

Re: Letter dated November 4, 1974 from Mrs. M. Brophy
7271 Halifax Street, Burnaby
Lot "C", D.L. 138, Plan 12221
7461 Aubrey Street (Alexander)
(Item 27, Report No. 63, September 30, 1974)
(Item 5, In-Camera Report No. 71, October 28, 1974)

ITEM 19
MANAGER'S REPORT NO. 74
COUNCIL MEETING Nov. 12/74

Appearing on the Agenda for the November 12, 1974 meeting of Council is a letter from Mrs. M. Brophy regarding the subject property. Council will recall that an In-Camera report, which was considered on October 28, contained the following recommendations:

"THAT an expropriation by-law be brought forward; and
THAT negotiations be continued."

The report was tabled pending receipt of a sketch showing the difference in grades between the proposed route and those on the Phillips Avenue right-of-way and, also, the location of properties which have been acquired by the Municipality for the purpose of this road relocation. The following report contains this information.

RECOMMENDATIONS:

THAT an expropriation by-law be brought forward; and
THAT negotiations be continued.

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November 7, 1974
Our File #08.640-P

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: LOT C, D.L. 138, PLAN 12221 -
7461 AUBREY STREET (ALEXANDER)

Appearing on the agenda for the October 28, 1974 meeting of Council was a letter from Mrs. M. Brophy and a report from the Land Agent concerning the subject property. Council deferred action on the recommendations that an expropriation by-law be brought forward; and that negotiations be continued, until a further report was received from the Planning Department on the possible use of Phillips Avenue as an alternative routing for the proposed road.

The following report outlines the Planning Department's comments on the Phillips alternative.

The Phillips Avenue alignment per se was previously considered and mentioned in item 10 of the Municipal Manager's report No. 92 to the Council meeting of December 10th, 1973. At that time it was mentioned that the use of Phillips Avenue would result in a steep grade, slightly less than 12 percent south of Aubrey St., whereas the alignment recommended would establish more desirable grades of approximately 7 percent, a very important engineering and functional consideration. Further, because Phillips Avenue is located lower on the slope of Burnaby Mountain the needed gain in elevation was not as readily possible; for example, at the Curtis Street intersection, the Phillips Avenue alignment would be approximately 40 feet lower in elevation than the alignment recommended (see sketch C attached). The 40 feet difference in elevation would mean that approximately 600 feet additional road, at approximately 7 percent, would need to be constructed to gain the difference in elevation offered by the proposed alignment involving the subject property. The 600 feet of road at current prices, would cost approximately \$90,000.

The Phillips Avenue alignment would pass the frontage of 10 homes and flankage of 2. Road widening and/or retaining walls would likely be required from approximately 8 or 9 properties because of the steepness of the slopes across the street.

Continued ...

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7461 AUBREY STREET (ALEXANDER)

On the lower, flatter part of the Phillips Avenue alignment the diversion required (from Halifax St. where the existing constructed street ends) to reach Phillips Avenue requires the route to be constructed over approximately 1200 feet of wet ground (swampy) conditions making construction more difficult and costly.

Sketch B illustrates Community Plan #7 for Apartment Area "E" superimposed on the general subdivision pattern of the area.

The Phillips Avenue alignment is shown as route 2 and the proposed alignment involving the subject property is shown as route 1.

It may be seen that route 2 (Phillips Avenue) displays a detrimental effect in the community plan area on the shape and usability and possible value of the large development area "10". It also creates a more difficult intersection with the east-west road.

The conceptual road network - 1985, which has been approved by Council in the Transportation Study to 1985, is shown on Sketch "A".

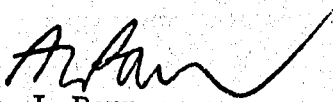
CONCLUSIONS

Considering both the Engineering and Planning factors involved on each route, the Planning Dept. finds route 1 to be the preferred alignment.

