

ITEM 27

MANAGER'S REPORT NO. 72

COUNCIL MEETING Nov. 6/72

27. Re: Sale of Municipal Property
Proposed R6 Development RZ #79/71
Grimmer Street Between Dunblane & Marlborough Avenues
(Item 15, Report 70, October 30, 1972)

Council on October 30, 1972, directed the Planning Department to submit past reports relating to the development of Grimmer Street between Dunblane and Marlborough Avenues. Attached for the information of Council are the reports that were requested.

RECOMMENDATION:

THAT the subject property be sold for the sum of \$13,860.00 subject to the Municipality (a) providing the services;
(b) it being possible to locate them in the easement over the southerly 15' of the consolidated parcel;
(c) the water main being located at Municipal expense and
(d) the developer paying for any costs over \$13,860.00.

26. Re: Grimmer Street - Dunblane to Harlborough

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 RMJ 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 effect 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.

8. Re: Rezoning Reference #79/71
Lots 13, 14, Blk. 29, D.L. 152, Plan 1292
Grimmer Street between Dunblane & Marlborough
Avenue
-

At its November 15, 1971 meeting Council directed that the necessary steps be taken for the rezoning of the above to Residential District Six (R6). The Planning Department now recommends that the proposal be forwarded to a Public Hearing.

The Department recommends that the By-Law be approved to the point of First and Second Readings but that further readings be withheld until the following prerequisites are satisfied:

1. The submission of a suitable plan of development.
2. The submission of an undertaking to remove all existing improvements from the site within 6 months of the rezoning being effected.
3. The initiation of a Road-Closing By-Law to close the south 33' of Grimmer Street, save and except for two corner truncations for which designs are being prepared.
4. The sale of the closed portion of road to the applicant and its consolidation with Lots 13 & 14.
5. The deposit of sufficient monies to cover the cost of providing any necessary Municipal services.

RECOMMENDATION:

THAT the proposal be forwarded to a Public Hearing; and
THAT the prerequisites recommended by the Planning Director be accepted.

11. Re: Grimmer Street - Dunblane Avenue to
Marlborough Avenue

The Council received letters on November 1st from the owners of Lot 13 and 14 on the above portion of Grimmer Street containing further views on the question of developing the Street to the standard which was indicated to Council on October 4, 1971.

It was resolved then to table the following motion in regard to the matter until the November 8th meeting and at that time it was retabled until the November 15th meeting:

"That the Corporation make available for sale to the abutting owners that part of Grimmer Street between Dunblane Avenue and Marlborough Avenue as would be necessary to permit the said owners to develop their properties for R6 or apartment purposes; and further, the Streets mentioned be redesigned accordingly to reflect this situation."

on the understanding a report would be submitted then on the proposal embraced by the motion, or any alternative, including a history of the situation that has developed in connection with all aspects of the subject pertaining to both the development of Grimmer Street and the use of land in the area.

The Engineer has met with Mr. Wilkinson and Mr. Stockstad of Parks in the field to view the situation, and subsequently has had a meeting in his office with Mr. Chilton of Planning present and all three departments are in agreement that Grimmer Street can be constructed on the north 33' of the existing allowance, thus making it possible for the south 33' of the road allowance to be abandoned and sold to the abutting property owners to create a useable R6 site.

The Engineer has instructed his Design Division to revise the design of the street to effect this decision and it appears that the redesign is satisfactory but small truncations will be required from each of the new corners of the property following consolidation with the existing private properties; this will be in the order of 5' x 5' truncations, and Mr. Chilton advises that in terms of remaining land area there should be no problem.

The standard the Engineer is recommending to be placed within the north 33' of the road allowance is a curb and gutter on the north property line, a 23' curb to curb paved street with a 4' curb sidewalk on the south side. This effectively uses up the entire road allowance but should present no problems as the design elevations match the Parks ground elevations very closely and the required future yard set-back on the R6 side would present no problem to constructing the sidewalk on the south side.

11. Re: Grimmer Street (cont'd)

The Engineer further recommends that the road not be constructed until the matter of road abandonment and consolidation with existing private properties is effectively concluded. This is put forth to cover the possibility of the abutting owners not proceeding with the plan as outlined.

A final, minor point is that there exists a water main on the 33' road allowance intended to be abandoned and sold, and this will need to be moved north to the remaining 33' road allowance. The cost of doing this work would normally be a charge in connection with the abandonment and sale and the Engineer will provide an estimate as soon as he has a chance to prepare one. There are no other utilities on the south 33' of the road allowance.

As for the past history, the Planning Department advises that, in summary, Lots 13 and 14 were among the properties included in the 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 accompanying sketches C, C1 and C2 (Reference numbers 9 and 10) 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 (as shown on Map C2).

