanes from block to block, in order to facilitate pole-line and other utility construction.

Services required.

41. All structures encroaching upon and obstructions of any kind to the free and uninterrupted use by the public of the full width and extent of all new streets and lanes shall be removed therefrom before approval of any subdivision plan is granted, unless by prior arrangement with the municipality such are allowed to remain for a limited period of time.

42. All subdivisions shall comply with the relevant requirements hereunder as a condition precedent to approval:

- (a) All new streets and lanes shown on the subdivision plan, including widening strips of existing streets and lanes, if any, shall be cleared to their full width and be graded, gravelled, or rocked in accordance with the instructions, specifications, and requirements of the Municipal Engineer.
- (b) Where, in the opinion of the Municipal Engineer, cuts or fills are necessary in order to bring any new street or lane to the required gradient, the Approving Officer may require the owner to grant a right of easement for support of such street or lane or of the abutting land in such form as shall be registerable against the lands affected at the expense of the applicant.
- (c) Adequate street and lane drainage facilities, including all necessary bridges and culverts, shall be provided to the satisfaction of the Municipal Engineer.
- (d) Where the whole or any portion of the lands being subdivided are wet or are subject to intermittent or periodic flooding, the Approving Officer may withhold approval of the proposed subdivision until appropriate steps are taken, to his satisfaction, to drain the land or otherwise to remedy such wet or flooding conditions.

- (e) If the subdivided area contains natural water courses which cross proposed new streets or lanes, the Approving Officer may require that provision be made to carry the storm water flow in adequate culverts across the said streets or lanes.
- (f) In those areas which are tributary to an existing municipal sanitary sewerage system, arrangements shall be made, to the satisfaction of the Municipal Engineer to provide sewer accommodation within the subdivision area to each of the parcels being created in the subdivision.
- (g) Arrangements shall be made to the satisfaction of the Municipal Engineer to install water mains within the subdivision area sufficient to permit the adequate supply of domestic water to each of the parcels being created in the subdivision.
- (h) Where sanitary sewer accommodation is not available to serve each of the parcels in a subdivision under application for approval, the Approving Officer may withhold approval of the subdivision until he is satisfied that arrangements satisfactory to the Medical Health Officer have been made for the proper disposal of such sewerage or industrial waste as may result from the anticipated use of the parcels.

43. All work required to be done hereunder, in connection with the subdivision of any lands shall be carried out at the sole expense of the owner of such lands and to the satisfaction of the Approving Officer before approval of such subdivision hereunder; provided, however, that upon the due execution of an agreement in writing between the owner and the municipality and registerable as a charge against the lands affected, or secured by a performance bond, providing for the due performance of such work at a date subsequent to the approval of the subdivision, the Approving Officer may approve of the subdivision prior to the completion of such work.

44. Subdivision Control By-law 1928 No. 699 of The Corporation of the District of Burnaby is hereby repealed.

DONE AND PASSED in Open Council this Twenty-fifth (25th)  
day of August, 1955.

RECONSIDERED AND FINALLY PASSED this Nineteenth (19th)  
day of September, 1955.



*Chas. MacSorley*  
REEVE.

*Walter B. Brown*  
CLERK.

BURNABY SUBDIVISION CONTROL BY-LAW 1955.

SCHEDULE A

PART I

RESIDENTIAL TYPE I DISTRICTS.

All those areas of the Municipality designated and described in Part II of this Schedule as Residential Single Family and Residential Two Family, SAVE AND EXCEPT those areas hereunder described as Residential Type II and Residential Type III Districts.

RESIDENTIAL TYPE II DISTRICTS.

- (a) All that area bounded
- on the north by Penzance Drive and Scenic Highway,
  - on the south by Cambridge Street,
  - on the west by Beta Avenue.
- (b) District Lot 127 except BLOCKS "Q", "R", and 9.
- (c) All that area bounded
- on the north by a line commencing at the intersection of Holdom Avenue with Curtis Street and running east to Cliff Avenue, thence north to Hastings Street, thence north-easterly along the Barnet Road to Pandora Street, thence west to Cliff Avenue, thence north and east along the south boundary of the North Heavy Industrial Zone to Phillips Avenue,
  - on the east by Phillips Avenue,
  - on the south by Halifax Street to Kensington Avenue, thence south to the Central Arterial Highway, thence west to Delta Avenue,
  - on the west by Delta Avenue, thence east on Halifax, thence north to Holdom Avenue.
- (d) All that area bounded
- on the north by the north boundary of District Lot 15,
  - on the east by the east boundary of the Municipality,
  - on the south by Cameron Street to Bell Avenue, thence south to Government Street, thence west to the Great Northern Railway right-of-way, thence north-westerly to Cariboo Road,
  - on the west by Cariboo Road, and the east boundary of the

North-East Heavy Industrial Zone to Broadway, thence north-easterly to the west boundary of Block 1, District Lot 15, thence north to the point of commencement.

