

ITEM	16
MANAGER'S REPORT NO.	55
COUNCIL MEETING	Aug. 15/77.

Re: TRIANGULAR AREA BOUNDED BY BOUNDARY AVENUE/  
CLYDESDALE/TRANS CANADA HIGHWAY  
(Item 7, Report No. 44, June 28, 1976)  
(Item 7, Report No. 62, October 4, 1976)  
(Item 13, Report No. 1, January 10, 1977)

Following is a report from the Director of Planning regarding the subject triangle of land.

RECOMMENDATION:

1. THAT a copy of this report be sent to all of the residents and property owners in the area referred to in the report.

\* \* \* \* \*

PLANNING DEPARTMENT  
AUGUST 10, 1977

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: TRIANGULAR AREA BOUNDED BY  
BOUNDARY AVENUE/CLYDESDALE/TRANS CANADA HIGHWAY

On January 10, 1977 Council received a status report on the subject area and the various measures that were being pursued at that time to obtain the assistance of the Provincial Government and the B.C. Development Corporation in resolving the land use questions in this area.

The purpose of this present report is to advise Council of what has occurred to date in this regard, and of efforts currently being undertaken to assist in redeveloping the area and alleviating the residents' concerns.

1. Requested Government Assistance

Included in the last status report to Council was a copy of the submission made by the Corporation to the B.C. Development Corporation giving background and particulars related to the subject area, advising of Council's designation of the area for future M5 (Light Industrial District) development and requesting financial assistance in acquiring the lands and preparing the area for industrial redevelopment. Following considerable correspondence on the subject we were advised March 14, 1977 by Mr. Donald A. Duguid, President, that the B.C. Development Corporation was unable to assist in the manner requested, but that they would agree to assist in expediting the transfer of any Highway's Department land to the Municipality. The Municipal Manager sought clarification of the Government's position by writing to the Honourable Mr. Phillips and the Honourable Mr. Fraser, and on July 11, 1977 received a reply from Mr. Fraser that advised that the Government was not able to assist in acquisition of property for assembly and redevelopment in the area, but assuring that the Ministry of Highways would cooperate with regard to properties in the area under its ownership.

The Municipality has written to the appropriate Highway's authorities advising formally of our interest in the Provincially-owned lands and requesting that we be kept informed of any proposals to acquire the Provincial sites in this area. 195

As a result, we must report that we have been unable to secure the assistance of the Provincial Government in a program of property acquisition for redevelopment purposes. However, we have received assurances of cooperation with respect to the 6 properties in the area owned by the Provincial Department of Highways, and we have engaged in discussions with private interests designed to facilitate private land assembly and redevelopment through rezoning.

2. Potential Land Assembly and Redevelopment Pattern for M5 Industrial Use

In response to an enquiry from a realtor active in the area, the Planning Department has sketched a possible subdivision pattern providing appropriate street access and site configuration for up to 3 individual parcels on the order of 1½ to 2 acres in area.

A sketch showing the potential subdivision pattern is attached for information. This proposal shows an appropriate geometry for staged redevelopment of the area, under rezoning to the M5 category, and contemplates an assembly of privately-owned, municipally-owned and Provincial Department of Highway's-owned properties, together with the closure and sale of redundant portions of street and lane within the enclave. It is hoped that this proposal for staged development as an alternative to comprehensive development of the entire area in one project, will assist in allowing private initiative to undertake the land assembly and redevelopment process in line with the designated future land use.

Road access to the area is proposed to be obtained by retaining a portion of Regent Street, cul-de-saced at an appropriate point, accessed from Boundary Avenue via right turn movements and the proposed left turn channel discussed below.

3. Improved Road Access - Boundary Left Turn Channel

Discussions have taken place between the Engineering Department and the Provincial Department of Highways directed toward the provision within the Boundary Road median for left turns from Boundary Road to Regent Street. Provision for this movement will eliminate the necessity for left turns from Clydesdale Street to Esmond Avenue.

Mr. R.G. Harvey, Deputy Minister of Highways, by letter dated July 11, 1977, has advised the Municipality that the Ministry of Highways will give favourable consideration to paying for the construction of the left turn slot upon submission by the Municipality of a sketch of the proposed slot for left turns, together with an estimate of the cost.

The Municipal Engineer is currently preparing the design for this left turn channel and an estimate which will be submitted to the Ministry of Highways shortly.

