

ITEM	3
MANAGER'S REPORT NO.	47
COUNCIL MEETING	1979 07 03

Re: SUBDIVISION REFERENCE NO. 52/78  
REZONING REFERENCE No. 11/78 - PHILLIPS AVENUE  
AUBREY TO 1800' SOUTH

Appearing on tonight's agenda is a report from the Municipal Engineer regarding special estimates. The following report from the Municipal Engineer is being submitted as additional information in connection with Work Order No.32-934.

RECOMMENDATION:

1. THAT the report of the Municipal Engineer be received for information purposes.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 79 06 27  
FROM: MUNICIPAL ENGINEER  
SUBJECT: SUBDIVISION REFERENCE NO. 52/78  
REZONING REFERENCE NO. 11/78 - PHILLIPS AVENUE,  
AUBREY TO 1800' SOUTH

RECOMMENDATION:

1. THAT Council receive this report as additional explanation for Work Order #32-934 on this same agenda.

REPORT

BACKGROUND

The Director of Planning in a report to Council, 78 07 04, (copy attached) explained the need for and recommended the construction of a 20 foot capped interim standard road on the Phillips road allowance between Aubrey Street and Kitchener Street.

At that time the estimate of cost for the construction of the road to the 20 foot interim standard was \$132,000. This was to be an interim standard road not including storm sewers or lighting. Subsequently it became apparent that with an ultimate standard of two 23 foot roadways for Phillips it would be inadvisable to construct on a temporary basis one interim standard road with open ditches, 8 foot gravel shoulders and 20 foot cap because it would be excessive construction for one of the 23 foot roads and not wide enough for the ultimate double 23 foot roadway. This would result in non-optimum use of funds and on an interim basis open ditch drainage on a steeply sloping topography could cause erosion and flooding problems. With this in mind the design was prepared and tenders called for a 23 foot road with curb and gutter to be one of the ultimate two 23 foot roads and to bring this first phase of construction to proper ultimate standards storm sewers and street lighting were added.

(cont'd)

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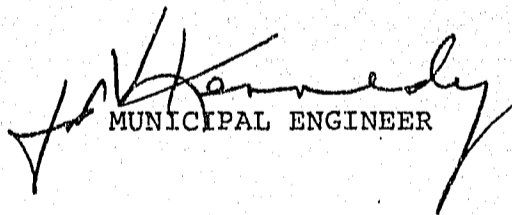
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CURRENT

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Tenders were received last week and a recommendation was made in the Manager's Report, Item No. 5, to award a contract to S. L. Paving being the lowest of nine bids for \$590,532, this amount being for three projects, one of which was Phillips which is the project in question. When we extracted from that total tender price the elements which pertain to the proposed Phillips construction we find that because of the increased standard of construction together with the fact that was discovered during design that approximately 200 feet of the roadway is in peat conditions requiring the removal to a depth of approximately 5 feet, the work order must be raised including overhead in the amount of \$395,000 being \$263,000 greater than the amount budgeted for in the 1979 Budget financed from the Reserve for Capital Expenditures. The Municipal Treasurer has advised that this reserve has sufficient funds available to make up the difference should the Municipal Council approve Work Order No. 32-934 in the amount of \$395,000.

The Transportation Committee, at its meeting 79 06 27, dealt with the proposed classification of Phillips Avenue and in the process they were made aware of the current proposal to commence construction on Phillips to a standard of a single 23 foot roadway on the east half of the 100 foot road allowance. The Committee, as a result of their deliberations, propose to change the classification of Phillips from arterial to collector, which means that, under normal circumstances, it would be 36 feet in width with one lane each direction and parking on both sides. The proposed 23 foot roadway we are proposing would be equivalent as it will have no parking on either side as all properties gain access from the new subdivision on either side of Phillips. The lots back onto Phillips Avenue with a proposed berm for environmental protection. This means that should the Municipal Council approve of the construction of Phillips Avenue as proposed in Work Order No. 32-934 the standard of work would be in accordance with what is to be recommended by the Committee to the Council and we would propose to move to construction immediately to take advantage of what we anticipate in the very near future will be the most favorable weather for road construction.