(e) All that area bounded

on the north by the south-east boundary of District Lot 14 and by the right-of-way of the British Columbia Electric Burnaby Lake Line,

on the south-east by 10th Avenue,

on the south-west by Langley Street and Coldicutt Street.

(f) All that area bounded

on the north by the British Columbia Electric Company Burnaby Lake Line right-of-way,

on the east by the west boundary of Burnaby Park,

on the south-east by Mayfield Street,

on the south-west by the Douglas Road,

on the west by Sperling Avenue.

(g) All that area bounded

on the north by Sprott Street,

on the east by the British Columbia Electric Company Burnaby Lake Line right-of-way,

on the south by Roberts Street, Douglas Road and Spruce Street,

on the west by Royal Oak Avenue.

(h) All that area bounded

on the west by Boundary Road,

on the north by a line running generally easterly and southerly commencing at Boundary Road and thence east on Spruce Street,

to Willingdon, thence south to Gilpin Street, thence east

to Royal Oak Avenue, thence south to the projection of

Strawson Street, thence east to Walker Avenue,

on the east by Walker Avenue and Sperling Avenue,

on the south by a line running generally westerly and northerly

on Stanley Street, and Bryant Street to Dufferin Avenue,

on Irving Street to Royal Oak Avenue, thence north to Dover

Street, thence west to Nelson Avenue, thence north to Sardis

Street, thence west to Willingdon Avenue, thence north to

Burke Street, thence west to Patterson Avenue, thence north to the projection of Warren Street, thence west to Boundary Road.

- (i) All that area bounded
- on the west by Boundary Road,
  - on the north by a line running generally east from Boundary Road on Rumble Street to Patterson Avenue, thence north to Watling Street, thence east to McKay Avenue, thence north to Victory Street, thence east to Jubilee Avenue, thence south to Rumble Street, thence east to Nelson Avenue, thence south to Portland Street, thence east to Hedley Street,
  - on the east by Hedley Street and the ravine east of Gilley Avenue,
  - on the south by the north boundary of the South Heavy Industrial Zone.

SAVE AND EXCEPT in all the above described areas (a-i) those areas zoned for use as Gasoline Service Station, Local Commercial, Commercial.

RESIDENTIAL TYPE III DISTRICTS.

- (a) All that area bounded
- on the north by the Central Arterial Highway and the south boundary of the North-East Heavy Industrial Zone,
  - on the east by Cariboo Road,
  - on the south by the Great Northern Railway right-of-way, Winston Street, the south boundary of Blocks 13/18, District Lot 43, Government Street,
  - on the west by the east and north boundaries of Block 14, District Lot 44, and by the boundary of the Heavy Industrial Zone west of Bainbridge Avenue.
- (b) All that area bounded
- on the north by Gilpin Street,
  - on the north-east by the Douglas Road,
  - on the south-east by the British Columbia Electric Company transmission line right-of-way north of Imperial Street,
  - on the south-west by the lane east of and parallel to Malvern Avenue and the west boundary of Blocks 49/56, District Lot 86, South-east boundary of Blocks 24 and 4, District Lot 86,



Walker Avenue, Strawson Street,  
on the west by the east boundary of District Lot 84, the east  
and north shoreline of Deer Lake, Iris Avenue.

SAVE AND EXCEPT in all the above described areas (a and b)  
those areas zoned for use as Gasoline Service Station, Local  
Commercial or Commercial.

AGRICULTURAL DISTRICTS.

All those areas of the Municipality defined and described in  
Part II of this Schedule.

COMMERCIAL AND BUSINESS DISTRICTS.

