

Re: Design of Broadway Diversion from Gagliardi Way to North Road

Following is a report from the Director of Planning and the Municipal Engineer regarding the Broadway diversion from Gagliardi Way to North Road.

Sketches 1 and 2 are attached only to Council's reports; anyone else desiring sketches can obtain copies upon request from the Planning Department.

RECOMMENDATIONS:

THAT Route 1 as outlined in sketch #1 be approved as the designated alignment from Gagliardi Way to North Road; and

THAT the Engineering and Planning Departments be authorized to pursue further discussions with the Department of Highways regarding completion of the preliminary design and any geometric alignment matters requiring resolution on the understanding that the Municipality has already requested that the Province assume all direct costs for right-of-way acquisition and construction of this road; and

THAT a copy of this report be sent to the District of Coquitlam and the Sullivan Heights Ratepayers Association.

* * * * *

ENGINEERING AND
PLANNING DEPARTMENTS
APRIL 10, 1974

SUBJECT: DESIGN OF BROADWAY DIVERSION
FROM GAGLARDI WAY TO NORTH ROAD

1.0 Background

On February 19, 1973 Council authorized the retention of a consultant, Robert F. Binnie Limited, to undertake a preliminary route study and design of the Broadway Diversion from Gagliardi Way to North Road. After presenting his preliminary study to the Corporation and approval of a route by the Municipal Council, the consultant will then proceed to complete all field survey, drafting and office work necessary to design the Broadway Diversion in detail from Gagliardi Way to North Road. The following is a joint report prepared by the Engineering and Planning Departments.

2.0 Consultant's Initial Work

2.1 The consultant initially considered eight preliminary routes with variations for the proposed Broadway Diversion. A number of the more promising routes were discussed with representatives of the Engineering, Planning and Lands Departments. Three routes were finally designated for serious consideration (see Sketch #3). These three routes were:

1. Along the existing Broadway right-of-way alignment,
2. South of Broadway within an existing right-of-way located between Norcrest Court and Larkin Crescent, and
3. North of the existing Broadway alignment.

2.2 In conjunction with the consultant's work at this preliminary stage, municipal staff members of the District of Coquitlam were contacted. Discussions took place on the relative merits of the three alternative routes from the point of view of Coquitlam. The route north of the existing Broadway alignment was not acceptable to Coquitlam due to drastic neighbourhood planning adjustments necessary on the Coquitlam side. Coquitlam expressed a preference for a solution that would allow North Road to connect to Como Lake Avenue in its

present alignment, on both the north and south sides of the intersection (i.e. resolution of grade differential conditions).

- 2.3 Upon further consideration, Route 3 was deleted from serious contention as a suitable route due not only to the reservations of Coquitlam but also other undesirable effects. If implemented, Route 3 would necessitate the creation of an extremely large fill which would appear as a large earth dam rendering the area unsuitable for residential or park development. The intrinsic value of this area which has been designated for park use would be destroyed. Extensive property acquisitions would also be required with little potential return to the Municipality.

3.0 Detailed Consideration of Routes 1 and 2

- 3.1 The two routes chosen for detailed consideration appear to be viable from the point of view of traffic safety, traffic flow and acceptable engineering criteria (see Sketch #1 and #2).
- 3.2 The design criteria included the provision of two 23-foot wide pavements with a 14-foot median, curbs, gutters, abutting walks, and street lighting.
- 3.3 A structure will be required across Stoney Creek. The span of this structure must be such that the watercourse can be accommodated as well as good pedestrian access within the Stoney Creek trail/park system. Both an arch with earth fill and a bridge structure are under consideration with advantages for each. Provided various safety criteria are met, the Planning Department has expressed a preference for the open and transparent quality of a bridge structure as most appropriate within the context of the continuous Trail/Park system.
- 3.4 Route 1 has a maximum grade of 9% in certain areas and a total length of 3,100 linear feet, (from North Road to Gagliardi Way) while Route 2 has a maximum grade of 8% and a total length of 3,355 linear feet.
- 3.5 Both routes contemplate that North Road will continue to run through at a controlled intersection.

4.0 Summary of Cost Estimates

- 4.1 The estimates of costs include the following work:
- (a) Main roadway, complete.
 - (b) Access roads, egress road, acceleration lanes, deceleration lanes and all ancillary works.
 - (c) Changes required on North Road.
 - (d) Stoney Creek structure (arch type).
 - (e) Replacing utilities affected by the new construction.

