

14. Re: Manor-Boundary-Freeway Area
R.Z. Ref. #52/71
(Item 23, Report 70, November 1, 1971)

Following is a copy of the Report of the Planning Director dated November 25, 1971 regarding the above in which he outlines the proposed prerequisites to rezoning.

RECOMMENDATION:

THAT the prerequisites recommended by the Planning Director be adopted.

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PLANNING DEPARTMENT,
November 25, 1971.
Our file R. Z. #52/71.

RE: MANOR-BOUNDARY-FREEWAY AREA - R.Z. REF. #52/71.

A. BACKGROUND

A proposal for the rezoning of certain properties in the triangular area bounded by Grandview (Clydesdale), the Freeway and Boundary Road to the C4 (Service Commercial) District category was tabled on September 20, 1971, pending the receipt of more definite information on freeway construction in this area from the Department of Highways. A report was also requested from the Planning Department indicating the type of land use considered most appropriate for the area, assuming that it would not be required for road purposes. This report (October 5, 1971) concluded that M5 (Light Industrial) development would be the most suitable.

Further consideration of this matter was again deferred by the Council on October 12, 1971, pending receipt of the requested reply from the Department of Highways with regard to information on highway construction in the area. Subsequently, the Department of Highways notified this department in writing that it would not approve the proposed C4 rezoning for motor hotel, auto court and motel development, but indicated that future proposals for land use changes could be evaluated when the position regarding the suggested Vancouver freeway became definitely determined.

The Council, on November 1, 1971, approved for further consideration the rezoning to M5 of that portion of the area north of the Grandview Highway (Clydesdale) and directed that this proposal be advanced to a public hearing. The properties involved are as follows:

- a) Lots 1 to 4 inclusive and Lot 9, Block 14, D.L. 69, Plan 1558.
- b) Lots 1 to 7 inclusive, Lots 9 and 10, Block 15, D.L. 69, Plan 1321.
- c) Lots A and B, Block 15, S.D. 11/12, D.L. 69, Plan 21765.
- d) Lots 11 and 12, Block 16, D.L. 69, Plan 1321.

In addition two Corporation-owned lots have been included (Lot 10, Block 14, D.L. 69, Plan 1558 and Lot 8, Block 15, D.L. 69, Plan 1321).

The Council also requested that this department indicate the prerequisites that should be established in connection with this proposal.

B. DEVELOPMENT FACTORS

A firm of consultants (Phillips, Barratt, Hillier, Jones and Partners), engaged by the City of Vancouver, has recently studied proposed routes for a new east-west connection between the Freeway and the Georgia Viaduct. The route which has been proposed in the consultants' report would take up almost all of the properties located in the area between Grandview (Clydesdale) and Manor Street. The proposal requires study and approval by the Department of Highways before it can be implemented.

The triangular area to the north of this projected alignment would be relatively isolated from the rest of the municipality by major roads. However, a preliminary study of the situation would suggest that access from the south could be provided from Boundary Road into Regent Street, while access from the east could be made available from the Grandview (Clydesdale) Freeway connection.

The area proposed for M5 development is outlined on the accompanying rezoning sketch. The area involved, excluding roads, covers approximately 3.2 acres. Sanitary sewers are available for all lots except 11 and 12. Water service is also available. However, storm sewers have not been provided.

Of the twenty-six individual properties located in the area, nineteen are under private ownership. The remainder include two Corporation-owned lots and five parcels held by the Department of Highways. In addition, the acquisition of Lot 10, which adjoins the Freeway on the north side of Grandview, has been suggested as part of the proposed Freeway - Georgia Viaduct connection. This lot and the other properties under Department of Highways ownership, all of which adjoin the Freeway, have been excluded from the proposed M5 area.

C. PROPOSED PREREQUISITES

One of the principle prerequisites to the future M5 development of the area would be the assembly and consolidation of the existing residential lots into larger parcels. Because of the varying needs of industry it is desirable that a certain degree of flexibility be maintained in such a subdivision in order that a prospective occupant can, within reasonable limits, be provided with the size and type of site most suited to his requirements. Thus, a large development might well include the entire area or, alternatively, the whole block bounded by Grandview, Esmond, Regent and Boundary. Another possibility would involve the division of this block into two or three parcels.

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In addition to the consolidation of the existing lots into suitably sized holdings for industrial development, other proposed prerequisites would include:

- a) The deposit of sufficient monies to cover the costs of servicing an individual site.
- b) The submission of an undertaking to remove all existing improvements from the site.
- c) The closing of any roads or lanes considered necessary to create a suitably sized and accessible site.
- d) The dedication of necessary road requirements and the granting of necessary easements.

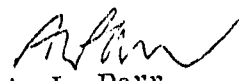
D. CONCLUSIONS AND RECOMMENDATIONS

The location of the subject area in relation to major traffic routes and its relative isolation are factors which suggest industry as the most suitable land use category for future development. The wholesale rezoning of the area is not recommended, however, since this would result in a haphazard pattern of occupancy and an undesirable mixture of land uses. Rather, a controlled program of rezoning would seem to offer the best possibility for orderly future development.