The Parks and Recreation Commission, in response to a request for its comments from the Council, indicated that it would prefer the Grimmer Street allowance to be maintained at a minimum width of 50 feet. This would allow the addition of a 16 foot strip to the future development area - an insufficient amount for standard R6 use with building orientation towards the park.

The development of Lots 13 and 14 under the R6 category was recommended in the Department's report of May 19, 1970. The reasons for this proposal were that it would introduce a variety of housing into an area almost exclusively built-up with RM3 apartments, provide a better layout and take full advantage of the setting which faces Tobloy Park. In order to accomplish this, an increase in the present 66 foot lot widths to a minimum of 83 feet would be necessary. This would require the addition of 13 feet from the Grimmer Street allowance and leave a 23 foot wide road between the park and the development.

The Council subsequently adopted this recommendation and forwarded the proposed rezoning from RM3 to the R6 category (R.Z. Ref. 750/70) to a public hearing.

11. Re: Grimmer Street (cont'd)

on July 28, 1970. However, in view of the opposition to the rezoning, which included the owners of Lots 13 and 14, the Council, on August 10, 1970, abandoned the bylaw.

In view of these considerations, the Planning Department believes that R6 use, on the basis proposed in our report of May 19, 1970, would be the best solution to the development of Lots 13 and 14.

RECOMMENDATION:

THAT the tabled motion now be put and passed; and
THAT the necessary steps be taken for the rezoning of the site to R6 (Row Housing) District category; and
THAT the road not be constructed until the matters of road abandonment, consolidation with existing private properties and rezoning are effectively concluded; and
THAT the Land Agent and Planning Department commence negotiations with the owners concerned; and
THAT the owners concerned be advised accordingly.

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P32500
48
0.975A.

GRIMMER 3050 ST.
(5006) (5044)

12
1955
10
1964
9
P31238
47
0.494A.
P31257
46
0.495A.
1961

GRIMMER 3050
(5053) (5075)
(5054) (5070)

