

ITEM 10
MANAGER'S REPORT NO. 92
COUNCIL MEETING Dec. 10/73

10. Re: Lot "C", D.L. 138, Plan 12221
7461 Aubrey Street
(Item 4, Report 88, November 26, 1973)

Council on November 26, 1973 received a report from the Director of Planning which was submitted as a reply to Mrs. Margaret Brophy's request for a status on the Municipality's interest in the subject property. The report was tabled pending receipt of additional information which is contained in the following report from the Planning Director.

RECOMMENDATIONS:

THAT Mrs. Brophy be advised that Lot "C" is still required for a road and that it is, therefore, not possible to provide written assurance that the property will not be required by the Municipality; and
THAT the Land Agent continue to negotiate for acquisition of the property; and
THAT Mrs. Brophy be advised that the Municipality cannot prevent Mr. Alexander from selling his property on the open market.

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PLANNING DEPARTMENT
6 DECEMBER, 1973

SUBJECT: LOT "C", D.L. 138, PLAN 12221
7461 AUBREY STREET

Concerning the recent referral of the subject matter from Council for more information on the road and its need, the Planning Department would report as follows.

In keeping with the general framework of the North-East Burnaby Plan which provides the current guide plan for the area, the road is required to meet the longer range objective of providing a high quality, minimum grade primary access route to the lower South-West and upper Western slopes of Burnaby Mountain. The development concept for the lower South-West area was initially presented to Council in the 1969 Apartment Study report, was adopted in principle and subsequently detailed by the Planning Department and forwarded to Council as Community Plan "E".

The established access location to the Burnaby Mountain Golf Course 400 feet north of Halifax Street, (sketch #1), the western boundary of the golf course and the proposed high school site immediately north of the golf course, reflect the eastward shift effected in the Phillips Avenue alignment. This location also allows for municipally held land parcels.

The eastward shift in the route alignment was so designed with long radius curves to provide good sight distance and desirable intersection approaches to Graystone Drive. Further, the aim was to obtain and preserve the future potential of the route northward (to the upper western slope of Burnaby Mountain) which meets the important objective of gaining the earliest maximum elevation with a minimum grade across an adverse slope area. (sketch #2).

The proposed realigned route through Lot "C", at Curtis Street, connects with the constructed Burnwood Street and would be over 40 feet higher in elevation than the current Phillips Avenue at Curtis Street. Also, the realigned route would have a maximum

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grade of 7 per cent compared with the existing Phillips Avenue average of 9 per cent grade on a maximum ground slope of just under 12 per cent south of Aubrey Street.

We would confirm that when all the factors are considered, the location of the realigned Phillips Avenue offers the least grade and the least disruptive alignment, and thereby would provide the most desirable route for future development.

RECOMMENDATION:

1. THAT Mrs. Brophy be advised Lot "C" is still required for road and therefore it is not possible to provide written assurance that the property will not be required by the Municipality.
2. THAT the Land Agent continue to negotiate for acquisition of the property.
3. THAT Mrs. Brophy be advised the Municipality cannot prevent Mr. Alexander from selling his property on the open market.

Respectfully submitted,



A. L. Parr,
DIRECTOR OF PLANNING

WSS:ea
Attchmts.

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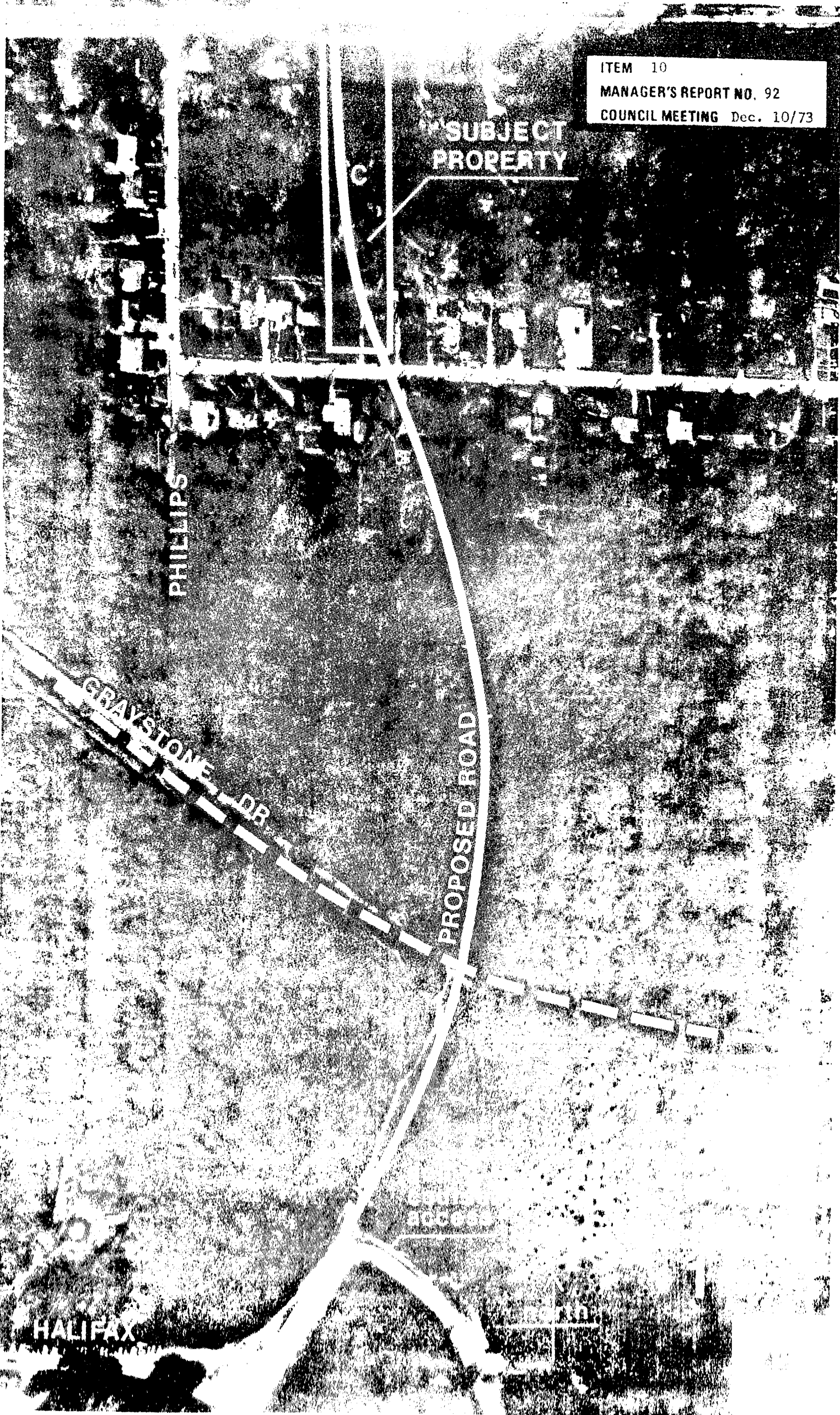
SUBJECT
PROPERTY

