

ITEM	22
MANAGER'S REPORT NO.	44
COUNCIL MEETING	1978 06 12

Re: LETTER FROM BUCKLEY AND GRAHAM LTD.
SUITE 101 - 20644 EASTLEIGH CRESCENT, LANGLEY
REZONING REFERENCE #1/78
LOT 115, D. L. 130, PLAN 47649
6200 LOUGHEED HIGHWAY

Appearing on the agenda for the 1978 June 12 meeting of Council is a letter from H. W. Buckley, of Buckley and Graham Ltd., regarding Rezoning Reference #1/78. Following is a report from the Director of Planning on this matter.

RECOMMENDATION:

1. THAT a copy of this report be sent to H. W. Buckley and Mr. W. Vogel who presented a brief on the subject rezoning at the 1978 May 29 meeting of Council.

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PLANNING DEPARTMENT
1978 JUNE 07

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: REZONING REFERENCE #1/78
LOT 115, D. L. 130, PLAN 47649
6200 LOUGHEED HIGHWAY

1.0 BACKGROUND INFORMATION

- 1.1 On 1978 May 23, Council gave Third Reading to the above referenced rezoning application involving a proposal to construct a warehousing and distribution facility for Cloverdale Paints and an additional unspecified tenant. In view of the development site being situated immediately east of Alternatives B and B1 included within the Kensington Overpass Study, Council, upon initial consideration of the rezoning request established the following condition as a prerequisite of rezoning:

" Completion of the current Kensington Overpass Study and incorporation in plan of development of any requirements affecting this property that might result from Council's consideration of the study. "

- 1.2 Mr. W. Vogel of Cloverdale Investments Limited appeared as a delegation at the 1978 May 29 Council meeting requesting that Council arrive at a decision with respect to Alternatives B and B1 of the Kensington Overpass Study that would allow the subject rezoning request to be advanced to Final Adoption. At that time, a decision was not made by Council pursuant to Mr. Vogel's request, the following recommendation was adopted:

" THAT this matter be referred to the Planning Department to work with the appellant towards a solution to this problem and that a report on this subject be available for Council on 1978 June 12. "

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2.0 GENERAL DISCUSSION:

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2.1 In reference to the Kensington Overpass Study, it has been determined that Alternatives B and B1 are the most inefficient alternatives relative to operational efficiency by traffic movement. The implementation of either of these alternatives would essentially involve an alignment that departs from the intersection of Laurel Street and Kensington Avenue and follows in a general north-westerly direction linking with Kingsland Drive and arriving at the Lougheed Highway in the form of a grade level "T" intersection. The only difference between these two alternatives is that Alternative B would require a new road connecting the Lougheed Highway with Broadway to be constructed approximately 335 metres (1,100 feet) west of Sperling Avenue, which would be closed between the said streets.

Most importantly, an overpass would need to be constructed over Still Creek and the Burlington Northern Railway with minimum structural clearances of 6.9 m (23 feet) and 4.5 m (15 feet) respectively (refer to Sketch #2). As such, the overpass structure would reach grade level immediately south of the Lougheed Highway. Design of the structure to permit a grade level crossing at Kingsland Drive would be unfeasible since the resultant road grade would exceed 10% which exceeds the maximum advisable arterial road grade of 7.0%.

2.2 The implementation of either Alternative B or B1 would physically and visually affect the subject development site in the following manner:

- Direct vehicular access to the site would be restricted to Kingsland Court. Vehicles accessing the site would be obliged to use Kingsland Drive via Holdom Avenue.
- The proposed driveway access to Kingsland Drive on the west side of the development site would need to be removed since the overpass structure (which will be constructed above grade at this location) will occupy the entire 20 m (66 foot) road allowance. The development of a frontage road adjacent to the overpass structure would be impractical.
- The overpass structure, which will reach grade level as it approaches the Lougheed Highway and rises to approximately 6.5 m (20 feet) at Kingsland Drive will visually obstruct much of the proposed facility as approaches from the west. As a result, the visual exposure of the facility from the west and specifically from the Lougheed Highway will be reduced.