The estimated costs do not include:

- (a) Work on Como Lake Road east of North Road.
 - (b) Work west of Gagliardi Way.
 - (c) Any costs associated with access to property cut off by the main road.
- 4.2 On Route 1 there is a requirement that Beaverbrook Crescent be connected to Gagliardi Way. The cost of this connector is based on a 46-foot road with curbs and gutters, lighting and drainage.
- 4.3 On Route 2, Beaverbrook Crescent would connect directly to the proposed main arterial road but at a rather undesirable location which could create some traffic hazards. However, no increase in cost is incurred.

4.4 The Land Agent has also provided estimates of value of properties affected by Routes 1 and 2. Much of the land acquisition costs will be recoverable through re-use as residential lots and potential subdivision. However, these noted land acquisition costs represent the initial possible outlay of funds necessary for the development of the Broadway Diversion and of surrounding affected areas as outlined in Sketches #1 and #2.

4.5 Summary of Cost Estimates (1974 Figures)

	<u>Route 1</u>	<u>Route 2</u>
<u>Construction Cost Estimates</u>		
Basic Cost	\$1,160,000.00	\$1,354,000.00
Beaverbrook Crescent access	<u>91,000.00</u>	<u>nil</u>
Total (with arch structure)	\$1,251,000.00	\$1,354,000.00
Estimated additional cost of a bridge structure over Stoney Creek		
	<u>237,000.00</u>	<u>245,000.00</u>
Total (with bridge structure)	\$1,488,000.00	\$1,599,000.00
<u>Land Acquisition Estimates</u>		
North of Broadway	\$ 807,100.00	\$ 785,100.00
South of Broadway	<u>122,000.00</u>	<u>449,900.00</u>
Total	\$ 929,100.00	\$1,235,000.00
<hr/>		
TOTAL OVERALL COSTS ---	<u>\$2,417,100.00</u>	<u>\$2,834,000.00</u>

Therefore, the cost of developing Route 1 is \$416,900 less than the cost of developing Route 2.

5.0 Comments on Routes 1 and 2

The following is a list of the relative merits of the two routes which are keyed to the attached Sketch #1 (Route 1) and Sketch #2 (Route 2).

5.1 Route 1 - Existing Broadway Alignment

- (1) SECONDARY ACCESS TO EXISTING HOMES - The development of an arterial road on the existing Broadway right-of-way will require the provision of a residential street at the rear of these properties. These lots must be protected by an adequate landscape buffer adjacent to the major road. The Corporation will be required to purchase these properties and redevelop the lots so that they relate to the new residential street. Many of these dwellings are older, and could be expected to be rebuilt facing the new street, while the newer dwellings should be relocated backing on to the major road.
- (2) CUL-DE-SAC FOR NORCREST - It will be necessary to make provision for a turn-around at the intersection of Norcrest and Broadway and prevent access from the major road. Once the Broadway-Como Lake Extension is completed, it will be possible to allow access on to North Road via Still Creek to serve the existing single-family area.
- (3) PEDESTRIAN UNDERPASS - A pedestrian underpass will be required to give continuity to the Stoney Creek Park Trail System and to provide access to schools and residential neighbourhoods. This underpass must be large enough to allow the retention of the watercourse

in its natural condition while still permitting good pedestrian access.

- (4) LAND PURCHASE AND SUBSEQUENT SUBDIVISION DEVELOPMENT - One of the major concerns in implementing this scheme will be the provision of secondary access as detailed in point (1). To effect this, the Corporation will have to purchase these properties and develop the subdivision, using our Land Development funds. A TEMPORARY ALTERNATIVE would be to purchase only those lands immediately abutting the major road and construct a temporary access to North Road.
- (5) ROAD CONNECTION TO GAGLARDI WAY - An exit must be provided from the mixed housing development in a manner which does not encourage through (or commuter) traffic.
- (6) FUTURE GRADE SEPARATION - At the time of road improvements west of Gaglardi Way connecting Broadway and Production Way (see item 12), a grade separation should be constructed. This will ensure a safe and convenient access to the mixed housing project (Lake City East) while still permitting access to Gaglardi Way via a "T" intersection.
- (7) LANE DEVELOPMENT - This lane should be completed to provide secondary access to those properties fronting on North Road. The balance of the land could be sold to adjacent owners.
- (8) OPEN SPACE - This parcel is left as a redundant parcel and could be either attractively planted and left as open space, or developed as a tot lot.
- (9) PARK DESIGNATION - The creek should be left in its natural condition here as this land will provide access to the park trail system.
- (10) PARK DESIGNATION - This parcel will not be able to be developed and should be included in the park scheme. This does not present a problem as the land is owned by the Corporation.
- (11) PROJECTED LOW DENSITY MULTIPLE FAMILY HOUSING AREA - This area is a logical extension of the Lake City East housing area to the south as it is contained by the projected road, the park trail system, and the Stoney Creek School. The amount of land available for such a use cannot be determined without consultation with B.C. Hydro. The existing Hydro Sub-Station will have to be effectively treated with a landscaped buffer strip.
- (12) FUTURE ROAD CONNECTION TO PRODUCTION WAY - This connection is planned for the future and at the time of construction will require a grade separation at the intersection of Gaglardi Way and the road to the Lake City East housing development. (see Point 6).

