

Re: 3901 CARRIGAN COURT - LOUGHEED ESTATES - PHASE II  
COMMUNITY PLAN AREA "H" - REZONING REFERENCE #46/68  
UNDATED LETTER FROM CHARLOTTE M. KISH AND CAROLYN E. KISH  
THAT APPEARED ON THE AGENDA FOR THE OCTOBER 29, 1975 MEETING  
OF COUNCIL (Item 3h)

Appearing on the Agenda for the September 29, 1975 meeting of Council was a letter from C. M. Kish and C. E. Kish concerning the effect that changes to Government Road will have on an apartment complex at 3901 Carrigan Court, and also, provision of playing facilities for children who reside in the area. Attached is a report from the Director of Planning on these matters.

As noted in the report, each of the two complexes that comprise the condominium development has its own street address (either Carrigan Court or Horne Street). This requirement for two addresses was established primarily because such separation enables the Fire Department and ambulance services to respond to emergencies in the shortest time possible:

- If the entire development had only one address, the Fire Department in an emergency situation would not know whether to send men and equipment to the Carrigan Court complex or the one on Horne Street (vehicular access to these two complexes are not from one street only; each complex is located off of a different street).
- Response time is important not only for emergencies involving fire, but also for situations involving persons who may desperately need inhalator or other types of medical services.

The Carrigan Court Strata Council concurs that for these reasons, no change should be made with respect to the manner in which the complexes are presently addressed.

The Fire Chief has again reviewed the possibility of relaxing the parking ban on Carrigan Court. It is his considered opinion, to some extent formed on the basis of a recent fire in this very area, that one truck may conceivably need to pass another on the street during an emergency (as noted on attached sketch #1, it could be necessary for each of two trucks to be on the street together for the purpose of effectively using the two hydrants which are located at nearly opposite ends of Carrigan Court). No recommendation can therefore be made for even partial parking of cars on the east side of this street. Additionally, when the high rises planned for the east side of Carrigan Court are constructed, a fair portion of the curb will be taken up with driveway crossings, thus reducing the "potential" of any parking even further.

RECOMMENDATION:

1. THAT a copy of this report be sent to Charlotte M. Kish, Carolyn E. Kish and the Carrigan Court Strata Council.

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MANAGER'S REPORT NO. 65  
COUNCIL MEETING Oct. 14/75

PLANNING DEPARTMENT  
9 OCTOBER, 1975

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: INQUIRY OF C.M. AND C.E. KISH  
3901 CARRIGAN COURT - LOUGHEED ESTATES - PHASE II  
COMMUNITY PLAN AREA "H"  
REZONING REFERENCE #46/68 (Sketch #1)

With regard to an inquiry by C.M.Kish and C.E.Kish of 3901 Carrigan Court, the Planning Department has been requested to submit a report on this matter.

**1.0 BACKGROUND**

The following background comments are noted for the information of Council. The subject 3-storey apartment condominium, Lougheed Estates - Phase II, was part of a 850 unit Comprehensive Development Rezoning consisting of 88 townhouses, 486 medium density apartments, and 276 high rise apartments. This development was one of the first Comprehensive Development rezonings processed by the municipality. Condominium tenure was not considered by most developers at the time of the original rezonings, and it was an implicit understanding at the time that the project was rental. Municipal responsibility for condominium approvals was established some time after the completion of the zoning.

The standards for major Comprehensive Development proposals have been strengthened in recent years. If the subject development were to be processed today, it is likely that wider access standards, adjusted entry and visitor parking details, and other adjustments would be required.

In relation to the present enquiry by C.M. and C.E.Kish, the solution to the visitor entry complaint would be to readdress the eastern portion of the project to Horne Street where visitor parking is available. This is explained further later in this report.

