

8. Re: Subdivision Reference No. 129/63

The above mentioned subdivision reference refers to the subdivision of Block 101, D.L. 132, Group 1, (McLean) located on the south side of Grant Street west of Sperling Avenue. See attached sketch.

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8. Re: Subdivision Reference No. 129/68 ---continued---

During consideration of a request from the owner that he be exempted from the requirement to deposit \$1,200.00 for the construction, including the paving, of a lane along the Easterly side of the subdivision Council decided to review the policy requiring the paving of lanes created by subdivisions and directed that a report be submitted together with a plan of the area outlining the future lane pattern. See sketch attached.

The approving Officer reports as follows:

"Usually in laying out new subdivisions for single family residential use, lanes are not considered necessary except in certain circumstances which are:

- a) whenever a secondary access is desirable viz. where properties front on a major road and access onto the properties from the major road is hazardous or restricted by the B. C. Department of Highways e.g. Canada Way and the Lougheed Highway.
- b) Wherever the emerging subdivision pattern has provided lanes and indicates the logical extension of the lanes to complete the intended pattern. This is the situation with respect to the McLean's subdivision. A copy of the intended lane pattern for this area is attached.
- c) Wherever B. C. Hydro power is provided from a pole system in a lane in a partially subdivided area it is logical to extend the lane and the pole system for any later development.
- d) Wherever natural features indicate a need for lanes, e.g.
 - i) where excessive surface water must be controlled;
 - ii) where access to the front of the lot from the road is precluded by a steep grade.
- e) Wherever a buffer is desirable between areas of different uses, e.g.
 - i) between residential and park/school uses;
 - ii) between single family and multiple family uses;
 - iii) between residential and commercial or industrial uses."

The following is the opinion of the Municipal Engineer.

"Further to the Clerk's memo of 5 November, 1969, we respectfully submit our views in argument for continuation of the policy of requiring paved lanes as a subdivision requirement.

Primarily, the policy was established and endorsed by Council on 14 September, 1964. The deliberations of the Policy Committee included all salient points of subdivision servicing including paved lanes, with the exception of the enclosure of watercourses.

In respect to the paving of lanes, the view prevailed that any reduction in this requirement was, in effect, subsidizing the profit of land developers and that the savings in servicing costs would not be passed on to the buyer. This point is exemplified in the McLean subdivision wherein the sale price of the parcel created would, in no way, be altered by the removal of lane construction to paved standard as a subdivider's responsibility. The cost then of lane development would in fact become either the taxpayer's responsibility wholly or in part with the buyer paying the difference on a Local Improvement basis. There has been no significant reason developed to cause the policy to be changed since 1964 and it is doubtful that valid reasons for doing so now can be documented.

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8. Re: Subdivision Reference No. 129/68 ---continued---

We are of the opinion based on observation that in all modern single family homes, the need for secondary access to the rear of properties is being dictated by the advent of the three car family, the camping trailer, the boat trailer and the very frequent need for homeowners to accept delivery of large or bulk items such as topsoil or building materials. The design of most modern homes denies or makes very difficult access from the front by occupying almost the full frontage of a lot while providing storage for only one or two cars in front. Rear yards in such circumstances become virtually useless to the functions for which they were originally designated. A most salient point is that the provision of lanes overcomes all problems (access, drainage) at considerably less cost than storm sewer requirements in easements generally occupying the same location."

The attention of Council is also directed to Report Item No. 6 of the Manager's Report No. 60-1969, September 29th, 1969 and Report Item No. 3, Report No. 67-1969, November 27th, 1969.

9. Re: Proposed Road Abandonment

Council authorized the Planning Director to work with the owners of property at the East end of Lake City Industrial Park in the preparation of a Comprehensive Development for a site containing approximately 70 acres..

As part of the development, it is necessary to abandon the portion of Sullivan Street which is shaded on the attached plan. This will allow the developer to consolidate the property to the West of the broken line and will allow the Corporation to create the park strip lying East of the broken line.

It is recommended that the portion of Sullivan Street be abandoned and that the Mayor and Clerk be authorized to sign any documents related to the closure.

10. Re: Villa Montecito (Lakewood Village)
Phase 1 - 153 Units (RZ #143/66)

Submitted herewith is the report of the Planning Director dated January 9th, 1970 on the above subject.

11. Re: Rezoning Application No. 76/69

The above rezoning application refers to Parcel "B", Block 38, D.L. 159, Group 1, Reference Plan 15504, located at 5730 Marine Drive.

The application is to rezone the property from C2 to C4 and was advanced to a Public Hearing.

The Planning Director recommends the following prerequisites.

- a) Submission of a suitable plan of development.
- b) Submission of suitable evidence that waste water from the site can be adequately handled. Storm drainage facilities are not available to the site.