17.5
PRIVATE WAREHOUSE
FAVOR LOT 41
FOR PARKING
P35494
52
25.882

1957
1963
P25405
40
1962
17
1964
10
FIL 62754
P24406
1959
FIL 46445

122.6
122.58
200 (P7803)
P35161
A
24,504

1952
1959
1953
1953

C

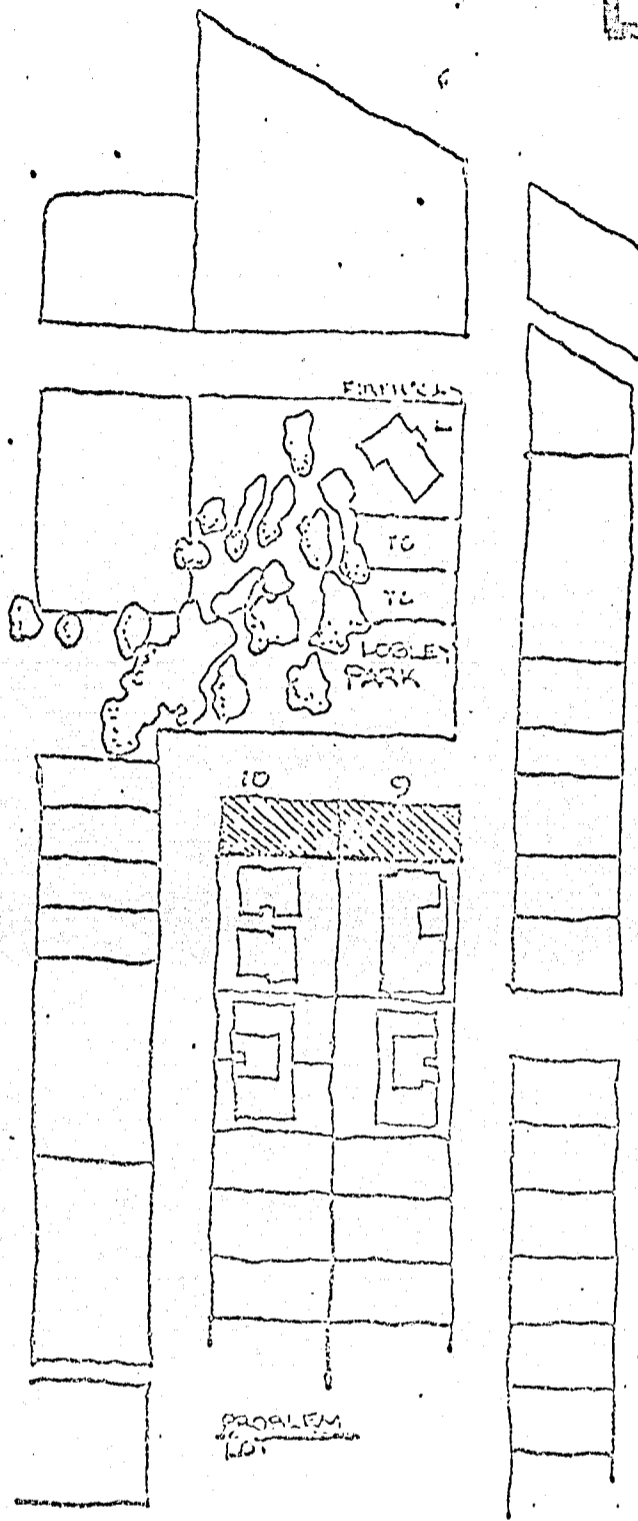
DUNBLANE 5935

MARLBOROUGH AVE 5935

1953
1953
P34719
A
5055
5048

1957
6
9
1964
20
2
1
5055
5051

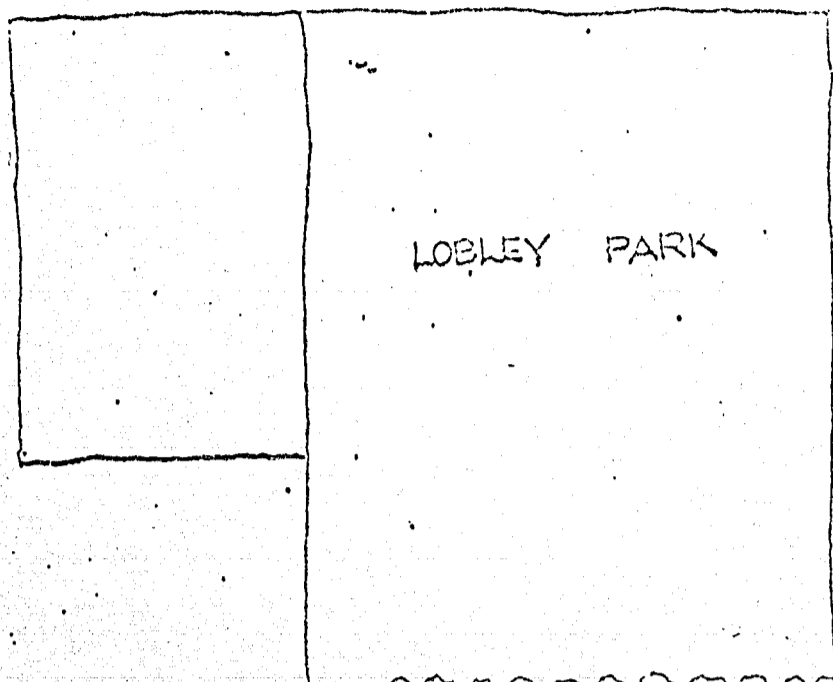
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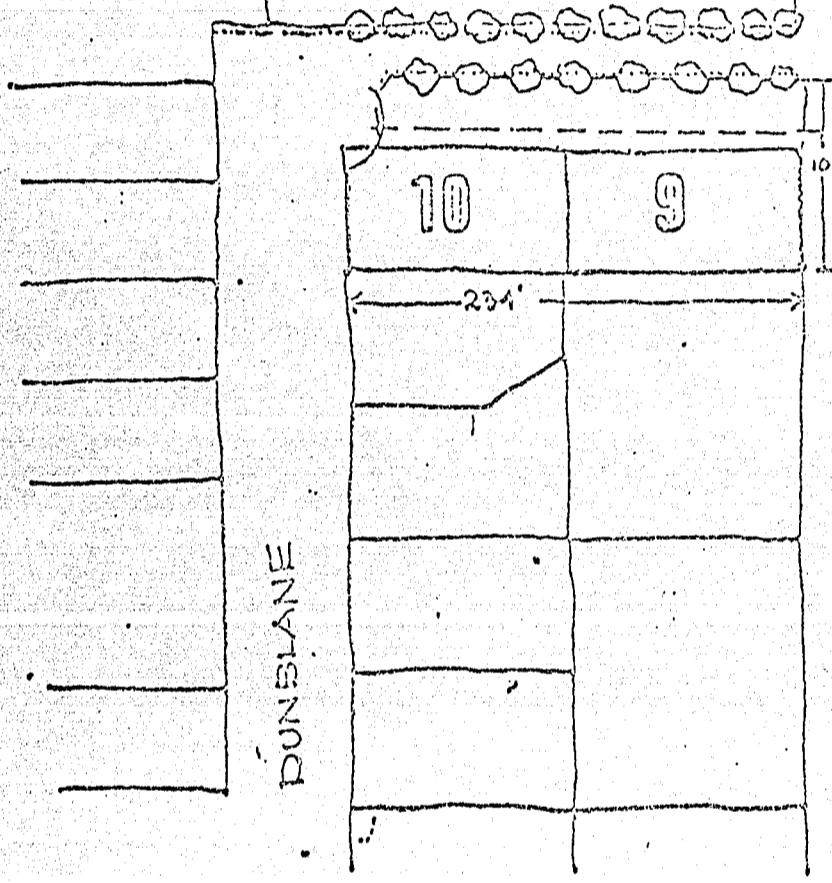
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SKETCH PHYSICAL LAYOUT