2.0 SUBJECT INQUIRY

The subject 102 unit 3-storey apartment project is composed of two L-shaped buildings surrounding a central open court with an underground parking garage which extends under both buildings and the central court. This apartment project is so designed to provide access to the underground parking garage and visitor parking spaces off Horne Street. The connection of this project to Carrigan Court is essentially a 39 foot wide landscaped pedestrian corridor including a public pedestrian easement which connects Carrigan Court to Horne Street. In order to facilitate emergency fire truck access to the project in the most efficient manner, the postal address for the eastern L-shaped building was designated off Carrigan Court. The postal address for the western L-shaped building is designated off Horne Street.

The inquiry notes that due to the postal address for the east L-shaped building being off Carrigan Court, visitors and delivery vehicles first approach the project from the Carrigan Court side and find that the actual vehicular entry to the project and parking for the project is provided off Horne Street. The submission lists a number of alternative suggestions to alleviate this inconvenience. To review the alternative suggestions:

1. The barrier to traffic on Government Street cannot be placed to the west of Keswick since this change would not conform to the road pattern in the adopted Community Plan Area "H". In the adopted Community Plan, Keswick Street is to be eventually closed and Horne Street will be extended through in a westerly direction to the Government Street loop road. This loop road has now been open to public traffic for the past two weeks. (See Sketch #2). The closed portion of Government Street between Keswick and Carrigan is to become a pedestrian park strip.
2. The matter of street parking on Carrigan Court has been discussed with the Traffic Engineer who reports that Carrigan Court has had the parking banned on both sides at the request of the Fire Department. The reason for this ban is that Carrigan Court is only 28' between curbs, and vehicles parked on the street would interfere with fire calls.
3. The only alternative which would assist in reducing the noted inconvenience to the residents of the east building would be to change the postal address for the subject building from Carrigan Court to Horne Street. This matter was discussed briefly with the Fire Chief and it is his contention that in the interests of fire safety and quick, efficient access to the east building in an emergency, the east building should remain addressed off Carrigan Court. The suggestion of the postal address change was also brought forward at the Strata Council meeting for Phase II on October 6, 1975, and met with a generally unfavourable response due to the realization that it is more important to emphasize fire safety over other considerations.

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Therefore, the conclusion is that in the interests of fire safety, some inconvenience will have to be borne by first-time visitors and delivery vehicles. The residents of the east building may alleviate the situation by ensuring that prior directions be given to visitors and delivery persons.

A comment has been made on the provision of parks in the area. As outlined in the adopted Community Plan, the Keswick/Government Park/School site has been acquired, and a park area is being established in the western portion of the Community Plan. Each of the multiple family developments in the area rezoned and constructed to date, has provided various communal facilities within the project including children's playgrounds where the development is family oriented.