  
MUNICIPAL ENGINEER

VDK:sp  
Attach.

cc: ( ) Planning Director  
( ) Municipal Treasurer

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COUNCIL MEETING 1979 07 03

~~ITEM 16  
MANAGER'S REPORT NO. 50  
COUNCIL MEETING 1978 07 04~~

Re: SUBDIVISION REFERENCE #52/78  
REZONING REFERENCE #11/78  
PHILLIPS AVENUE/AUBREY STREET/KITCHENER STREET  
TRAFFIC VOLUMES ON PHILLIPS AVENUE AND CURTIS STREET

At the Public Hearing held on 1978 June 20, Council requested that existing traffic volumes on Phillips Avenue and Curtis Street be examined, as well as the projected volume generated on Phillips Avenue by the proposed subdivision. Following is a report from the Director of Planning dated 1978 June 29 regarding this matter.

RECOMMENDATION:

1. THAT Council authorize the expenditure of an estimated \$132,000 for the construction of Sections B and C of the Phillips Avenue Alternate roadway to an interim standard; and
2. THAT Council bring forward the Rezoning Bylaw in order that the subdivision approval may be granted.

\* \* \* \* \*

PLANNING DEPARTMENT  
1978 JUNE 29

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: SUBDIVISION REFERENCE #52/78  
REZONING REFERENCE #11/78  
PHILLIPS AVENUE/AUBREY STREET/KITCHENER STREET

The subject private development is bounded by Phillips Avenue to the west, Aubrey Street to the north, Kitchener Street to the south, and the Burnaby Mountain Conservation area to the east as shown on the attached Sketch #1.

Council, at the Public Meeting held on 1978 June 20, requested that existing traffic volumes on Phillips Avenue and Curtis Street be examined, as well as the projected traffic volume generated on Phillips Avenue by the proposed subdivision.

As can be noted on the sketch, only one roadway (Phillips Avenue) will provide the subject residential area with vehicular access to and from Curtis Street. Preliminary traffic counts obtained within a 24 hour period between 1978 June 22 and June 23 indicate a high traffic volume both westbound and eastbound on Curtis Street. Difficulty is presently being experienced during the morning peak traffic period for traffic turning on to Curtis Street from Phillips Avenue. It has been determined that the addition of 84 lots will place a heavy load on the traffic exiting to Curtis Street via Phillips Avenue and that a secondary means of access to and from this residential enclave would be desirable.

The only viable secondary access route is the Phillips Avenue Alternate as shown on the attached Sketch #2. The developer of the property south of the Graystone Drive alignment and north of Halifax Street will be constructing the Phillips Avenue Alternate from Halifax Street north to the development access road as shown on the attached Sketch #3, and will also be upgrading Halifax Street.

Construction of the Phillips Alternate will provide residents of the Aubrey Street subdivision and surrounding residential areas with southerly access to Halifax Street and Duthie Avenue. The provision of this secondary access at this time will alleviate any traffic problems that might be encountered by the creation of residential lots in the Aubrey/Phillips area.

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As a condition of gaining approval for the subdivision in question, the developer is required to dedicate the 30.5 m (100') right-of-way (Section B) at no cost to the Municipality, although the developer has advised the Planning Department that it has cost him \$225,000.00 to provide the right-of-way (see attached letter dated 1978 June 23). The Municipality acquired the property, which will contain Section A of the road allowance in 1975 for a sum of \$155,250.00.

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The Municipality owns property on both sides of Section C and it should be noted that when the subject subdivision is complete, the Municipality will be in a position to subdivide the property between Kitchener Street and Graystone Drive. We will not be faced with the initial costs of bringing the services in to the area as they will have been provided under the current subdivision application. We will also be provided with a northerly access to Corporation owned property on the southwest corner of Phillips Alternate and Graystone Drive.

For the above reasons but particularly for the additional reason that current policy is not to require subdividers to construct roads to which they are not given direct access, we would recommend that the Corporation be responsible for the construction of Sections B and C of the Phillips Avenue Alternate roadway to an interim standard of 20' cap pavement with 8' gravel shoulders on both sides to be developed at the same time as the subject private subdivision. Section A could be developed at a later date as an alternate connection to Curtis or when the connection with the Hastings Street Diversion is required.

The Municipal Engineer has estimated the cost of construction of Sections B and C to be \$132,000 (Section B - \$37,000; Section C - \$95,000). It is proposed that this amount be obtained from the reserve for Capital Expenditures to be repaid over 10 years.