In addition, it should be noted that the Department of Highways has indicated that it would not approve rezonings in this area at the present time in view of the current uncertainty regarding major road connections. Proposed land use changes would be evaluated when the position with respect to the proposed Vancouver freeway has been definitely established. This department will continue to pursue the matter with a view to obtaining the necessary information as soon as it is available, but recent discussions with Regional District and Highway Department officials point to a period of 18 months to two years before such information is available.

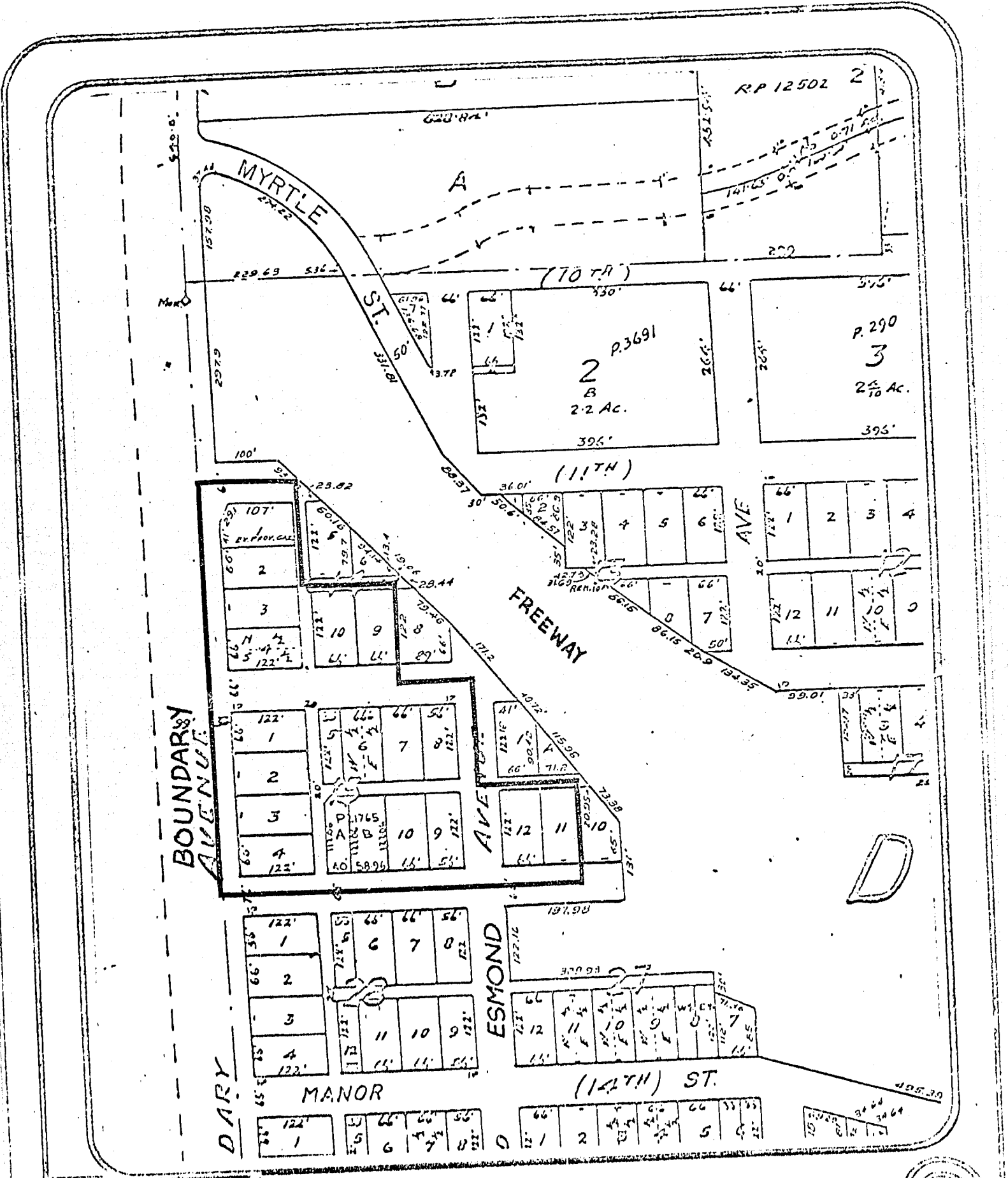
In view of these considerations, it is recommended that the rezoning of the subject properties be approved for further consideration to the point of first and second readings only. Further readings should be withheld until consolidation takes place to create suitably sized and located sites for industrial use. Once such a site is created and the necessary prerequisites satisfied, the appropriate bylaw could then be forwarded for further readings, providing that the major road situation has been clarified in the area to the point where the Department of Highways would approve such a bylaw.

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING.

RBC:ew
att. one map
c.c. Chief Building Inspector
Municipal Clerk
Municipal Engineer
Senior Planner

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| SCALE | 1:200 |
| DRAWN | G.P |
| DATE | NOV/71 |

PROPOSED REZONING
 REFERENCE # 52/71

BOUNDARY PLAN