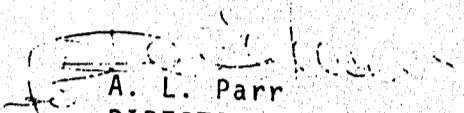
2.3 Pursuant to Council's direction, the Planning Department has met with the applicant to discuss this situation in detail and outline the impact Alternative B or B1 would have on the development site. Mr. Vogel has confirmed his understanding of these circumstances and will be appearing as a delegation on the 1978 June 12 Council Agenda requesting that advancement of the subject rezoning request to

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Final Adoption be granted with the understanding that should either Alternative B or B1 be implemented, he will be prepared to accept the physical and visual implications referred to above.

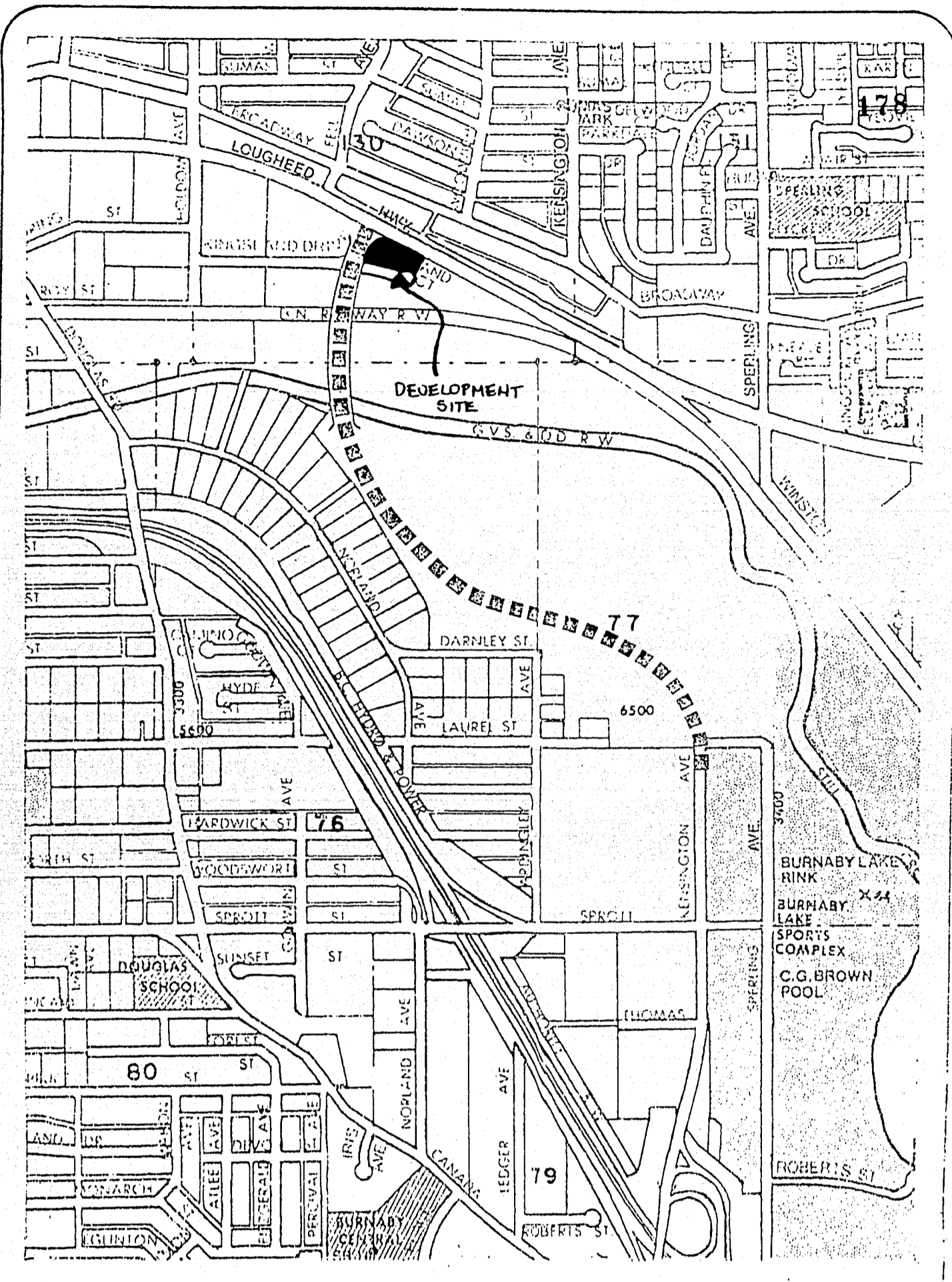
- 2.4 The Planning Department advises that at this time there are several remaining conditions of rezoning that need to be satisfied prior to advancement to Final Adoption.