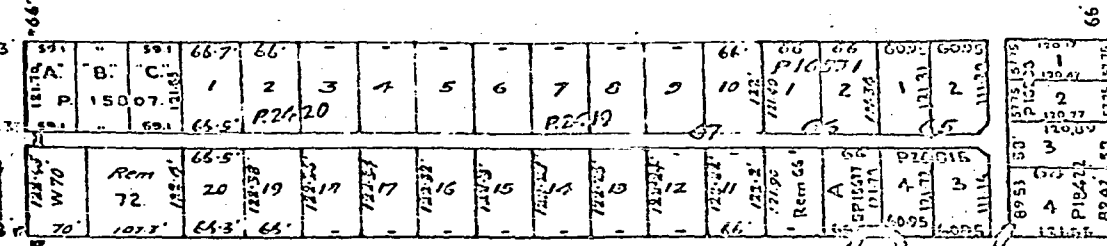
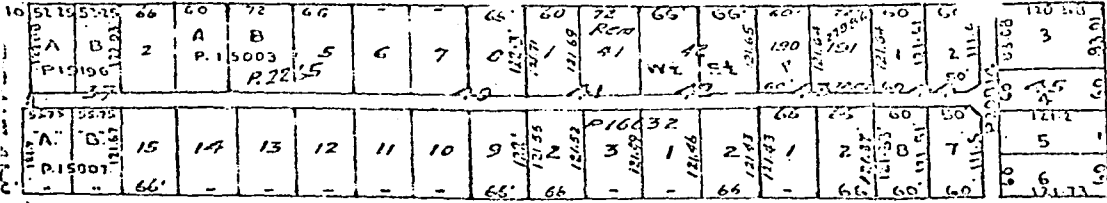
12. Re: Local Improvement Initiative-Street Lighting Program

Fifteen projects were initiated under this program and the Clerk has now submitted his Certificate of Sufficiency.

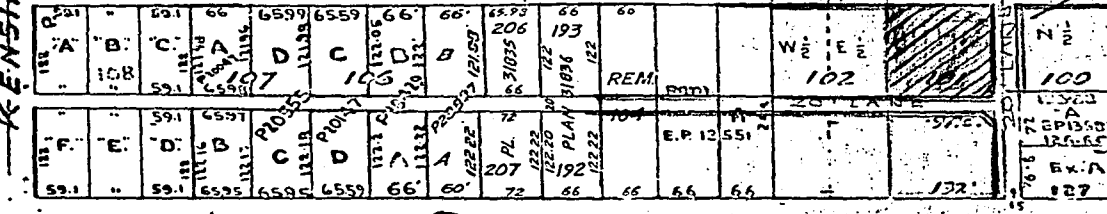
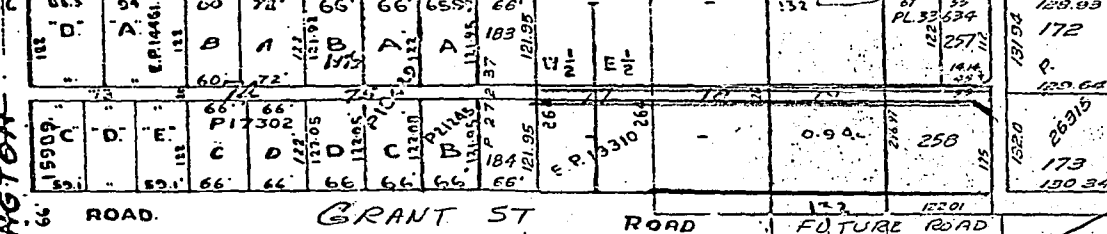
The Council is prevented from proceeding with Projects 13, 14 and 15 as a result of petitions against the work.

