

THE CORPORATION OF THE DISTRICT OF BURLINGTON

INTER-OFFICE COMMUNICATION

TO: MUNICIPAL MANAGER

DEPARTMENT:

DATE: 14 October, 1970

FROM: PLANNING DIRECTOR

DEPARTMENT:

OUR FILE #

SUBJECT: PROPOSED LAND EXCHANGE and RAIL SPUR LINE -  
A.B.C.SALVAGE AND METAL LTD.

YOUR FILE #

A number of discussions have been held between this department and Mr. H. Yochlowitz of A.B.C.Salvage and Metal Limited, concerning a proposal to extend a rail spur line into the A.B.C.site from the B.C.Hydro rail line in the Big Bend area. The A.B.C. property is presently separated from the rail line by a Corporation-owned parcel (Lot 19. Block 5. D.L.173) which has given rise to a proposed land exchange.

This proposal would include the consolidation of Lot 19 and the abutting portion of the Meadow Avenue road allowance (outlined in red on the attached Sketch "A") and its exchange for two areas at the northwesterly and southeasterly ends of the A.B.C. site (the cross-hatched areas on Sketch "A"). The retention of an easement along the present drainage ditch on the westerly side of the Meadow Avenue allowance would also be necessary. We have been advised by the Engineering Department that a 60 inch culvert would be the minimum requirement in the Meadow Avenue road allowance to accommodate the proposed railway spur crossing of the drainage course. This would be the responsibility of A.B.C.Salvage.

The proposed land exchange will allow for the development of a 66 foot road allowance on Marshland Avenue, which would be terminated by a cul-de-sac at its easterly end, and for the westerly extension of Thorne Avenue, which is envisaged as a future industrial collector route in the southern part of the Big Bend area. Area-wise, the proposed exchange would involve approximately 60,000 square feet of A.B.C. land and about 59,700 square feet of municipally held property.

Earlier correspondence on this subject is attached for your information. As noted in our letter of August 19, 1970, this department was opposed to the originally suggested rail spur location. However, B.C.Hydro has come forward with a new proposal which we feel to be acceptable since it avoids the crossing of the usable portions of the Meadow Avenue and Marshland Avenue rights-of-way, and makes provision for a diamond crossing that will allow future rail access to the adjoining Corporation-owned parcel on the north-west side of Marshland Avenue. The proposed spur line location is shown on the attached Sketches "B" and "C".

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MANAGER'S REPORT

ITEM No. 2

## THE CORPORATION OF THE DISTRICT OF BURNABY

## INTER-OFFICE COMMUNICATION

TO: Municipal Manager

DEPARTMENT:

DATE: 14 Oct. 1970

FROM: Planning Director

DEPARTMENT:

OUR FILE #

SUBJECT: Proposed Land Exchange and Rail Spur Line -  
A.B.C. Salvage and Metal Ltd.

YOUR FILE #


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As noted in the letter of October 9, 1970, from Mr. Yochlowitz, A.B.C. Salvage would request permission to continue to use a portion of the land at the southerly end of their present holdings for a limited period of time for access and security purposes.

In conclusion, this department would recommend the proposed land exchange which would provide the Corporation with needed road allowances and permit A.B.C. Salvage to proceed with the extension of a spur line into their property for the transporting of scrap metal to the Marpole area of Vancouver.