5.2 Route 2 - South of Broadway

- (1) PURCHASE EXISTING SINGLE-FAMILY DWELLINGS - In order to construct a road in this location and provide an adequate setback from those homes which would remain, it will be necessary to purchase those properties on the south side of Norcrest. Provision should also be made for the development of a lane as shown, and landscaping on the side slopes.
- (2) ROAD CONNECTION - This is necessary to provide access to existing and proposed residential areas.

- (3) LAND PURCHASE AND SUBSEQUENT SUBDIVISION DEVELOPMENT - As access to the existing homes and projected subdivision will be cut off from North Road, the Corporation will have to provide access as detailed in point (2). It would appear advantageous to purchase these properties and develop the subdivision, using our Land Development Funds. A TEMPORARY ALTERNATIVE would be to purchase only those lands immediately abutting the major road and construct a temporary access to North Road.
- (4) PEDESTRIAN UNDERPASS - This will give continuity to the Stoney Creek Park Trail System and provide access to schools and residential neighbourhoods. As stated in the consideration of Scheme 1, this underpass must be large enough to allow the retention of the watercourse in its natural condition while still permitting good pedestrian access.
- (5) RESIDENTIAL SUBDIVISION - This scheme will allow subdivision of these properties in the normal fashion with lots fronting on both Broadway and the new road.
- (6) ROAD CONNECTION - This link has been preplanned as an exit for traffic from the mixed housing area.
- (7) FRAGMENTED SUBDIVISION - Although subdivision is possible, the residential area is becoming quite unwieldy as it relies on a single access to North Road. In effect, it would function as an extremely long cul-de-sac.
- (8) LAND USE AROUND HYDRO SUB-STATION - Under this scheme it would be difficult to further subdivide this area, given the constraints of single-family use. This area could only be considered an extension of the single-family area as under this scheme, it lies to the north of the major road.
- (9) ISOLATED AREA - This area doesn't appear necessary as an extension of the Hydro Sub-Station and would, therefore, remain undeveloped for the reasons stated in points (7) and (8). The site requirements for the sub-station should be confirmed with B.C. Hydro.
- (10) FUTURE ROAD CONNECTION TO PRODUCTION WAY - This connection is planned for the future, and at the time of construction will require a grade separation across Simon Fraser Way. This structure will have to be a four-lane design while that required in Scheme 1 is a two-lane design.
- (11) PARK PURCHASE - These lands are unsubdividable and should be purchased as a buffer to the proposed residential lots.
- (12) PARK DESIGNATION - This will provide access to park trail system.

5.3 Summary of Routes 1 and 2

In a meeting held with representatives of the Engineering Department, the Planning Department, and the firm of Consultants retained for this project, general agreement was reached on the fact that Route 1 appeared to be the most desirable from a land use viewpoint while providing the necessary traffic function with the least amount of interference with existing and proposed neighbourhoods.

6.0 Coordination with Other Groups and Authorities

6.1 Discussions have been held between staff of the Department of Highways and Municipal Engineering and Planning staff with regard to the Broadway Diversion from Gaglardi Way to North Road. The Department of Highways has expressed no objection to the alignment of the road extension along the existing Broadway right-of-way (Route 1). However a number of operational matters including, in particular, the type of connection in the area of the intersection of Gaglardi Way and Broadway would require resolution.

As related information, it is noted that both the Burnaby Council and the Coquitlam Council have gone on record in requesting the Provincial Government to assume all direct costs for right-of-way acquisition and construction of the extension of Broadway from Como Lake Avenue and North Road to Gaglardi Way.

6.2 A number of meetings have also been held with the Sullivan Heights Ratepayers Association. In a letter of March 15, 1974, the Municipality was informed that the Sullivan Heights Ratepayers Association passed a motion to accept Route 1 at a General Meeting of March 13, 1974.