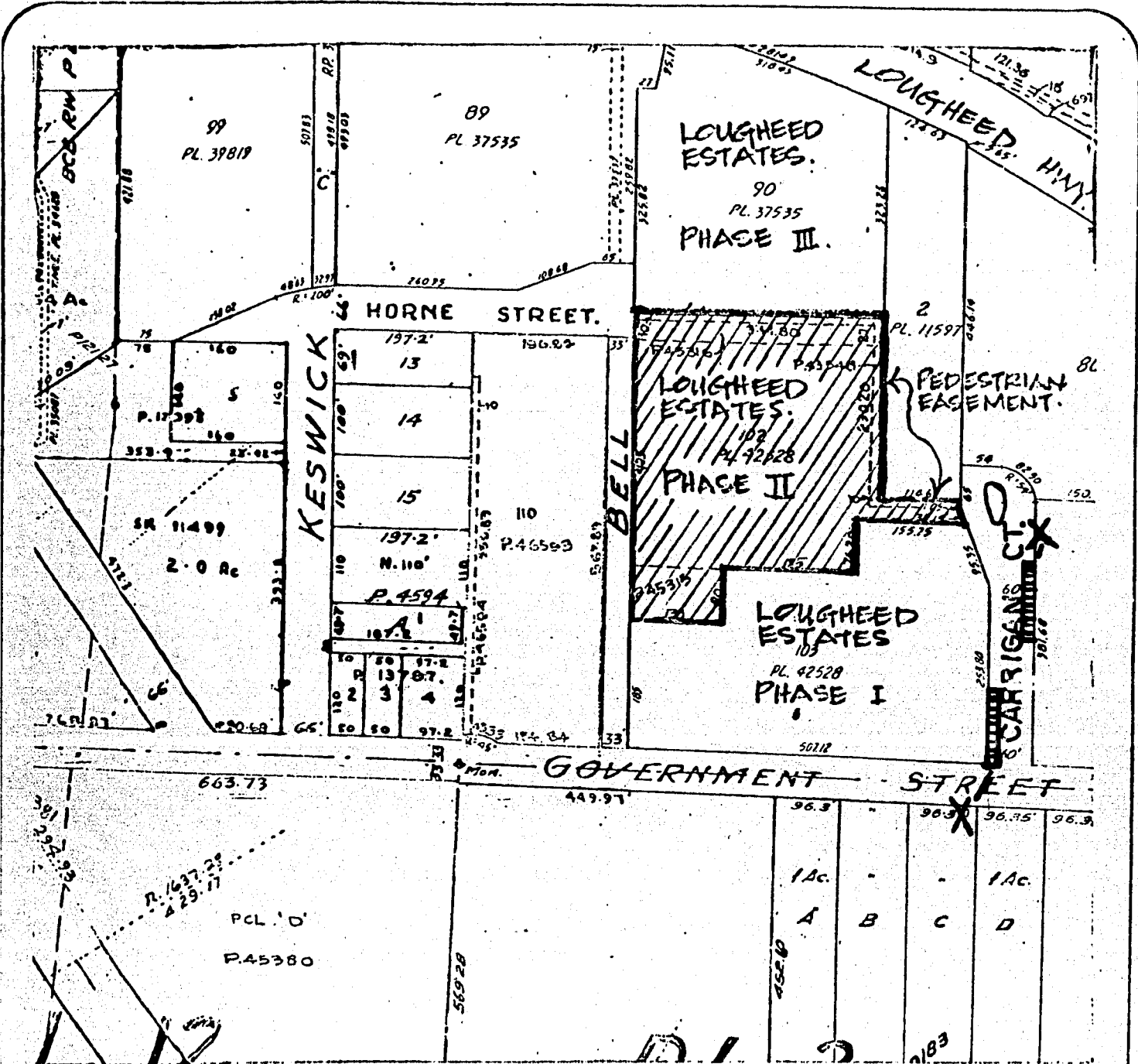
As mentioned previously, the Government Street loop road is now open to public traffic, and this should assist in alleviating the traffic situation in the area.

This is for the information of Council.

KI:ea  
Attchmt.  
c.c. Fire Chief  
Municipal Engineer  
Parks and Recreation Administrator

  
A. L. Parr,  
DIRECTOR OF PLANNING

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Date  
 Nov/74.

Scale  
 1" = 750.

Drawn By

Burnaby Planning Department

LOCATION SKETCH  
 LOUGHEED ESTATES - PHASE II.  
 RZ # - 16/10B.  
 3901 CARRIGAN CT.

