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MAY 19 1971  
MUNICIPAL ENGINEER

23. Re: Rezoning Reference #52/71  
Freeway - Boundary - Manor Area  
(Item 3, Report #3, October 12, 1971)

Following is a report dated October 29, 1971 from the Planning Department regarding the above.

The last time this matter was considered, a motion was made to the effect that if the applicant agreed to altering his application to be for M3, then Council would proceed on this basis. This motion was tabled pending a reply from the Department of Highways which we now have.

RECOMMENDATION:

THAT the Planning Department press for an immediate meeting with the Department of Highways and the GVRD officials to resolve this matter as quickly as possible.

\* \* \* \* \*

PLANNING DEPARTMENT  
OCTOBER 29, 1971  
OUR FILE: RZ 52/71

MR. M. J. SHELLEY  
MUNICIPAL MANAGER

DEAR SIR:

RE: MANOR - BOUNDARY - FREEWAY AREA

On October 12th, Council discussed the Manager's report on this item and tabled further discussion until a reply had been received from the Department of Highways.

It will be recalled that the Department of Highways reply to our first letter read as follows:

Re: Rezoning Application  
Reference #52/71

With reference to the above-noted rezoning application, please be advised that the Approving Officer does not approve the rezoning.

Yours truly,

"B. A. L'Hirondelle"

B. A. L'HIRONDELLE, P. Eng.,  
District Engineer

LB:dw

In response to our second letter, the attached reply was received on October 29th:

Re: Rezoning Application in the Vicinity  
of the Intersection Between Boundary  
Rd. and the Proposed Extension of Hwy.  
401 to the Georgia Street Viaduct

Thank you for your letter of October 14, 1971.

With regard to the 20' width, the position is that rezoning to more intensive uses (such as the hotel earlier proposed) is not in the public interest and is not considered to be in the public interest. However, it could be re-evaluated when the position regarding the suggested

Vancouver Freeway is definitively known.

With regard to the freeway facilities themselves these proposals cannot be evaluated until the adoption of the Greater Vancouver transportation strategy as they must be tested on their ability to meet that strategy in addition to other criteria.

Very truly yours,

"M. G. Elston"

M. G. Elston, P. Eng.,  
Senior Planning Engineer.

It is our interpretation of these replies that the Department of Highways approval of zoning changes in this area will not be forthcoming until some of the broader aspects of the transportation network are resolved. We would therefore recommend that we press for a meeting with the Department of Highways and Regional officials in order that this matter may be resolved as quickly as possible.

A. L. Parr,  
DIRECTOR OF PLANNING

LEA/mp