

Re: LETTER FROM E. F. RATH THAT APPEARED ON THE AGENDA FOR THE
DECEMBER 1, 1975 MEETING OF COUNCIL (Item 4e)
LOUGHEED ESTATES - PHASE II
COMMUNITY PLAN AREA "H"

Appearing on last week's Agenda was a letter from E. F. Rath that contained a number of inquiries concerning the subject strata title development. Attached is a report from the Director of Planning on this matter.

With respect to the first item in the correspondent's letter, sketch #2 of the Planner's report shows the street system in the area including supplementary access routes for fire vehicles. There is only one major access to the development from Horne, as noted in the correspondence, but this situation is not uncommon in that a basic planning consideration is to minimize through traffic as much as possible when a hierarchy of roads is established for high density residential areas. Furthermore, it has been found beneficial to have such areas served by short, localized cul-de-sacs which feed into a collector road system. These concepts have been included in the overall community plan for the area in question.

It should also be pointed out that when major residential community plans are considered by the Municipality, co-ordination is carried out by Planning with various Municipal Departments including the Fire Department. In addition, individual rezoning applications and preliminary plan approval applications are submitted to the Fire and other applicable Departments for concurrence as a standard procedure.

In Item 2, a reference is made to garbage pick-up. As the result of a decision that was made by Council on November 3, 1975, the Municipality now has an interim solution regarding refuse services for co-operatives and strata title properties (Item 22, Report No. 70). The Engineering Department has distributed informational letters on this matter to all affected Strata Title Councils. It would appear that such information has not been conveyed to E. F. Rath by his Council as of this point in time, it is recommended that a copy of the applicable report and letter be sent to the correspondent.

RECOMMENDATION:

1. THAT the following be sent to E. F. Rath and the Lougheed Estates, Phase II Strata Council:
 - a. A copy of this report, and
 - c. A copy of Item 22, Report No. 70, November 3, 1975, which pertains to garbage pick-up and the applicable letter that was delivered to the Lougheed Estates Strata Council.

ITEM 1
MANAGER'S REPORT NO. 81
COUNCIL MEETING Dec. 15/75

PLANNING DEPARTMENT
DECEMBER 5, 1975

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: CORRESPONDENCE OF E.F. RATH - 3901 CARRIGAN COURT
LOUGHEED ESTATES - PHASE II
COMMUNITY PLAN AREA "H" (X. Ref. R.Z. #46/68)

The Planning Department has been requested to submit a report replying to certain parts of a letter of E.F. Rath of 3901 Carrigan Court. The following comments relate to Points outlined in the submitted letter:

Point 1

Sketch #2 outlines the adopted Community Plan for the subject area which includes the ultimate extension of Horne Street to the west in conjunction with future rezoning proposals. The proposed road layout was developed as most appropriate to serve the residents of the Community Plan area.

Point 3

The matter of the postal address for the subject development being off Carrigan Court rather than Horne Street, which is the relevant factor in E.F. Rath's comments, has been explained in detail in a previous report to Council of October 14, 1975. It was stated in the previous report that:

"The subject 102 unit 3-storey apartment project (See Sketch #1) 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 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.

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."

The Manager's comments to the October 14, 1975 report discussed the matter in greater detail and stated:

"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."

On the matter of the timing of the construction of a given residential development and related services, the construction of a development and related services are usually closely coordinated and scheduled within a relatively tight construction time frame. The operational and economic aspects of the efficient use of machinery, manpower, materials, delivery, and the effect of climatic conditions will in part determine the scheduling of various aspects of the construction programme. Construction personnel are expected to adhere to all relevant Municipal bylaws, to ensure that requisite public traffic flow is not hampered and to be aware of the fact that, within the circumstances, care should be taken not to cause unnecessary or unwitting disruption of residents in the vicinity of a construction project. However, it is a fact that some short term inconvenience will have to be borne by residents in the vicinity of major residential construction activity. Whenever the Planning Department receives any such informal complaints from time to time, the developer is usually

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contacted and requested to examine the situation and to rectify any situation which appears to adversely affect any nearby residents.

In conjunction with the recent opening of the Government Street Loop Road, the Government Street/Cardston intersection was examined by the Engineering Department and various requisite operational traffic devices and markings were provided. The Engineering Department has cleared the boulevard areas in the vicinity of the intersection of brush which has hampered sight distances in this area. A bank and large existing trees which are of some view concern, are located on private property but when a nearby rezoning proposal (RZ #37/74) is finally adopted and proceeds to construction, the Government/Cardston intersection will be upgraded and refined to the final permanent standard which should further improve sight distance conditions.

Point 4

With respect to family oriented housing in the area, suitable communal facilities including children's playgrounds have been required as part of an approved suitable plan of development: Wiltshire Village (RZ #4/73), Tudor Village, Braemar Gardens (RZ #46C/68), and McInnis Place (RZ #47/74) - all family oriented developments in the area provide or will provide children's playgrounds within the project site.