RECOMMENDATION:

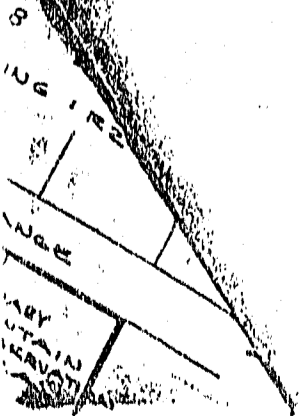
THAT Council authorize the expenditure of an estimated \$132,000 for the construction of Sections B and C of the Phillips Avenue Alternate roadway to an interim standard, and

THAT Council give Third Reading and Final Adoption to the Rezoning By-law (RZ #11/78) which by changing a portion of the proposed subdivision from A2 to R2 will permit subdivision approval to be granted.

*A. L. Parr*  
A. L. Parr,  
DIRECTOR OF PLANNING.

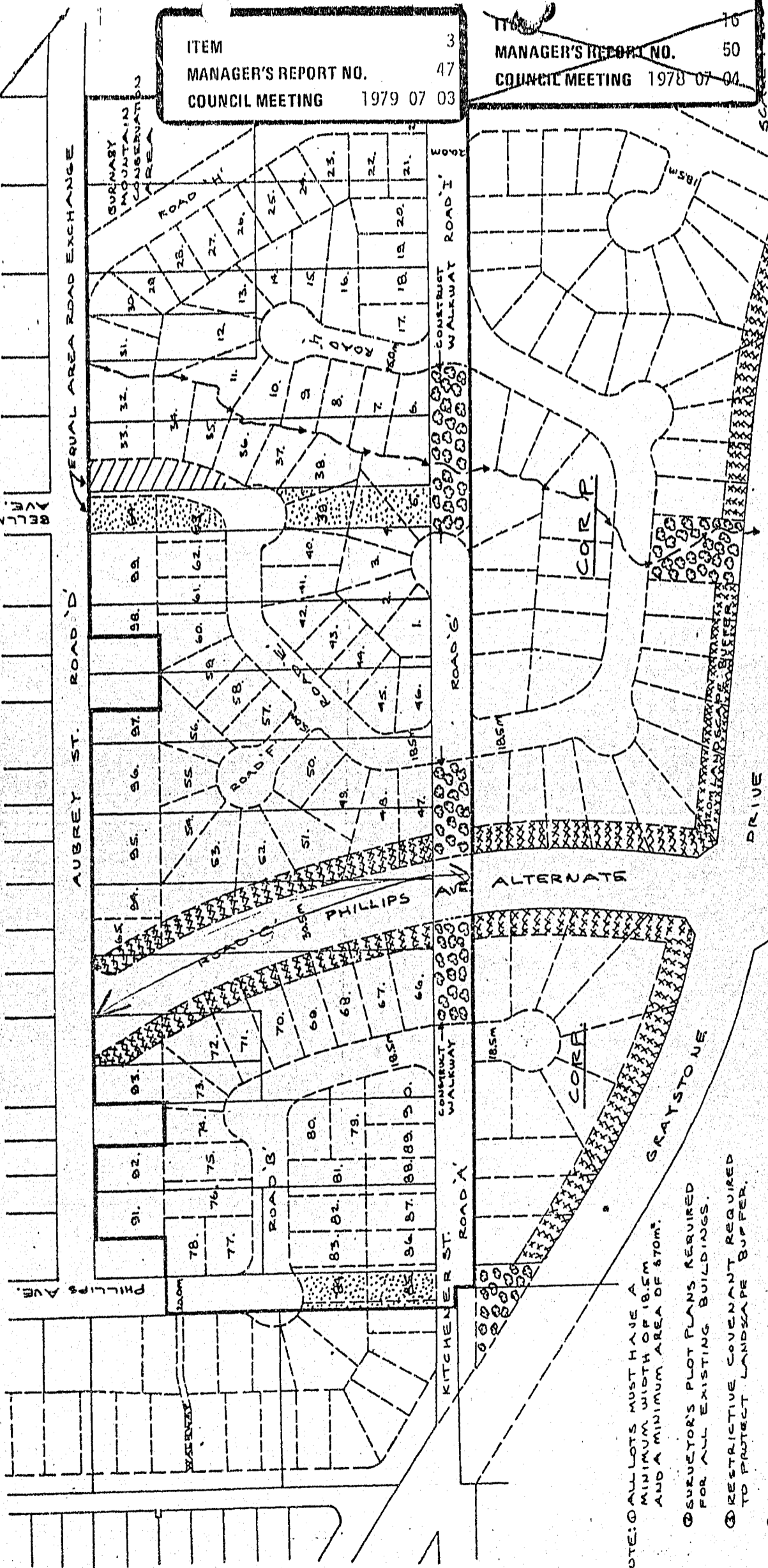
ALP: CW:cm  
Attach.

