

26. Re: Grimmer Street - Dunblane to Marlborough

On November 15, 1971, Council directed that the construction of Grimmer Street be withheld until the matters of road abandonment, consolidation with existing private properties and rezoning are effectively concluded.

There is a long history to this case. Lots 13 and 14 (see attached) were among the properties included in the Planning Department's review which followed Council's adoption of the recommendations of the Apartment Study '69 report on November 10, 1969. This review which was the subject of the Department's report on "Locked-In" Lots (January 30, 1970), recommended alternative development possibilities for a number of properties that were affected by the adopted changes in RM3 standards. In the case of Lots 13 and 14, which are shown on the attached, the following proposals were made:

- (a) Allow RM3 development at 1965 standards;
- (b) Increase the site area of the two properties by the addition of a portion of Grimmer Street for R6 development (see Map C2).

Council adopted this latter recommendation and referred the matter to a Public Hearing. In view of opposition received, Council on August 10, 1970, abandoned the bylaw.

The paving of Grimmer was included in our Program for 1971 and before proceeding we checked with the owners of Lots 13 and 14 to ensure that they realized that if the road were built as planned they would indeed be restricted as far as future development potential was concerned. Interest seemed to be present to rezone now to R6 so the matter was referred to a Public Hearing. At the December 21, 1971 Public Hearing, the spokesman objected to paying for the 33 feet required from Grimmer Street to affect the area change needed for rezoning to R6. We have been negotiating with the owners since that time and have not been able to agree on a sale price for the south 33 feet of the road.

The road work was included with a contract with Columbia Bitulithic with the hope that the matter would be resolved as planned. There has been a considerable time lapse and the Engineer's Department omitted to tell the Contractor to hold off on the construction of the road so the work got started. When the error was caught, work was stopped. Rough grading had been completed, however, and the job is about 25% complete.

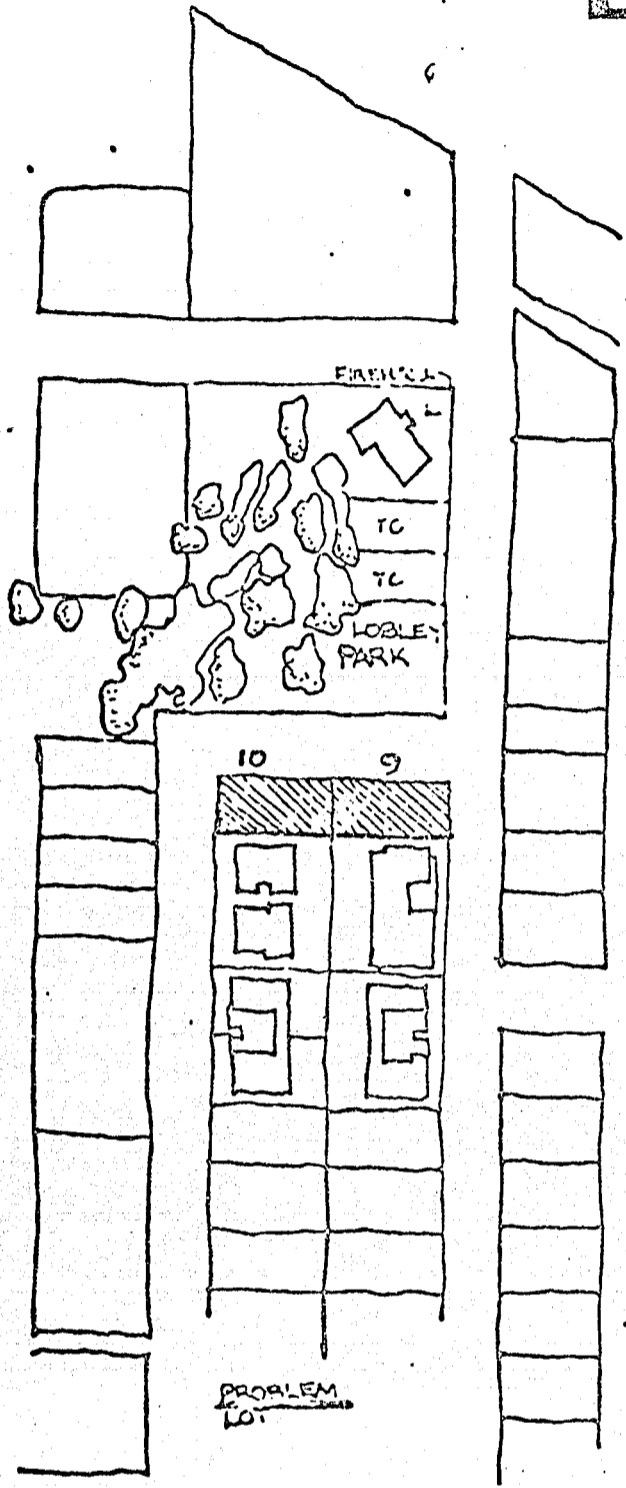
Obviously the road should be constructed on the north half of the road as planned or else the lots on the south will be "locked-in". The wide boulevard on the south will ultimately be consolidated with Lots 13 and 14 when terms of consolidation are met.