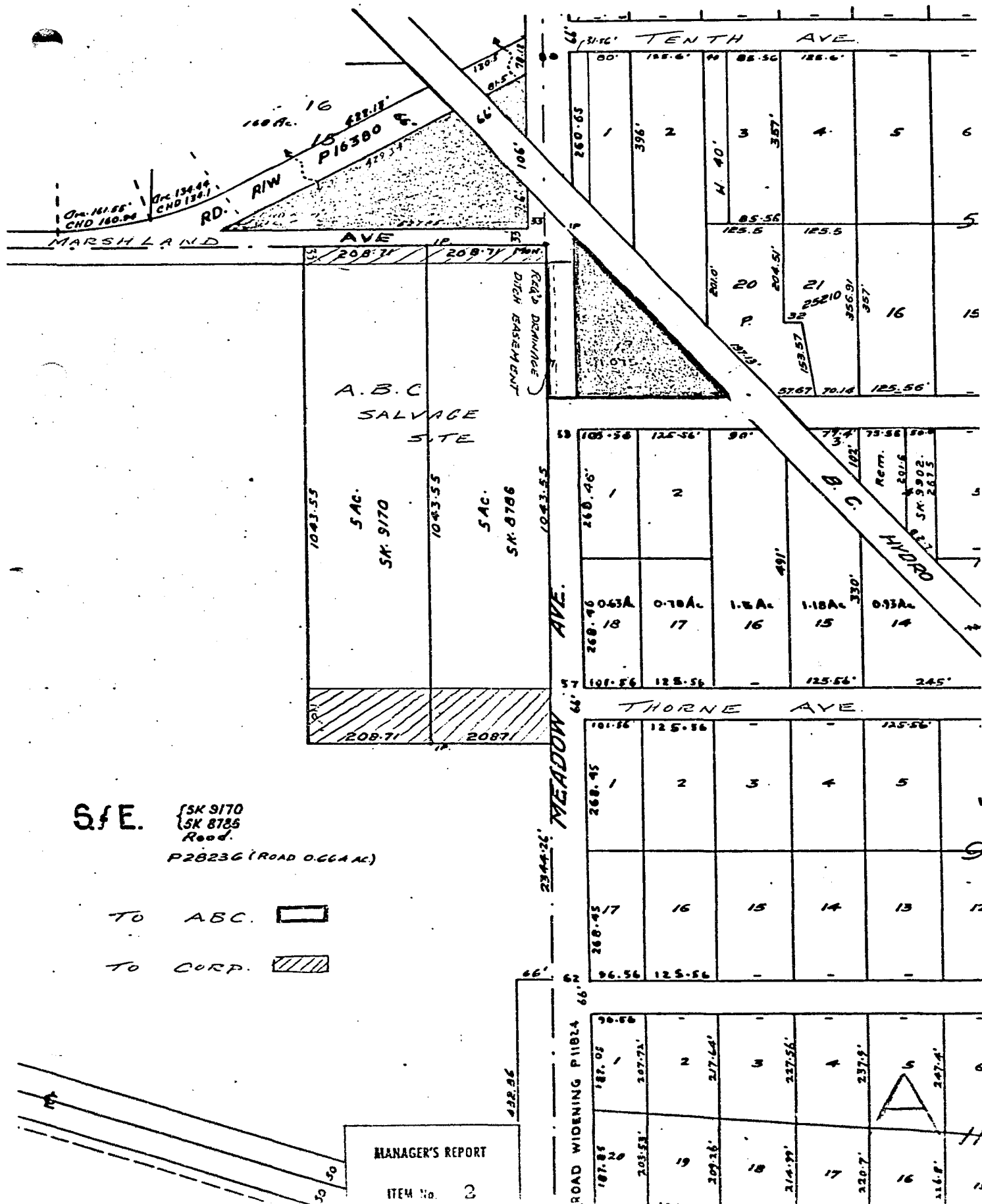
RBC:ea  
Attchmts.