All those areas of the Municipality designated and described  
by Schedules 3 and 4 of the Town Planning By-law 1948 as Commercial  
or Local Commercial Zones.

INDUSTRIAL DISTRICTS.

All those areas of the Municipality designated and described  
by Schedules 5 and 6 of the Town Planning By-law 1948 as Light  
Industrial Zones or as Heavy Industrial Zones.

SCHEDULE A

PART II

RESIDENTIAL ZONES

RESIDENTIAL SINGLE FAMILY ZONES

- (a) All that area bounded
- on the north by Montrose Street,
  - on the east by Gilmore Avenue,
  - on the south by the lane south of Trinity Street,
  - on the west by Boundary Road.
- (b) All that area bounded
- on the north by Penzance Drive and Scenic Highway,
  - on the south by Cambridge Street,
  - on the west by Beta Avenue.
- (c) All that area bounded
- on the north by the south boundary of the North Heavy Industrial District,
  - on the east by Phillips Avenue,
  - on the south by Pandora Street,
  - on the west by Cliff Avenue.
- (d) All that area bounded
- by a line commencing at the intersection of Willingdon Avenue and Parker Street, thence easterly on Parker Street, to Delta Avenue, thence southerly to Halifax Street, thence easterly to Kensington Avenue, thence southerly to the northern boundary of the Central Heavy Industrial District, thence westerly along said boundary to Alpha Avenue, thence northerly to the lane south of Buchanan Street, thence westerly to Willingdon Avenue, thence northerly to Parker Street.
- (e) All that area bounded
- by a line commencing at the intersection of the Central Arterial Highway with the west boundary of D. L. 59, thence easterly along said Highway to the west boundary line of the North-East Heavy Industrial Zone, thence easterly along the south boundary of said Zone, thence northerly along the east boundary of said Zone to

Broadway, thence easterly along Broadway to the west boundary of Block 1, D. L. 15, thence northerly to the north boundary of Block 1/8, D. L. 15 to the east boundary of the Municipality, thence south to north boundary line of Lot 4, Block 23, D. L. 1, thence westerly on a projection of the said line to meet the Great Northern Railway right-of-way, thence westerly on the north boundary of said right-of-way to Winston Street, thence westerly on Winston Street to Lozelles Avenue, thence westerly on the north boundary line of Blocks 19 and 26, D. L. 43, to Phillips Avenue, thence northerly to Government Street, thence westerly to the east boundary line of Block 14, D. L. 44, thence northerly to Edison Street, thence westerly to Bainbridge Avenue, thence northerly to the north boundary line of Block 8, D. L. 44/78, thence westerly to the west boundary line of Block 7, thence northerly on this line and on the west boundary line of D. L. 59 to the Central Arterial Highway, thence easterly to Bainbridge Avenue, thence northerly to Broadway.

(f) All that area bounded

by a line commencing at the intersection of Coldicutt Street with the south-east boundary of D. L. 14 and running easterly along said boundary line to the intersection with the British Columbia Electric Company Burnaby Lake line right-of-way, thence easterly along said right-of-way to 10th Avenue, thence south-westerly along 10th Avenue to Newcombe Street, thence north-westerly along Newcombe Street to 12th Avenue, thence north-easterly along 12th Avenue to Cumberland Street, thence north-westerly along Cumberland Street to Whitworth Avenue, thence north-easterly to Coldicutt Street, thence north-westerly along Coldicutt Street to the point of commencement.

(g) All that area bounded

by a line commencing at the intersection of 1st Street  
with 20th Avenue,  
thence north-easterly on 20th Avenue to Newcombe Street,  
thence south-easterly on Newcombe Street to 17th Avenue,  
thence north-easterly on 17th Avenue to Cumberland Street,  
thence south-easterly on Cumberland Street to the projec-  
tion of the lane south of and parallel to 17th Avenue,  
thence south-westerly along said line to 1st Street,  
thence north-westerly on 1st Street to the point of commence-  
ment.

(h) All that area bounded

on the south by Spruce Street,  
on the west by Royal Oak Avenue, Woodsworth Street,  
Westminster Avenue,  
on the north by the lane north of Laurel Street, Laurel  
Street, the lane east of Royal Oak Avenue, Schou Street  
and its projection,  
on the east by Douglas Road.