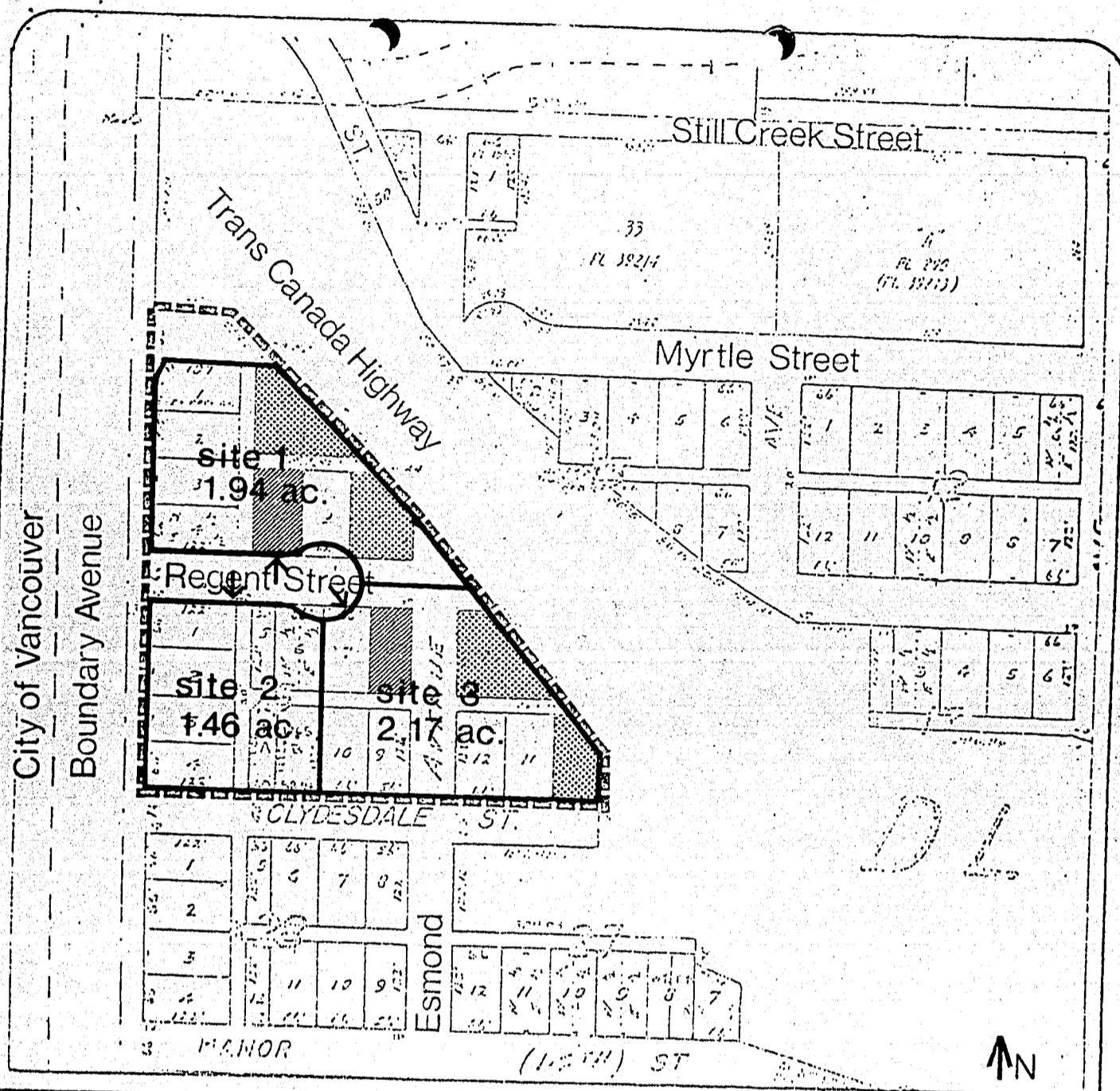
The foregoing outlines activities up to the present related to a resolution of the land use and the access difficulties experienced by residents of this enclave. Staff will be pursuing the various aspects, and look forward to cooperation from the Department of Highways regarding lands under its ownership, as well as interest from the private development community in implementing the appropriate subdivision and redevelopment for M5 use.

This is for the information of Council.

*AP*  
DGS:cm  
Attach.  
c.c. Municipal Engineer

*[Signature]*  
A. L. Parr,  
DIRECTOR OF PLANNING.

ITEM 16  
 MANAGER'S REPORT NO. 55  
 COUNCIL MEETING Aug. 15/77



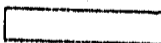


Date  
 15 Dec. 1976  
 r 9 Aug. 77

Scale  
 1" = 200'

Drawn By  
 db

Burnaby Planning Department

**OWNERSHIP**

-  Private
-  Corporation
-  Dept. of Highways

Sketch indicating potential subdivision pattern for M5 redevelopment.

Map1