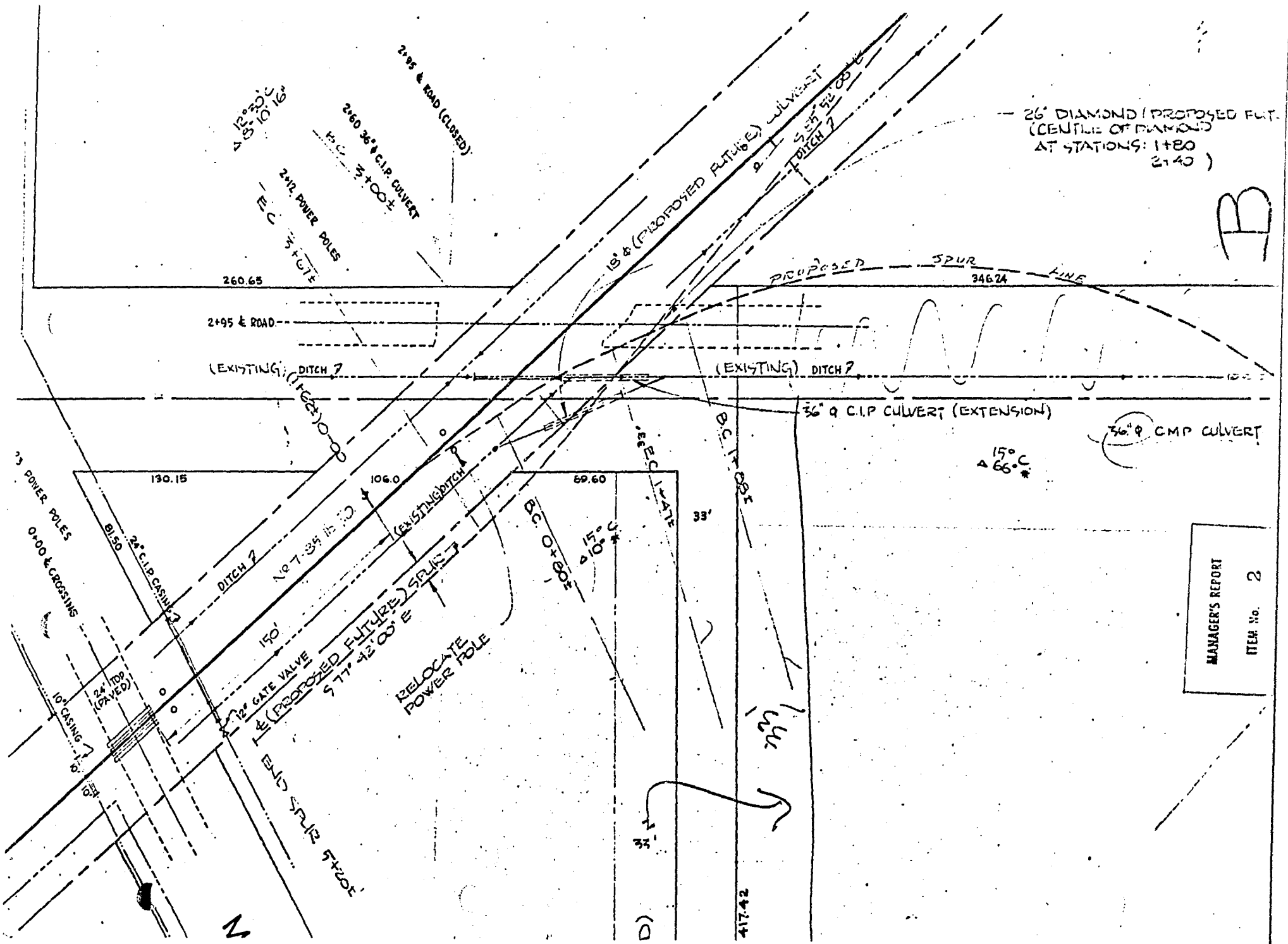
c.c. Land Agent   
Municipal Engineer   
Municipal Solicitor   
Municipal Treasurer   
Senior Planner