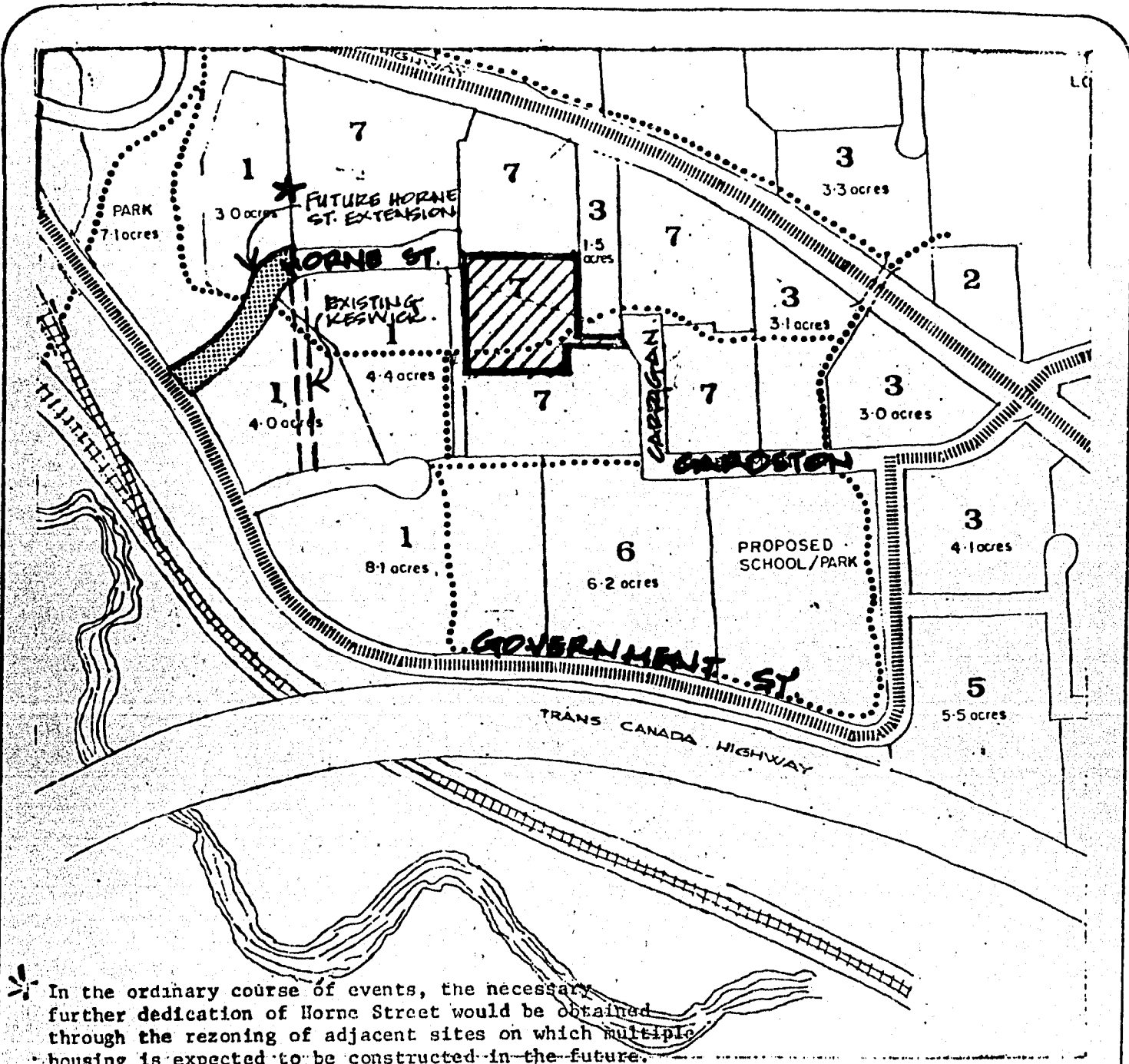
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SKETCH #1.

X LOCATION OF FIRE HYDRANTS

FOSSIBLE LOCATION OF FIRE TRUCKS  
 ON THE STREET IN THE EVENT OF

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\* In the ordinary course of events, the necessary further dedication of Horne Street would be obtained through the rezoning of adjacent sites on which multiple housing is expected to be constructed in the future.

Date  
 NOV/74.

Scale  
 1" = 100'

Drawn By

Burnaby Planning Department

CONDOMINIUM APT. AT CARRIGAN CT. & HORNE ST.

LOUGHREED ESTATES - PHASE II.

COMMUNITY PLAN AREA 'H'

SKETCH #2