c.c. Municipal Clerk  
Municipal Engineer  
Municipal Treasurer



S.D. REF.# 52/78 XREF.  
 PROPOSED ZONING: R2

D.L. 138



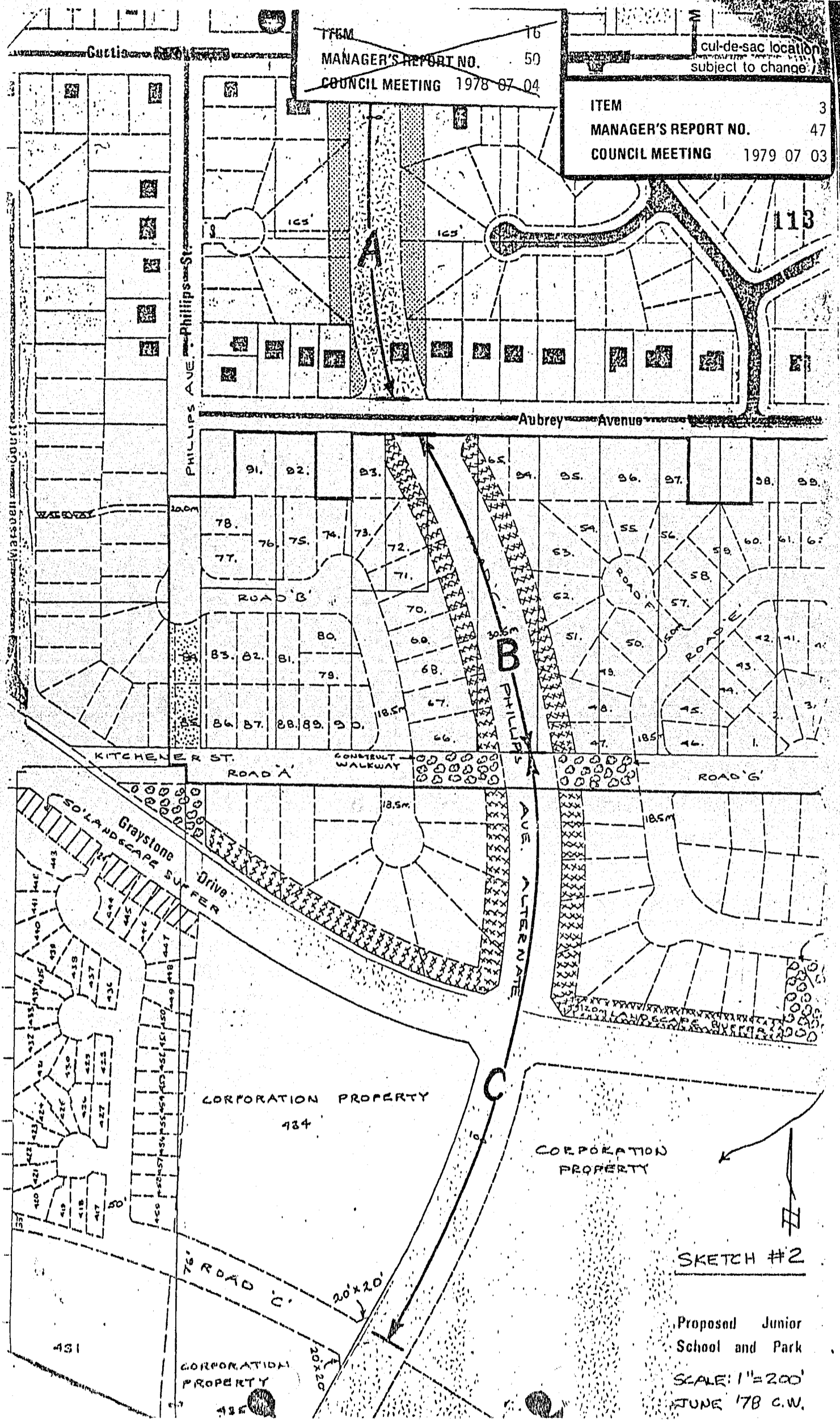
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SCALE  
 JUNE '78 C.W