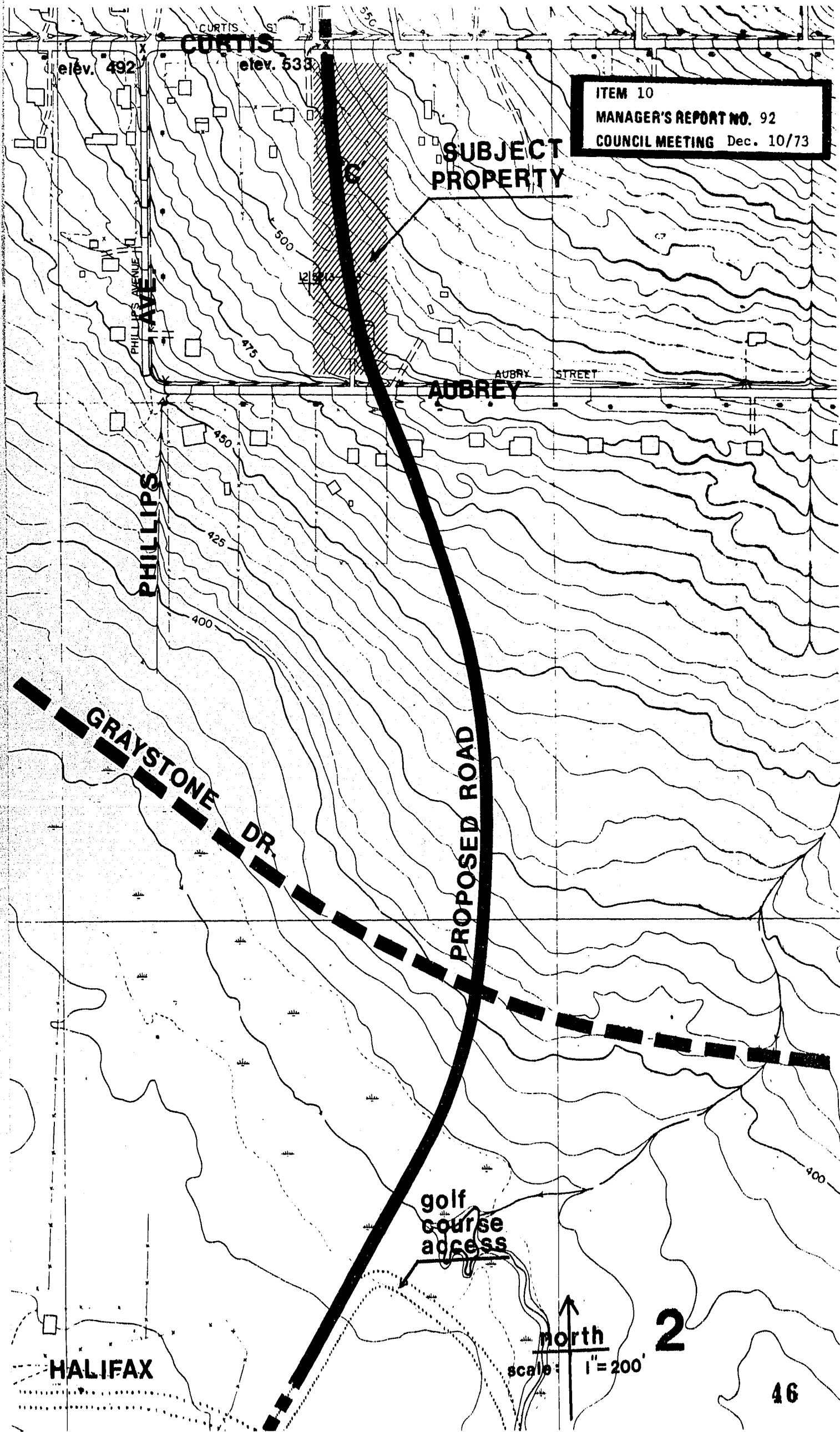
PHILLIPS

GRAYSTONE DR

PROPOSED ROAD

HALIFAX





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