7.0 Summary


Therefore, from all points of view, Route 1 appears to be the most appropriate route. The approval of Council to Route 1 as outlined in Sketch #1 as the designated route will also assist the Municipal staff in its further discussions with the Department of Highways and adjacent Municipalities towards the resolution of various operational and technical matters. The Engineering Department concurs with the content of this report.

8.0 Recommendation

It is recommended that Council:

1. Approve Route 1 as outlined in Sketch #1 as the designated alignment from Gaglardi Way to North Road, and
2. Authorize the Engineering and Planning Departments to pursue further discussions with the Department of Highways regarding completion of the preliminary design and any geometric alignment matters requiring resolution.

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING.

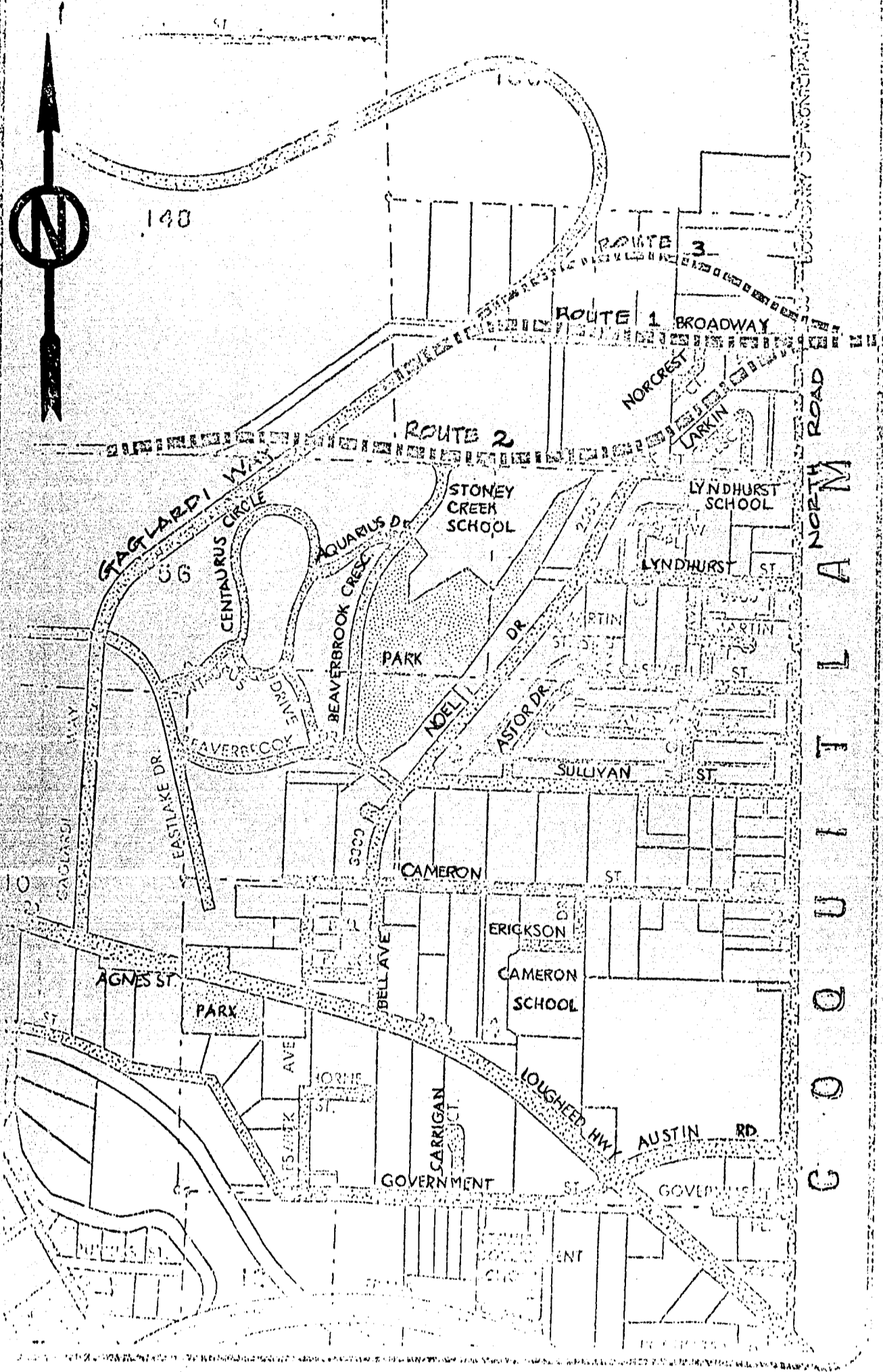
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Attachments (3)

c.c. Municipal Engineer


E. E. Olson, P. Eng.
MUNICIPAL ENGINEER

ITEM 19
 MANAGER'S REPORT NO. 29
 COUNCIL MEETING April 16/74



SCALE 1" = 300'
 DATE APRIL 1974

LOCATION SKETCH.
 BROADWAY DIVERSION
 FROM GASTALDI WAY
 TO NORTH ROAD.