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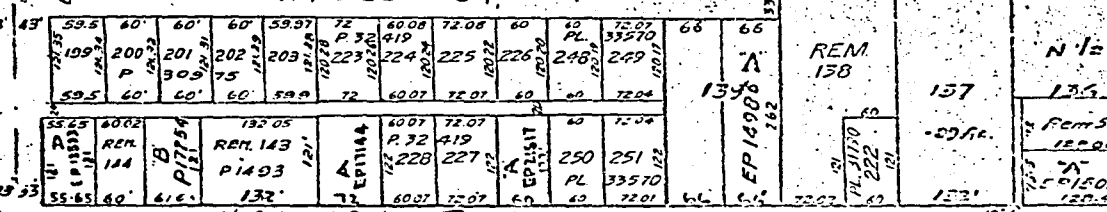
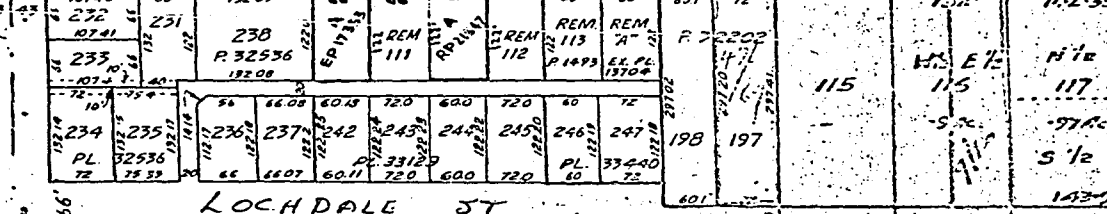
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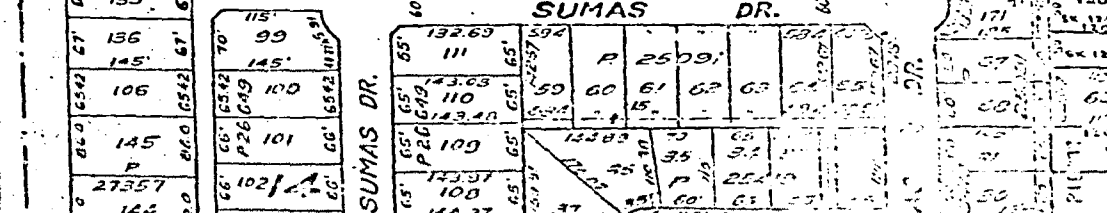
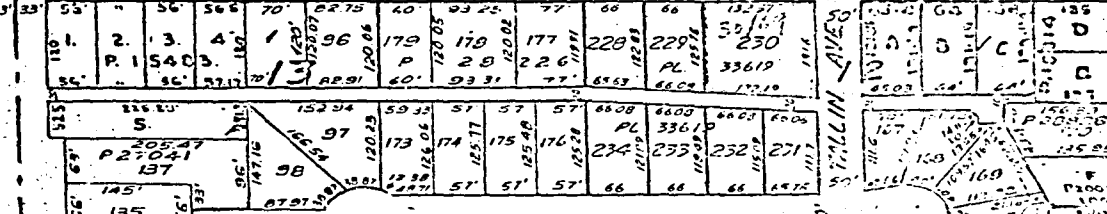
KITCHENER STREET



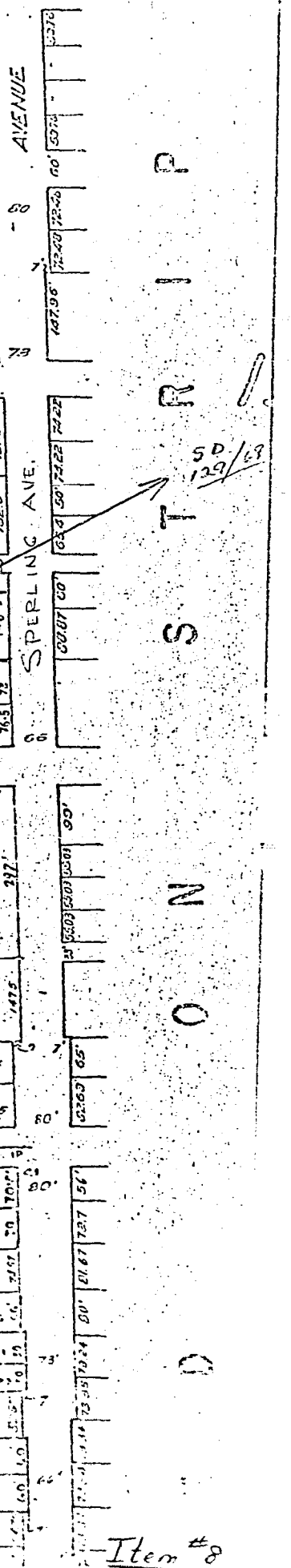
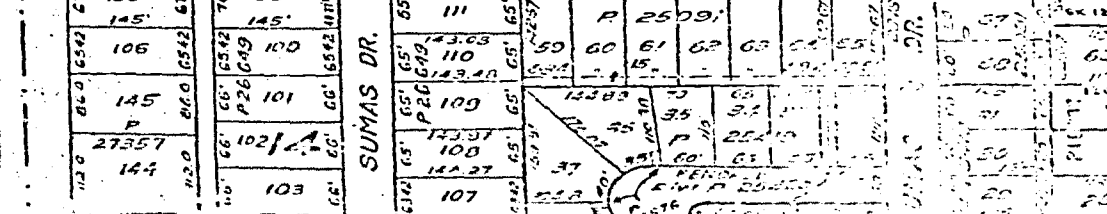
WINCH STREET



HALIFAX STREET



SUMAS DR.



Item #8