SKETCH #1

- NOTE: ① ALL LOTS MUST HAVE A MINIMUM WIDTH OF 18.5M AND A MINIMUM AREA OF 800M<sup>2</sup>.
- ② SURVEYOR'S PLOT PLANS REQUIRED FOR ALL EXISTING BUILDINGS.
- ③ RESTRICTIVE COVENANT REQUIRED TO PROTECT LANDSCAPE BUFFER.
- ④ COUNCIL APPROVAL REQUIRED FOR THE RETENTION OF THE WATERCOURSE IN ITS EXISTING NATURAL CONDITION.
- ⑤ RADIUS FOR ALL CUL-DE-SACS IS 15.0M.



TEAM 16  
 MANAGER'S REPORT NO. 50  
 COUNCIL MEETING 1978 07 04

cul-de-sac location  
 subject to change /  
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Aubrey Avenue

PHILLIPS AVE.

WATSON COURT

KITCHEN ST.

ROAD A

CONCRETE WALKWAY

PHILLIPS AVE. ALTERNATE

ROAD G

GRAYSTONE DRIVE  
 LANDSCAPE BUFFER

CORPORATION PROPERTY  
 434

CORPORATION PROPERTY

SKETCH #2

Proposed Junior School and Park  
 SCALE: 1"=200'  
 JUNE 178 C.W.

CORPORATION PROPERTY  
 435

431

ROAD C

20x20'

20x20'

435

PART OF D.L. 135, PLAN 3072  
 LOT 1 OF D.L.'S 137 & 138, PLAN 50726

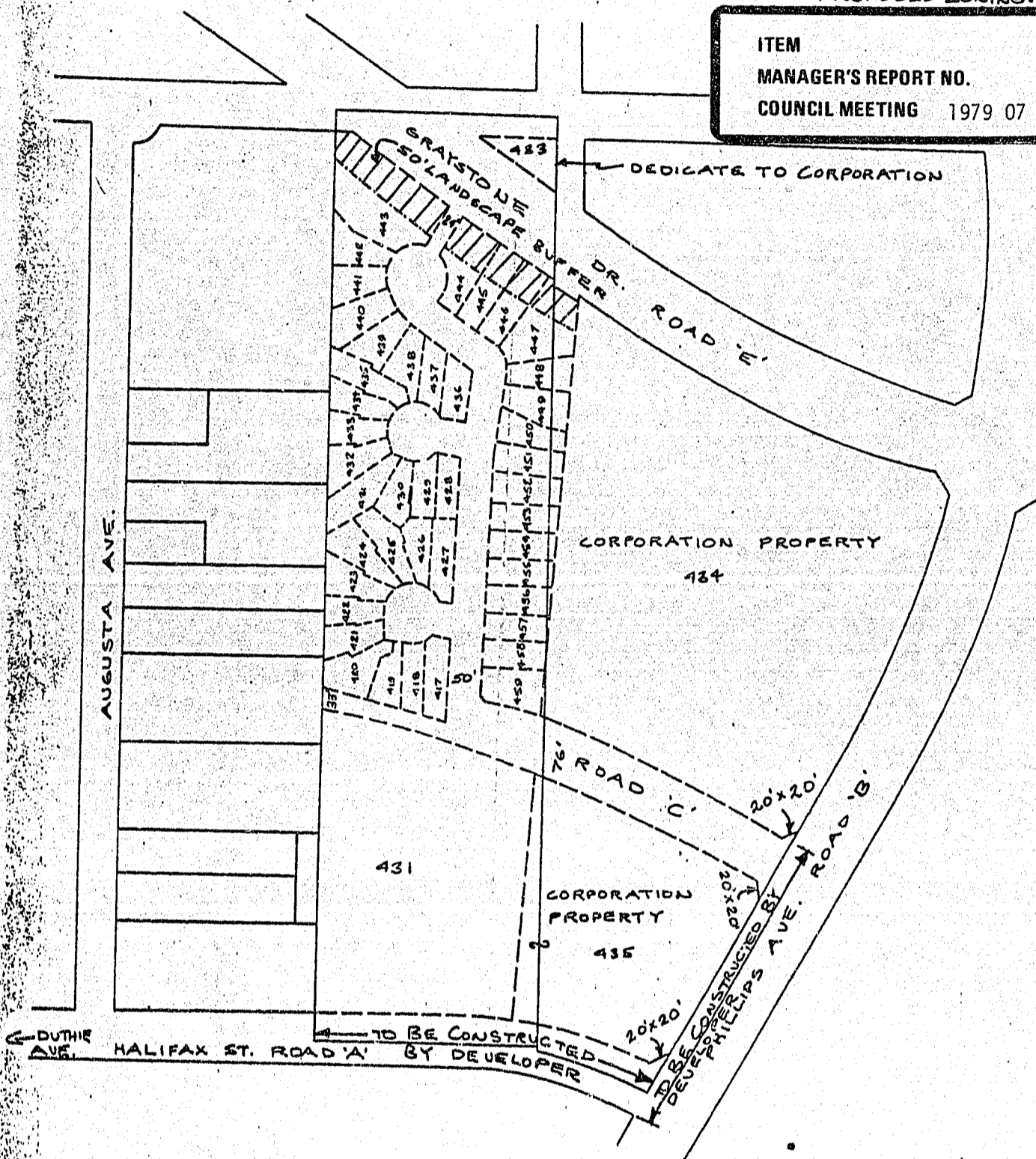
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S.D. REF.# 116/77