ROADWAY PLANNING DEPARTMENT
 SKETCH #3.

BY-LAW CORRESPONDENCE

APRIL 16, 1974

Consideration and Third Reading:

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 5, 1974

(#6436)

THE CORPORATION OF THE DISTRICT OF BURNABY

INTER-OFFICE COMMUNICATION

TO: MUNICIPAL CLERK DEPARTMENT: CLERK'S DATE: APR. 10, 1974
FROM: DIRECTOR OF PLANNING DEPARTMENT: PLANNING OUR FILE #
SUBJECT: REZONING REFERENCE #69/73 YOUR FILE #
 D.L. 33, BLK. 55 & 58, LOTS 31, 32 & 33, PLAN 1825

On 25 February, 1974, Council gave First and Second Readings to a rezoning bylaw amending the rezoning of the subject property at 4619 Grange Street and 5878/68 Elsom Avenue from Residential District Five (R5) to Multiple Family Residential District Three (RM3), in order to construct a three storey condominium apartment project.

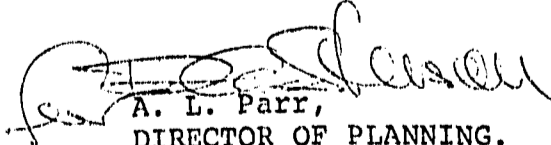
The prerequisite conditions have been satisfied as follows:

1. The consolidation of the three properties into one site.
 - The applicant has submitted the required survey plans which will be registered shortly.
2. The submission of an undertaking to remove the existing structures within six months of rezoning being effected.
 - The required undertaking has been submitted dated 20 March, 1974.
3. The submission of a suitable plan of development that encompasses a positive physical transition to the adjacent R5 residential development and that complies with the guidelines put forward in the Guidelines for Residential Condominium and Conversions.
 - A plan has been submitted and found to be suitable.

In addition, in reference to Council's recent direction that streets abutting higher density projects be upgraded to accommodate the increased density, the applicant has agreed to the upgrading of Elsom Street abutting the property including the provision of storm sewer service and has submitted a letter of credit in the amount of \$16,500 in order to guarantee such construction.

Would you please arrange to return this amendment bylaw to Council for Third Reading on 16 April, 1974, Final Adoption to follow when prerequisite #1 is fulfilled and the Planning Department notifies you to that effect.

Please find attached a copy of the Public Hearing minutes for this rezoning.


A. L. Parr,
DIRECTOR OF PLANNING.

LBB:bp
Attach.
c.c. Municipal Manager

PUBLIC HEARING MEETING MINUTES
FEBRUARY 19, 1974

(1) FROM RESIDENTIAL DISTRICT FIVE (R5) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3)

Reference NZ #62/73

Lots 31, 32 and 33, Blocks 55/58, D.L. 33, Plan 1825

(4619 Grange Street; 5878 and 5868 Elsom Avenue -- Located on the Northeast corner of Elsom Avenue and Grange Street)

Mr. Richard Remben, Architect, appearing for the owners, presented a number of sketches and photographs of the proposed development. Mr. Remben advised Council that to develop Lots 31 and 32 alone had been found to be economically unfeasible as the total size area would only be 12,040 square feet and this would only permit a two-story structure. In addition, the maximum number of units obtainable from development of the two lots would be eleven. Therefore, Mr. Remben was proposing to include Lot 33 in the development and this would have the advantage of increasing the side area thereby allowing a three-story structure which would in turn increase the proportionate number of units and decrease the land cost per unit. Mr. Remben advised that at the present time the two older homes on Grange Street were in very poor condition and would possibly be doomed to remain and deteriorate to an unacceptable standard if the proposal were not approved. The proposed development included the following features:

- (a) A three-story structure, reducing to two storeys on Lot 33 in order to help achieve the physical transition to a lower density area.
- (b) A proposed roof garden over the two-storey portion as well as a fully landscaped garden in the rear yard.
- (c) A communal facility area of 700 square feet, on the third floor overlooking the roof garden area, which would probably include such facilities as a sauna and a games room.
- (d) Large trees presently existing on the site would be retained and protected during construction.
- (e) Additional communal facilities would be provided in the form of a work shop on the parking level.