We would therefore recommend as follows:

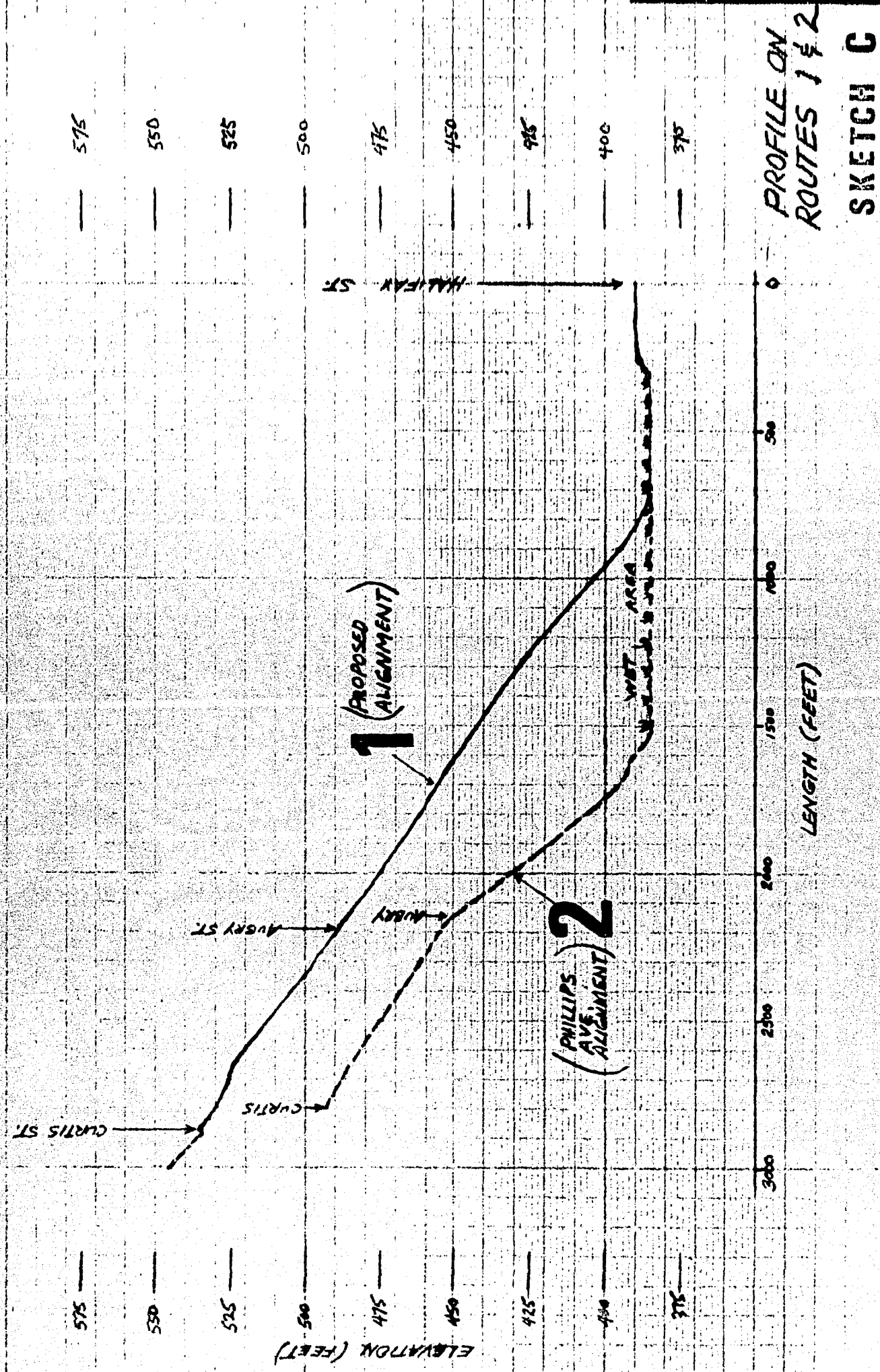
RECOMMENDATION

1. THAT Council reaffirm its previous decision concerning adoption of route 1 for the road alignment and
2. THAT an expropriation by-law be brought forward
3. THAT negotiations be continued.