X.REF.R.Z. REF.# 35/77

PROPOSED ZONING: C0

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SCALE: 1" = 200'  
 APRIL '78 C.W.

SKETCH #3 114

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INVESTMENTS LTD.

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June 23rd, 1978

The Corporation of the District of Burnaby  
4949 Canada Way  
Burnaby, B.C. V5G 1M2

ATTENTION: Mr. A. Parr,  
Planning Department

Dear Sirs:

RE: Rezoning #11/78  
Subdivision Reference #52/78  
(Aubrey Street)

At the Public Hearing on June 20, 1978, relating to New Horizon Investments Ltd.'s application for rezoning of a portion of the lands contained within the above-captioned Subdivision Reference, the issue of a possible traffic problem was voiced by some of the existing owners of the property located north of Aubrey Street. On behalf, of my company, I would point out that we have contributed to the solution of this problem by the future dedication of the Burnwood extension, at a cost to the company of approximately \$225,000.00. The dedication is a requirement of the Subdivision approval, and as a result will be acquired by the Crown at no cost. We understand that the land north of Aubrey was recently acquired by the Municipality for the Burnwood extension at a substantial cost. It is our opinion that as a result of this dedication of road the traffic problem will be more speedily resolved.

The development of the lands in question has in the past been frustrated for money reasons. The present owners, most of whom have resided in the area for ten to thirty years, have in the past attempted unsuccessfully to create an Aubrey Street Syndicate for the purpose of developing their lands. At present, the properties have finally been assembled by New Horizon and we suggest that it is in the best interest of the owners and the Municipality to proceed with the said Subdivision.

The properties have been acquired on the assumption that servicing costs would be based on the normal subdivision servicing standards of the Corporation. Any additional requirements would seriously jeopardize the completion of this Development by my company.

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202 - 2160 SPRINGER AVENUE, BURNABY, B.C. V5B 3M7

TELEPHONE 294-4477



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INVESTMENTS LTD.

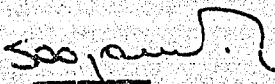
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The Corporation of the District of Burnaby  
June 23rd, 1978

...I would request that, if your department requires any further information from New Horizon which might assist it in reaching a decision, you contact myself as we are most desirous of resolving this matter at the earliest possible moment.

Yours truly,

NEW HORIZON INVESTMENTS LTD.

PER:

  
Isaias S. Zimmerman  
Secretary

ISZ/dlb