(i) All that area bounded

on the north by Gilpin Street,  
on the north-east by the Douglas Road,  
on the south-east by the British Columbia Electric Company  
transmission line right-of-way north of Imperial Street,  
on the south-west by the lane east of and parallel to  
Malvern Avenue and the west boundary of Blocks 49/56,  
D. L. 86, South-east boundary of Blocks 24 and 4,  
D. L. 86, Walker Avenue, Strawson Street,  
on the west by the east boundary of D. L. 84, the east  
and north shoreline of Deer Lake, Iris Avenue.

(j) All that area bounded

on the north by Moscrop Street,  
on the east by Willingdon Avenue,  
on the south by Burke Street,  
on the west by Patterson Avenue.

(k) All that area bounded

on the west by Boundary Road,

on the north by a line running generally easterly from  
Boundary Road as follows:

east on Imperial Street to a point 120 feet east of  
Willingdon Avenue, thence south to Victory Street,  
thence east to McKay Avenue,

thence south to Rumble Street, thence east to Nelson  
Avenue, thence south to Portland Avenue, thence east  
to the ravine west of McGregor Avenue, thence southerly  
to Keith Street, thence east to Royal Oak Avenue,

thence north to the lane south of Clinton Street,  
thence east to Buller Avenue, thence south to a line  
midway between Patrick Street and Carson Street,

thence east to the lane east of Gilley Avenue,  
thence northerly to McKee Street, thence east to  
Gilley Avenue, thence north to Rumble Street, thence  
east to Hedley Street,

on the east by Hedley Street and the ravine east of  
Gilley Avenue,

on the south by the north boundary of the South Heavy  
Industrial Zone.

(l) All that area bounded

on the north by Victory Street,

on the east by Nelson Avenue,

On the south by the lane south of Watling Street,

on the west by Frederick Street.

SAVE AND EXCEPT in all the above described areas (a - l) those areas  
zoned for use as Gasoline Service Station, Local Commercial,  
Commercial.

#### RESIDENTIAL TWO FAMILY ZONES

The whole of the District of the Municipality of Burnaby,  
EXCEPT

All those districts defined above as Residential Single  
Family and herein as Agricultural, and those zones

defined in the Burnaby Town Planning By-law 1948 as Gasoline Service Station, Local Commercial, Commercial, Light Industrial, and Heavy Industrial.

AGRICULTURAL ZONES

- (a) All that area of the Municipality bounded  
on the north by Parker Street,  
on the east by Holdom Avenue,  
on the south by Halifax Street,  
on the west by Delta Avenue.
- (b) All that area of the Municipality bounded  
on the north by Spruce Street, Douglas Road, and Roberts Street,  
on the east by Sperling Avenue,  
on the south by Douglas Road, Gilpin Street, Iris Avenue and Grassmere Street,  
on the west by Royal Oak Avenue.
- (c) All that area of the Municipality bounded  
on the north by the Brunette River, Cariboo Road, Great Northern Railway Right-of-way, Government Street, Bell Avenue, Cameron Street,  
on the east by North Road,  
on the south by 10th Avenue, the British Columbia Electric Company Burnaby Lake Line right-of-way to Cariboo Road, the south-east boundary line of D. L. 14, Ash Street,  
on the west by the east shore line of Burnaby Lake.
- (d) All that area of the Municipality bounded  
by a line commencing at the intersection of Kensington Avenue and Halifax Street and running easterly on Halifax Street to Phillips Avenue,  
thence northerly on Phillips Avenue to the south boundary of the North Heavy Industrial District,  
thence easterly along said boundary to the eastern boundary of the Municipality,  
thence southerly along said boundary to the north boundary of D. L. 15,

thence westerly to the west boundary line of Block 1,  
D. L. 15,  
thence southerly to Broadway,  
thence south-westerly on Broadway to the north  
boundary line of D. L. 56,  
thence westerly along the north boundary of the North  
East Heavy Industrial Zone,  
thence southerly along the west boundary of said Heavy  
Industrial Zone to the Central Arterial Highway,  
thence westerly on the Central Arterial Highway to a  
point lying on the projection of Kensington Avenue,  
thence northerly to the point of commencement.

SAVE AND EXCEPT

in all the above described areas (a, b, c and d) those areas  
zoned for use as Gasoline Service Station, Local Commercial,  
Commercial, Light Industrial, Heavy Industrial.