A. L. Parr,
DIRECTOR OF PLANNING.

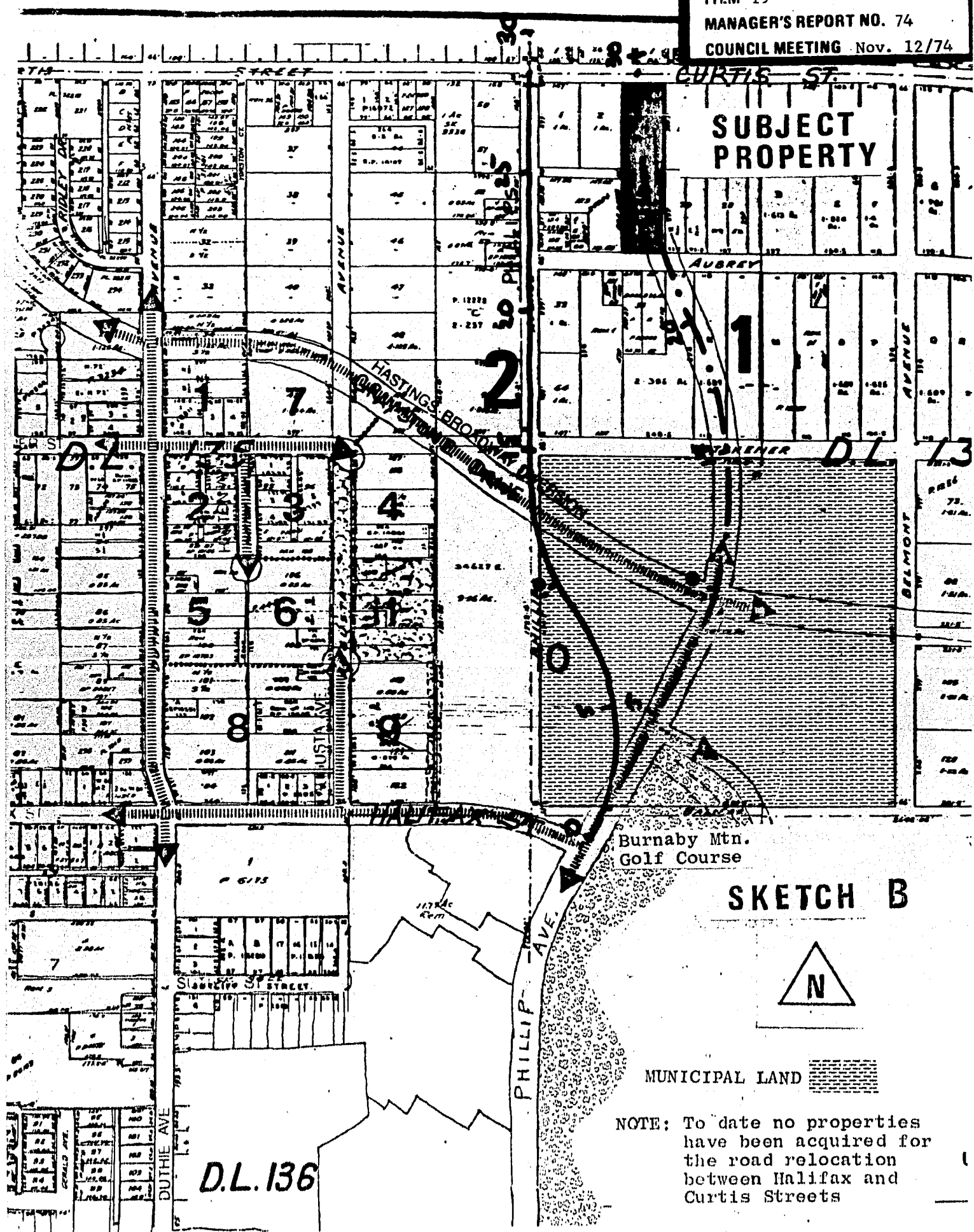
WSS:ew
att.

c. c. Municipal Engineer
Land Agent



PROFILE ON
 ROUTES 1 & 2
 SKETCH C

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Community Plan - Area 'e'