Mr. Remben added that the Planning Department had indicated that development of Lots 31 and 32 alone would be an under utilization of the property.

Mr. John Drysdale, 5856 Elsom Avenue, Burnaby 1, addressed the Public Hearing and advised that he was the owner of Lot 34 which was immediately North of the proposed development. Mr. Drysdale noted that an earlier application on these three lots had been turned down by the Planning Department as they wish to limit the extent of the RM3 development and prevent its intrusion Northwards into the adjacent single family area. Mr. Drysdale was concerned as to why this particular application was being entertained when an earlier application had been refused. Mr. Drysdale had lived in the area for approximately 35 years and felt that his property was being boxed in by the construction of apartments in the area. Mr. Drysdale, therefore, was of the opinion that if this development were to be given approval then it should be a prerequisite that the developer purchase Lot 34, Mr. Drysdale's property. In addition, Mr. Drysdale felt that Grafton Street would be a more logical boundary between the RM3 zoning and the single family area.

Mr. Drysdale therefore suggested that there were two alternatives in this matter:

- (i) develop Lots 31 and 32 only;
- (ii) develop Lots 31, 32, 33 and 34.

No one else appeared in connection with this rezoning proposal.

BY-LAW CORRESPONDENCE

APRIL 16, 1974

Consideration and Third Reading:

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 6, 1974

(#6437)

THE CORPORATION OF THE DISTRICT OF BURNABY

INTER-OFFICE COMMUNICATION

TO: MUNICIPAL CLERK	DEPARTMENT: CLERK'S	DATE: APR. 11, 1974
FROM: DIRECTOR OF PLANNING	DEPARTMENT: PLANNING	OUR FILE #
SUBJECT: REZONING REFERENCE #59/72		YOUR FILE #
D.L. 94, LOTS 2 & 3, PLAN 440; D.L. 94, BLK. 4, LOTS A,B & C, PLAN 1117; D.L. 94C, BLK. 1, Lots 1 & 2, PL.7150		

On 25 February, 1974, Council gave First and Second Readings to a rezoning bylaw amending the zoning of the subject properties at the north side of Kingsway between Dufferin and Elgin Avenues from Residential District Five (R5) and Service Commercial District (C4) to Community Commercial District (C2) and Parking District (P8).

The prerequisite conditions have been satisfied as follows:

1. The submission of a suitable plan of development providing for an effective separation to be made between the development and the residential area to the north.
 - A plan has been submitted and found to be suitable.
2. The dedication of a 20' lane allowance along the north boundary of the consolidated site; the installation of an adequate landscaped buffer on the 20' lane allowance and the submission of monies to guarantee such installation; and, the submission of an undertaking that the developer will be responsible for the maintenance of the landscaped lane allowance until such time as the lane is actually constructed.
 - Survey plans for the required dedication have been submitted and approved and will be registered shortly.
 - The applicant has agreed to the installation of the landscaped buffer on the 20' lane allowance and has submitted a letter of credit in the amount of \$5,280. to guarantee such installation.
 - The applicant has agreed to maintain the lane landscaping as required and will submit written agreement shortly.
3. The construction and the deposit of monies to provide adequate storm drainage facilities to the site and to provide for the upgrading of Elgin and Dufferin Streets to the Municipal standard.
 - The applicant has submitted a letter of credit in the amount of \$23,000. to cover the costs of providing storm drainage facilities to the site.

BY-LAW CORRESPONDENCE

APRIL 16, 1974

Consideration and Third Reading:

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 6, 1974

(#6437)

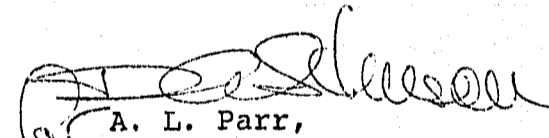
Page 2

Memo to Municipal Clerk from Director of Planning dated Apr. 11/74

- The applicant has submitted a letter of credit in the amount of \$9,000. to be applied to the costs of upgrading Elgin and Dufferin Streets to the Municipal standard. Additional monies for this purpose will be submitted shortly.
- The applicant has also submitted 4% of monies submitted for the required inspection fee, an amount that will be adjusted shortly to reflect the final amount of monies submitted.
- 4. The consolidation of all the subject properties into one legal lot.
 - Survey plans for the consolidation have been submitted and approved and will be registered shortly.
- 5. The submission of an undertaking to remove all existing structures from the consolidated site within six months of rezoning or in conformity with the requirements of the Municipal Fire Department.
 - The existing structures on the site have now been removed in compliance with the requirements of the Municipal Fire Department.