RECOMMENDATION:

THAT authority be given to proceed with and complete the construction of Grimmer Street in the north half of the road allowance as planned.



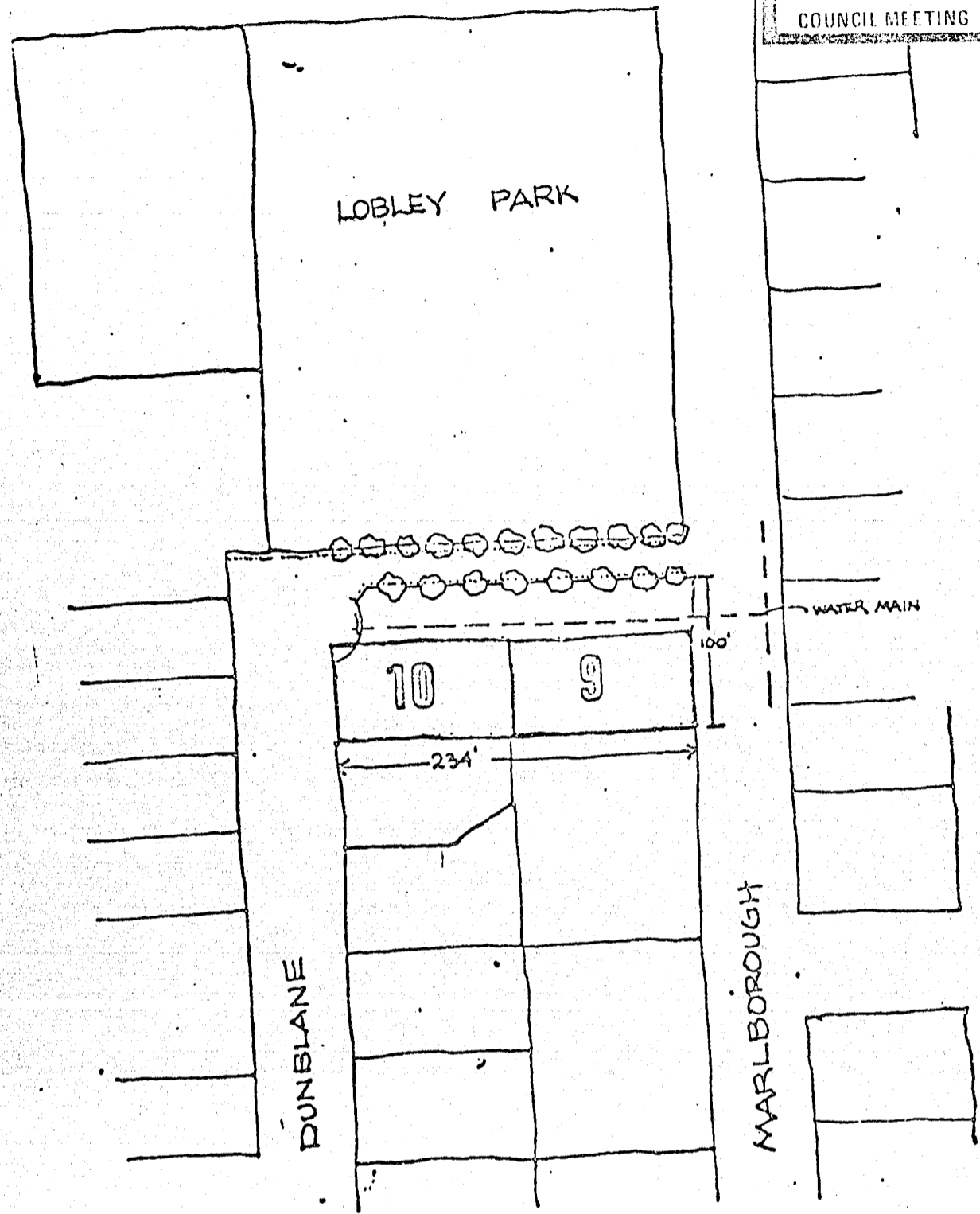
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SKETCH PHYSICAL LAYOUT

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