  
A.L. Parr  
PLANNING DIRECTOR

MANAGER'S REPORT

ITEM No. 2



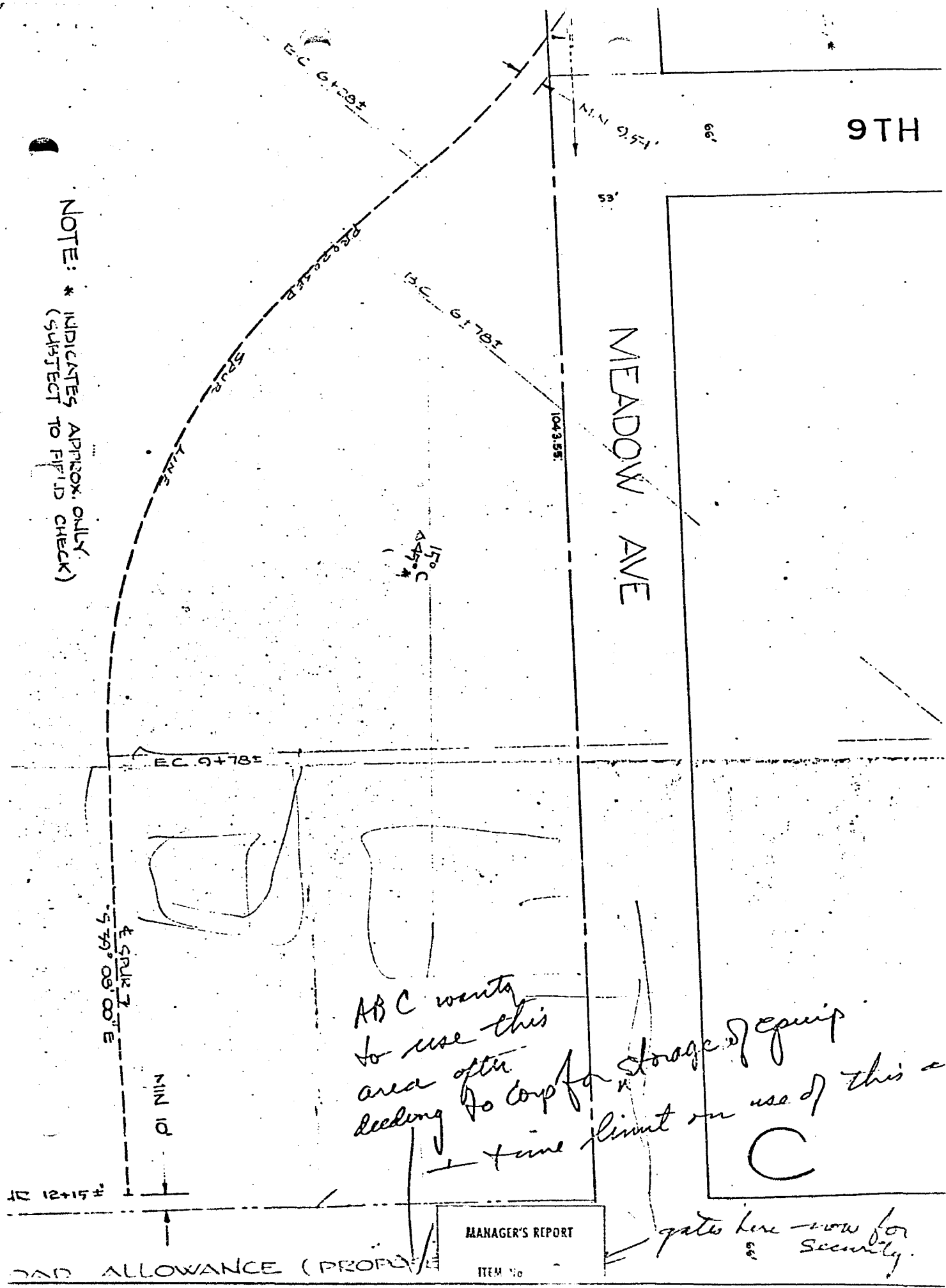


26' DIAMOND / PROPOSED F.U.T.  
(CENTRE OF DIAMOND)  
AT STATIONS: 1+80  
2+40

B

MANAGER'S REPORT  
ITEM NO. 2

NOTE: \* INDICATES APPROX. ONLY  
(SUBJECT TO FIELD CHECK)



ABC wants  
to use this  
area after  
deciding to cap for storage of equip  
+ time limit on use of this a  
C

gates here now for  
Security.

7AD ALLOWANCE (PROF)

MANAGER'S REPORT

ITEM No