Would you please arrange to return this amendment bylaw to Council for Third Reading on April 16, 1974, Final Adoption to follow when prerequisites #2, #3 and #4 (above) are fulfilled and the Planning Department notifies you to that effect.

Please find attached a copy of the Public Hearing minutes for this rezoning.


A. L. Parr,
DIRECTOR OF PLANNING.

LBB:bp
Attach.

c.c. Municipal Manager

PUBLIC HEARING MEETING MINUTES
FEBRUARY 19, 1974

(2) Reference RZ #59/72

FROM RESIDENTIAL DISTRICT FIVE (R5) AND SERVICE COMMERCIAL DISTRICT (C4)
TO COMMUNITY COMMERCIAL DISTRICT (C2)

The Southerly 188 feet of:

- (a) Lots 2 and 3 Except Part on Plan with By-Law 30078,
D.L. 94, Plan 440
- (b) Lots "A", "B" and "C", Block 4, D.L. 94, Plan 1117
- (c) Lots 1 and 2, Block 1, D.L. 94C, Plan 7150

AND

The remainder of the parcels to PARKING DISTRICT (P8)

(5667, 5633 Kingsway; 6616, 6650 Elgin Avenue and 5607 Kingsway;
6643 Dufferin Avenue and 5691 Kingsway -- Located on the North side
of Kingsway between Elgin and Dufferin Avenues)

Mr. Mike Barley, Architect, Cooper, Tanner and Associates, representing the owners of the property, Glaspie Properties Ltd. addressed the Public Hearing and presented a small sketch of the proposed development.

Mr. Barley advised that all the prerequisites to the development had been or will be met in the near future. The proposed development was one of low profile with parking at the rear, and attractive landscaping. Access to the parking lot would be from Elgin and Dufferin Avenues. Alderman Mercier asked the Planning Director if the dedicated 20-foot strip could be used as a landscaped buffer rather than a lane. The Planning Director advised that it was the opinion of the Planning Department that there was need for a lane for vehicular circulation parallel to Kingsway.

A short discussion ensued concerning the advantages of a landscaped buffer as opposed to a paved lane. The Planning Director advised that there were a number of alternatives that could be examined if the lane were of concern.

Mr. Arnold F. C. Hean then addressed the Public Hearing and advised that he represented Mr. and Mrs. Towns, 6625 Dufferin Avenue, owners of the property immediately North of the proposed development. Mr. Hean requested that a 20-foot landscaped strip be substituted for the paved lane in order to ensure quiet enjoyment by his clients of their property at least until the time came when the property to the North were redeveloped.

BY-LAW CORRESPONDENCE

APRIL 16, 1974

Reconsideration and Final Adoption:

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 9, 1974

(#6440)

THE CORPORATION OF THE DISTRICT OF BURNABY

INTER-OFFICE COMMUNICATION

TO: MUNICIPAL CLERK DEPARTMENT: CLERK'S DATE: APR. 10, 1974
FROM: DIRECTOR OF PLANNING DEPARTMENT: PLANNING OUR FILE #
SUBJECT: REZONING REFERENCE #71/73 YOUR FILE #
 LOT 7, BLK. 1/2/3, D.L. 94S, PLAN 3754

On 8 April, 1974, Council gave Third Reading to a rezoning by-law amending the zoning of the subject property at 5276 Kingsway from Service Commercial District (C4) to Commercial Community District (C2).

The prerequisite conditions have been completely satisfied as follows:

1. The consolidation of Lots 6 & 7 into one site.
2. The dedication of the north 16.5 feet of Lots 6 & 7 for the future widening of Kingsway.
 - The applicant has now registered the survey plans to effect the required dedication and consolidation and the new legal description is:

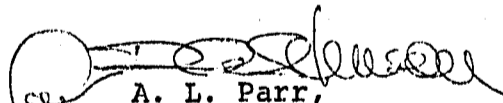
D.L. 94, Lot 93, Grp. J, Plan 45976

3. The submission of a suitable plan of development for consolidated Lots 6 & 7 reflecting the comments of the report of 21 January, 1974.