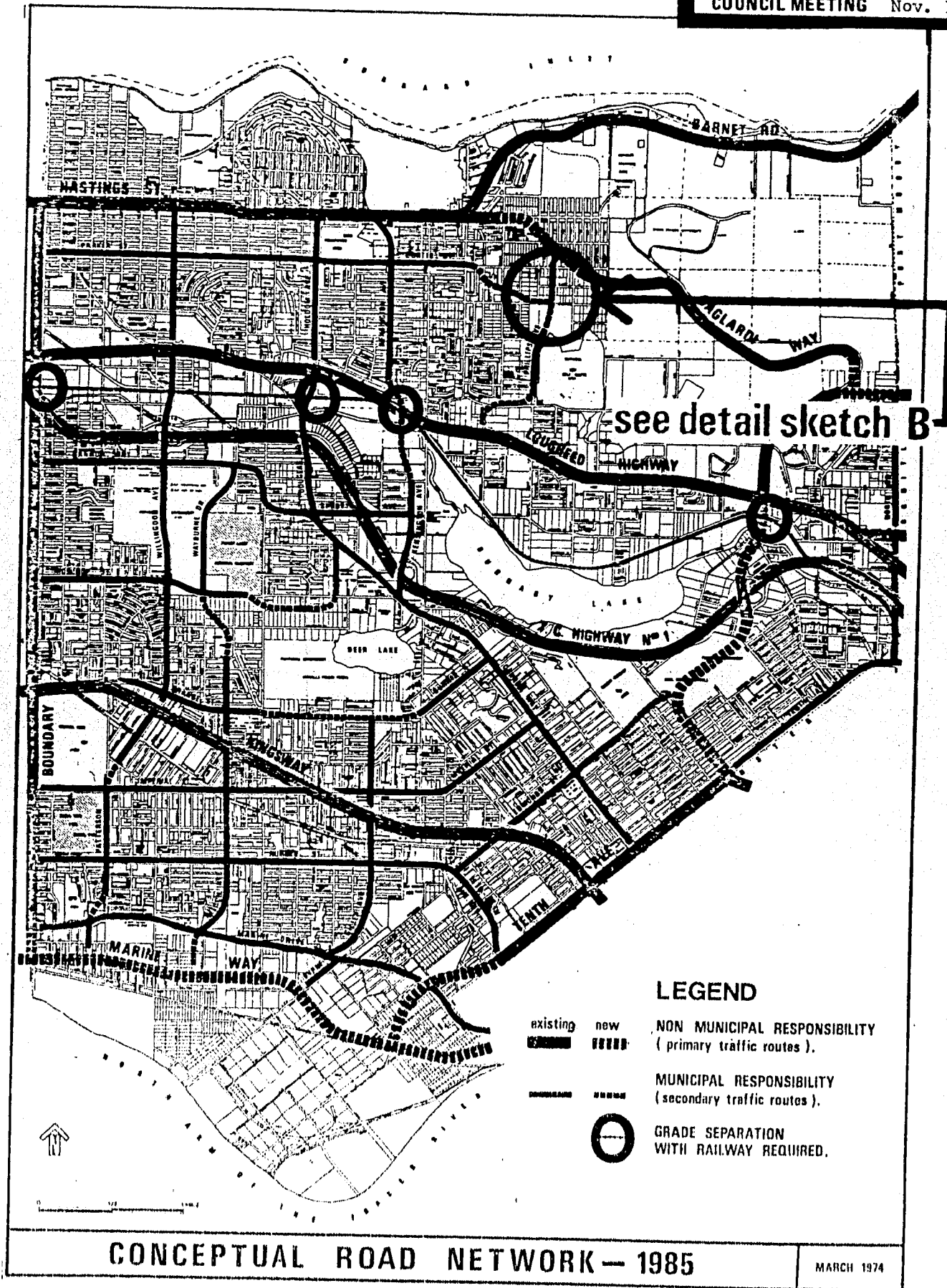
PROPOSED SUBDIVISION (REVISED OCTOBER 15 1973)

SCALE 1" = 400'

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SKETCH A