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LOBLEY PARK



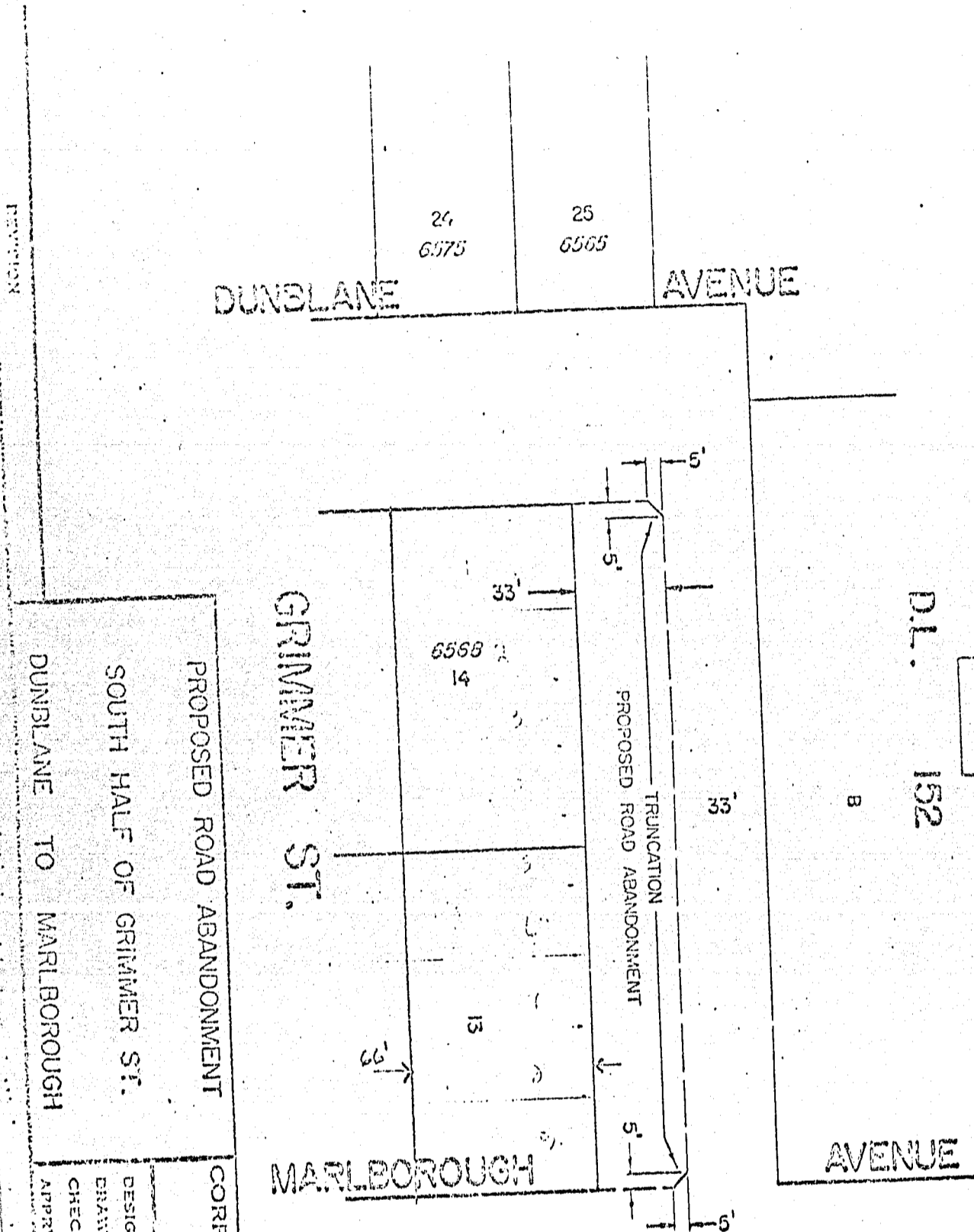
DUNBLANE

MARLBOROUGH

WATER MAIN

C2

111



PROPOSED ROAD ABANDONMENT
 SOUTH HALF OF GRIMMER ST.
 DUNBLANE TO MARLBOROUGH

CORPORATION OF THE DISTRICT OF
 ENGINEERING DEPARTMENT
 DIVISION

DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 APPROVED BY _____

SCALE _____
 DATE _____
 DRAWING NO. _____

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