- A plan has been submitted and found to be suitable.

Would you please arrange to return this amendment bylaw to Council for Final Adoption on 16 April, 1974.

Please find attached a copy of the Public Hearing minutes for this rezoning.


A. L. Parr,
DIRECTOR OF PLANNING.

LBB:bp
Attach.

c.c. Municipal Manager

BY-LAW CORRESPONDENCE

APRIL 16, 1974

Reconsideration and Final Adoption:

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 9, 1974 (#6440)

PUBLIC HEARING - MEETING MINUTES
FEBRUARY 19, 1974

(5) FROM SERVICE COMMERCIAL DISTRICT (C4) TO COMMUNITY COMMERCIAL DISTRICT (C2)

Reference RZ #71/73

Lot 7, Blocks 1/2/3, D.L. 94S, Plan 3754

(5276 Kingsway -- Located on the South side of Kingsway approximately 200 feet East of Royal Oak Avenue)

Mr. D. Wylie, representing G. B. Wylie, Architects, acting for the applicants in this matter, addressed the Public Hearing.

Mr. Wylie advised that the request was for a rezoning of Lot 7 to C2 to create, along with Lot 6 immediately to the West, which is already zoned C2, a viable piece of property suitable for the erection of a retail store. A one-storey retail structure was proposed to be constructed and the principle use of the building would be for retail paint sales. Parking would be available at the rear of the proposed structure with pedestrian access from Kingsway.

The prerequisite for the dedication of the North 16½ feet of Lots 6 and 7 for the future widening of Kingsway, would be complied with.

No one else appeared in connection with this rezoning.

BY-LAW CORRESPONDENCE

APRIL 16, 1974

Reconsideration and Final Adoption:

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 16, 1974

(#6447)

THE CORPORATION OF THE DISTRICT OF BURNABY

INTER-OFFICE COMMUNICATION

TO: MUNICIPAL CLERK	DEPARTMENT:	DATE: APRIL 11/74
FROM: PLANNING DIRECTOR	DEPARTMENT:	OUR FILE #
SUBJECT: REZONING REFERENCE #57A/71 BEAVERBROOK CRESCENT/CENTAURUS CIRCLE LAKE CITY EAST - AREA 3		YOUR FILE #

The Planning Department reports that the prerequisite conditions to the subject rezoning by-law have been satisfied as follows:

1. The submission of a suitable plan of development.
 - A suitable plan of development has been submitted.
2. The relocation of an existing pedestrian easement maintaining a walkway link between Area 5 to the west and the school site to the east of the subject site.
 - A survey plan has been submitted relocating the existing pedestrian easement and will be registered shortly. However, the easement documents require the signature of the Bank of Nova Scotia and this signature can only be applied under seal at their Head Office in Eastern Canada. In view of this possible delay and the present uncertain airline problems, the Planning Department would recommend that the developer's letter of undertaking agreeing to the expeditious completion of the easement documents within 30 days be accepted and that this rezoning proceed to Final Adoption. The Preliminary Plan Approval for this project would not be released until the requisite easement has been registered.

The suitable plan of development notes the provision of a concrete walkway to the Municipal standards by the developer within the subject easement.
3. Agreement by the developer to bear proportionate cost of extending the necessary major B.C. Hydro loop service line along the frontage of the subject lot 293.
 - B.C. Hydro has outlined the electrical servicing requirements to be met by the applicant which will satisfy the major electrical service requirements for this stage in the development of Lake City East.
4. The deposit of sufficient funds to cover the costs of construction of the pedestrian overpass and any other municipal services deemed requisite.
 - The applicant has submitted a letter of credit in the amount of \$5,000. bringing the total to \$30,000. that has been submitted by the developers of this parcel for

BY-LAW CORRESPONDENCE

APRIL 16, 1974

Reconsideration and Final Adoption:

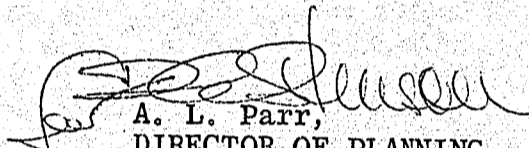
BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 16, 1974

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the pedestrian overpass. Additional servicing costs for this development are to be accommodated as a part of the subdivision of this parcel.

Would you please arrange to return this amendment by-law to Council for Final Adoption on April 16, 1974.


A. L. Parr,
DIRECTOR OF PLANNING.

KI:cm

c.c. Municipal Manager