

ITEM 32
MANAGER'S REPORT NO. 47
COUNCIL MEETING June 25/73

32. Re: Letter dated June 14, 1973 from Mr. Gordon A. Parkes
Rezoning Reference #25/73

Appearing on the Agenda for the June 25, 1973 meeting of Council is an inquiry from Mr. Gordon A. Parkes regarding Rezoning Reference #25/73. Following is a report from the Director of Planning regarding this matter.

RECOMMENDATION:

THAT a copy of this report and the attachments be sent to Mr. Parkes as an indication of Council's position on this matter.

PLANNING DEPARTMENT

JUNE 25, 1973

OUR FILE: RZ 25/73

RE: REZONING REFERENCE #25/73
LETTER FROM LAXFORD DEVELOPMENT CORPORATION

Appearing on the June 25 Council agenda is a letter to the Deputy Municipal Clerk from the Development Manager of the Laxford Development Corporation, containing an inquiry as to Council's present position in regard to the extension of Willingdon Avenue.

Attached is a copy of a report on the topic of the Willingdon Avenue Extension presented to Council on the Manager's Report #74, November 14, 1972, and a subsequent memo from the Clerk advising of the action taken by the Council at that time with respect to the recommendations advanced.

In the first item of the adopted recommendations, authority was given to study the cost of obtaining the services of a consultant to conduct a major road study; on January 15, 1973 Council approved the engagement of such a Consultant, on the understanding that a report in draft form could be produced in approximately twelve months. Work on this study is proceeding at the present time.

In the meanwhile, action on development proposals in the area is being guided by the final item in the recommendations; i.e.,

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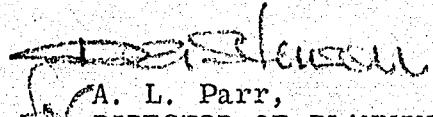
COUNCIL MEETING June 25/73

"Land for the proposed extension is to be acquired only as a result of applications to rezone/subdivide land that would be affected by the road extension."

In his letter, Mr. Parkes mentions the recent construction of a new sidewalk on the north side of Imperial Street, on the south boundary of the subject property where the road widening is proposed. The Engineering Department advises that this new work was done to reinstate a sidewalk which previously had existed but which had been removed by necessary construction of new underground services within the road allowance. The sidewalk is part of the local pedestrian walking system and is located within the present road allowance in conformity with present standards.

The creation of the development site in connection with this rezoning application, as ratified May 22, 1973, is in accord with this most recent statement of Council's position.

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING

DGS/jl

c.c. Municipal Clerk

Attachment

9. Re: Willingdon Avenue Southerly Extension
(Item 7, Report No. 70, October 30, 1972)

ITEM 9
MANAGER'S REPORT NO. 74
COUNCIL MEETING Nov. 14/72

Following is a report dated November 9, 1972, from the Director of Planning regarding the Willingdon Avenue Southerly Extension.

RECOMMENDATIONS:

THAT authority be given to investigate the cost of retaining a transportation consultant to develop a comprehensive major roads plan that will show travel demands and development patterns which will exist in the mid 1980's, using as a basis an earlier planning study entitled "Transportation Aspects of the Year 2000; and

THAT the section of the Willingdon Avenue southerly extension south of the B.C. Hydro and Power Authority railway tracks be deleted from the Capital Improvement Programme; and

THAT the decision to delete the section from the Capital Improvement Programme be reviewed when the major roads study has been completed; and

THAT land for the proposed extension be acquired only as the result of rezonings and subdivisions; and

THAT a copy of this report be sent to all persons who on recent occasions have expressed an interest in the subject.

* * * * *

Planning Department,
November 9, 1972.
Our file #08.616

RE: WILLINGDON AVENUE SOUTHERLY EXTENSION.

This report is submitted for the information of Council in answer to two questions posed at the Council Meeting held on October 30th, 1972.

The Director of Planning was asked to report on the feasibility of:-

- (a) deleting any reference to that part of the road proposal in question involving the area South of the B. C. Hydro and Power Authority railway tracks from the Capital Improvement Programme of the municipality;
- (b) not acquiring any land for the road alignment at this time, except through applications to subdivide or rezone, or through whatever other like means may become available to the municipality.

In reply this department advises as follows:-

- (1) It is feasible to delete that section of the Willingdon Avenue Southerly Extension south of the B. C. Hydro and Power Authority railway tracks, from the Capital Improvement Programme. Further, this decision should be reviewed at such future time as a major road study has been completed.

Recently it has become increasingly apparent that there is growing discontent and resistance amongst residents affected by major road proposals within the Municipality to accept major road improvements in isolation.