Point 5


We would refer to the comments made under Point 3 in also assisting in clarifying this point.

It was noted in the Manager's comments in conjunction with the October 14, 1975 report that:

"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."

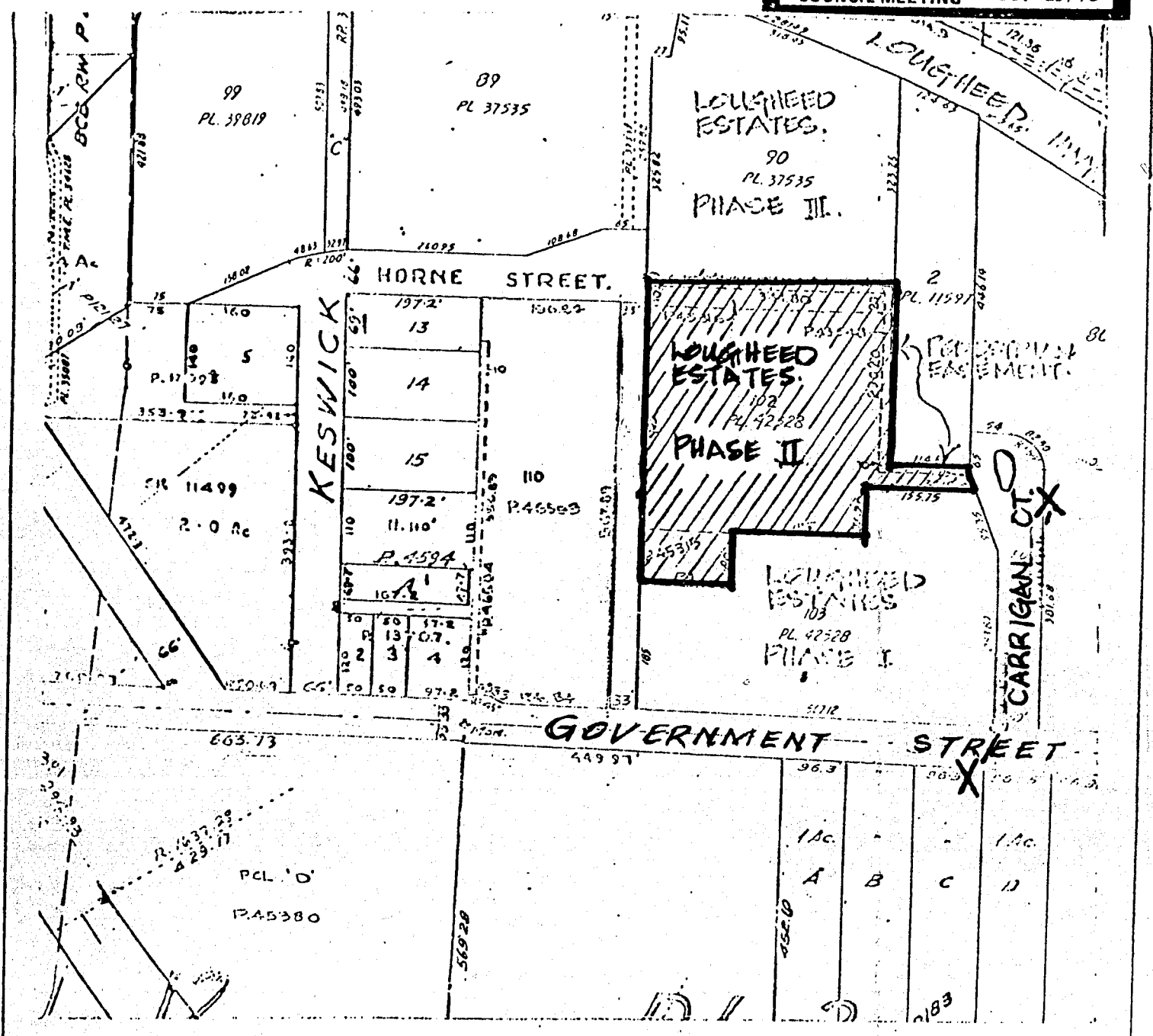
The Municipal Engineer has assisted in clarifying a number of comments raised in the subject letter which relate to engineering matters. This is for the information of Council.


A. L. Parr,
DIRECTOR OF PLANNING.


KI:cm
Attached - 2 sketches

c.c. Municipal Engineer
Fire Department

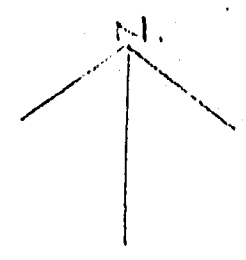
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D. 10
 16 V. 11
 Scale
 1" = 200'
 Drawn by

Burnaby Planning Department

LOCATION SKETCH
LOUGHEED ESTATES - PHASE II.
RZ # 46/6B.
3901 CARRIGAN CT.