This is for the information of Council.


A. L. Parr
DIRECTOR OF PLANNING


PDS/sam
Attachments

cc: Burnaby Transportation Commission
Municipal Engineer



Date
1978/JUNE

Scale

Drawn By

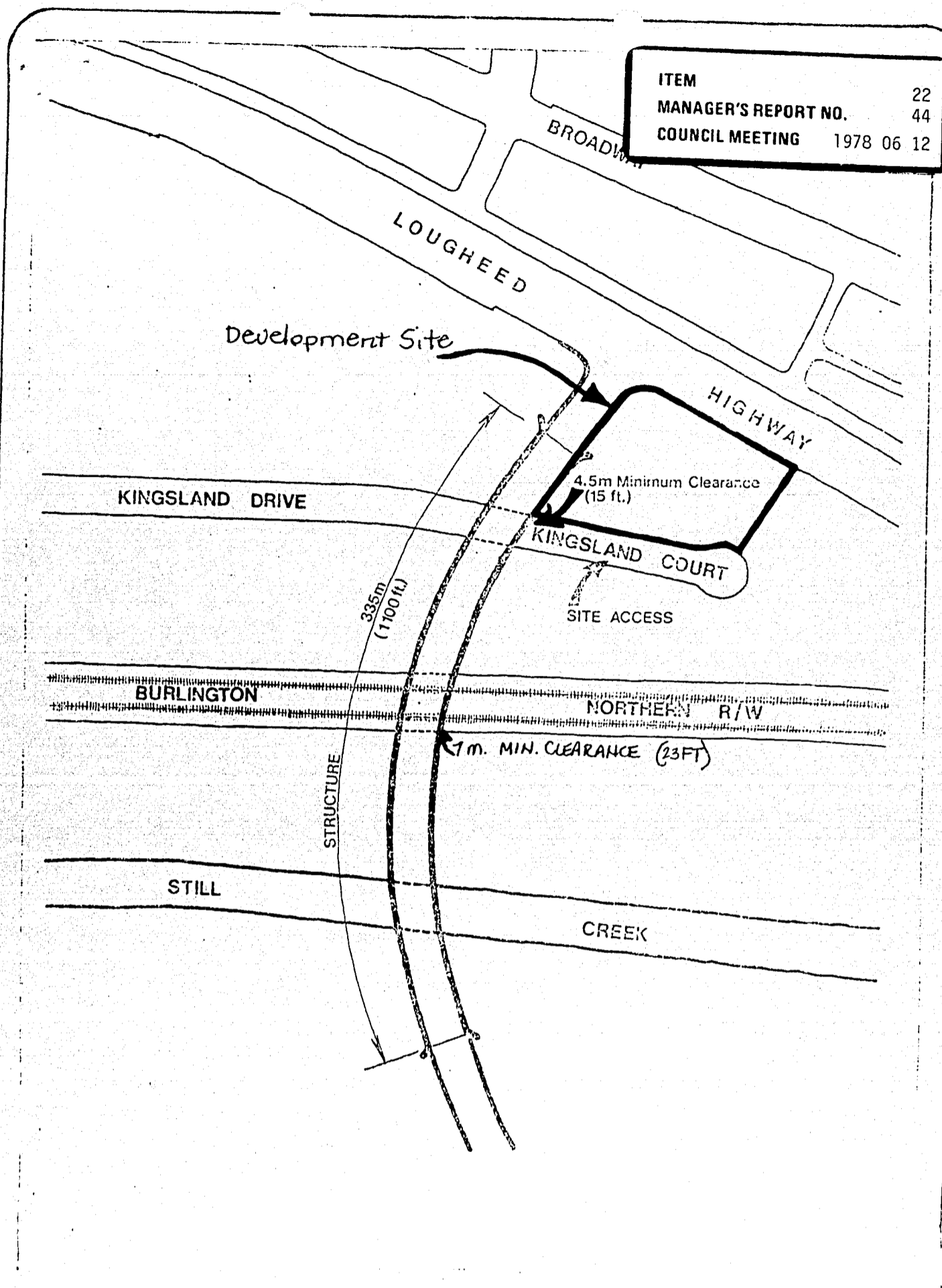


SKETCH # 1

Burnaby Planning Department

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Date
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Burnaby Planning Department



SKETCH # 2

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