To substantiate and develop a major roads plan for the acceptance and guidance of Council, by establishing the travel demand and development patterns which will exist in the mid 1980's, the Planning Dept. recommends that an earlier, limited transportation study be extended. This earlier study, "Transportation

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Re: Willingdon Avenue Southerly Extension

ITEM 9

MANAGER'S REPORT NO. 74

COUNCIL MEETING Nov. 4/73

Aspects of the Year 2000", was undertaken to test the viability of the road system suggested for the concept proposed in "Urban Structure".

In order to extend the previously mentioned study, it would be desirable and necessary to involve the use of a transportation consultant because of the extensive computer facilities required to handle the road networks involved, and because of the pressing need for a major roads plan.

A viable major roads plan and supporting policy would have distinct advantages for longer - term planning and continuity and would ensure that any improvements to major roads are fully substantiated and form part of a desirable future major road system.

- (2). It is possible that much of the land required for road allowance between Kingsway and Imperial St. could be obtained on rezoning or subdivision. More specifically, to obtain the required 86 ft. road allowance, the following considerations would apply:

- (a) Kingsway - Kemp St.: Present width 86 ft. - no additional land required.
- (b) Kemp St. - B. C. Hydro tracks: Present width 80 ft. - it is contemplated that the additional 6 ft. of widening on the west side would be acquired by negotiation with the property owners.
- (c) B. C. Hydro tracks - Maywood Avenue: present width 66 ft. - the additional 20 ft. of widening on the west side would be obtained on rezoning. There is one exception on this section at present, and that is the widening at the Fresh Pak plant, which would have to be acquired by negotiation.
- (d) Maywood Avenue - Imperial St.: Since this section of the route does not currently exist, and rezoning of this area is contemplated, then the land for the road allowance would be obtained on rezoning.

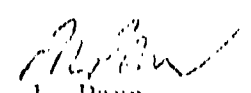
It can be seen that although not all of the necessary road allowance can be obtained through applications for rezoning or subdivision, it is quite feasible not to acquire land directly.

SUMMARY

The Planning Dept. advises that:-

- (1) It is feasible to delete that part of the road proposal south of the B. C. Hydro and Power Authority railway tracks from the Capital Improvement Programme, but would recommend that this decision be reviewed when a major roads study has been completed;
- (2) It is feasible not to acquire land for the road allowance, except through applications for rezoning or subdivision;
- (3) It is of the view that a major roads study is desirable and necessary, and would recommend that Council extend an earlier study, with the aid of a transportation consultant, in order to achieve this. Should Council endorse this recommendation, information on approximate cost and timing will be obtained and forwarded to Council.

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING.

GDH:ew
c.c. Municipal Clerk
Land Agent
Municipal Engineer

Municipal Treasurer

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THE CORPORATION OF THE DISTRICT OF BURLINGTON
INTER-OFFICE COMMUNICATION

TO: ✓ PLANNING DIRECTOR

DEPARTMENT:

DATE: Nov. 16, 1972

FROM: CLERK

DEPARTMENT:

OUR FILE # 2058

SUBJECT: PROPOSED WILLINGDON-PATTERSON CONNECTION SOUTH OF KINGSWAY

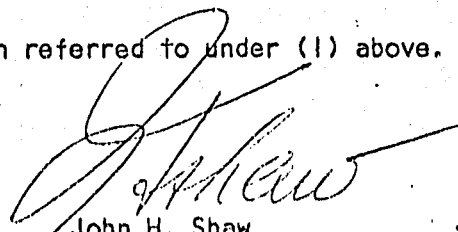
YOUR FILE # 08-640-10

With further reference to the above matter, I would now advise that Council on November 14th took the following actions. In regard to the matter:

- (1) Your Department was authorized to investigate the cost of retaining a transportation consultant to develop a comprehensive major roads plan that will show travel demands and development patterns which will exist in the mid 1980's, using as a basis an earlier planning study entitled "Transportation Aspects of the Year 2000".
- (2) The matter of developing that portion of Willingdon Avenue South of the B.C. Hydro Power and Authority Railway Tracks, as a major road, was deleted from the Capital Improvement Programme of the municipality, with this to be reviewed when the major roads study mentioned under (1) above has been completed.
- (3) Land for the proposed extension is to be acquired only as a result of applications to rezone/subdivide land that would be affected by the road extension.

In order that you may have complete particulars of the considerations given the matter, I am attaching a copy of the report Council received.

Kindly report the results of the investigation referred to under (1) above, to Council.


John H. Shaw,
MUNICIPAL CLERK

EW:nc
Attachment

CC: ENGINEER
TREASURER
LAND AGENT
MANAGER