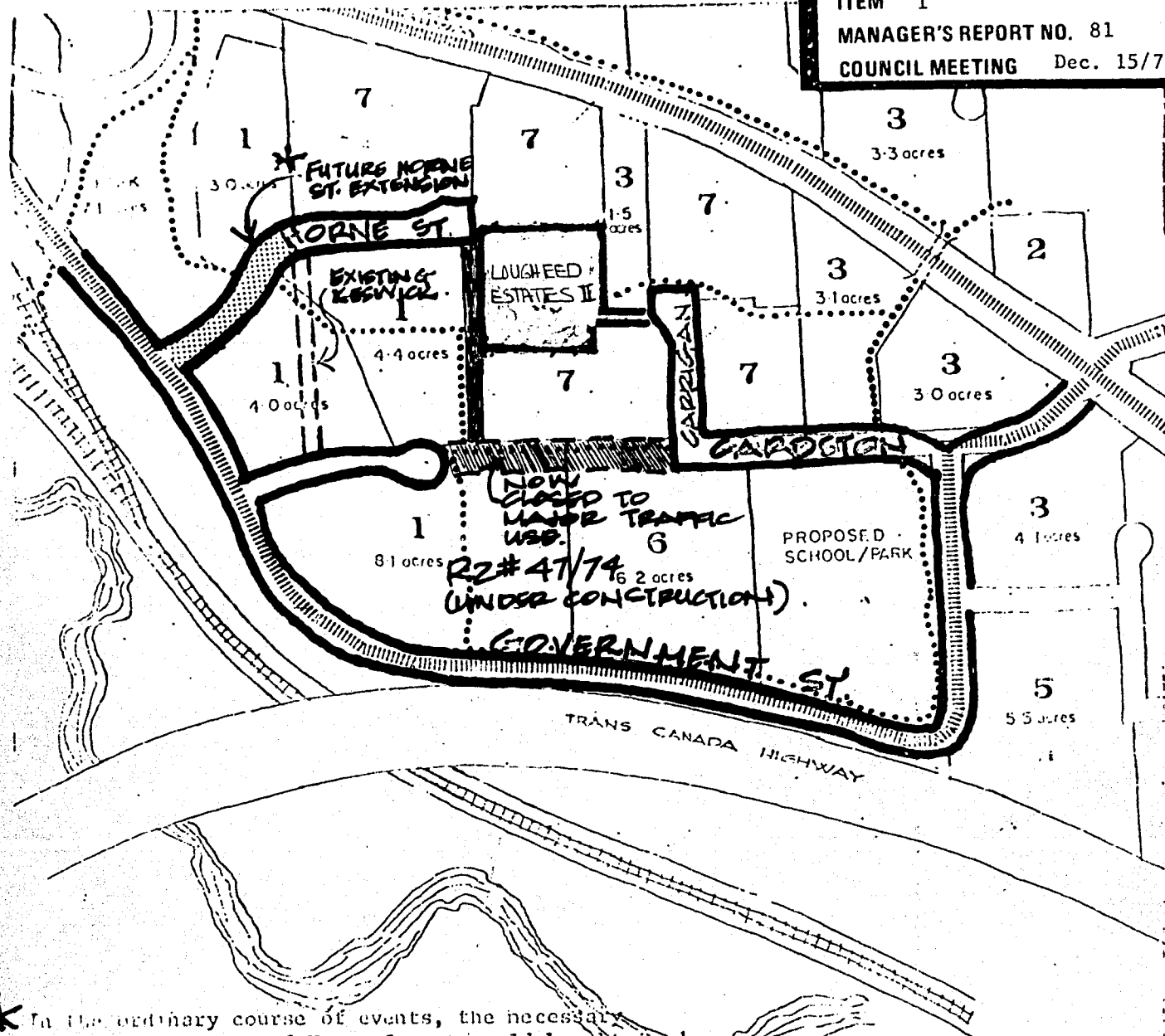


SKETCH #1.

X LOCATION OF FIRE HYDRANTS

WHICH IS POSSIBLE LOCATION OF FIRE TRUCKS
 ON THE STREET IN THE EVENT OF
 A FIRE

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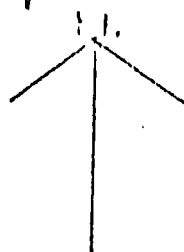


* In the ordinary course of events, the necessary further dedication of Horne Street would be obtained through the rezoning of adjacent sites on which multiple housing is expected to be constructed in the future.

Date
 12/1/74
 12/1/74
 Burnaby

Burnaby Planning Department

CONDOMINIUM APT. AT CARRIGAN CT. &
 HORNE ST.
 LOUHEED ESTATES - PHASE II
 COMMUNITY PLAN AREA 'H'



SKETCH #2

NOTE:

With respect to fire truck access to the area in question, there is one supplementary access as noted on the sketch (see cross hatched area between Cardston and the cul-de-sac). There is another potential supplementary access (see shaded area) but whether or not this becomes developed as an alternate access route for fire trucks is dependent on the future availability of funds. Both of these areas will also serve as major public pedestrian walkways.