

ITEM	19
MANAGER'S REPORT NO.	70
COUNCIL MEETING	1980 11 17

RE: LETTER FROM J. A. KOZAK  
324 NORTH BOUNDARY ROAD, BURNABY, B.C. V5K 3S8  
CONSTRUCTION OF COMMERCIAL/APARTMENT PROJECT AT THE  
NORTHEAST CORNER OF BOUNDARY AND HASTINGS AND  
BOUNDARY ROAD ALIGNMENT

---

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

RECOMMENDATION:

1. THAT the recommendation of the Director of Planning be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER

1980 NOVEMBER 13

FROM: DIRECTOR OF PLANNING

SUBJECT: LETTER FROM J.A. KOZAK DATED 1980 NOVEMBER 11

---

RECOMMENDATION

THAT this information be received and forwarded to Mr. J.A. Kozak,  
324 North Boundary Road, Burnaby, B.C. V5K 3S8.

REPORT

During Council Consideration and Third Reading of the rezoning bylaw to permit construction of a commercial/apartment project at the northeast corner of Boundary and Hastings; staff were requested to clarify the effect on the project of a possible highway tunnel linking Cassiar with Highway No. 1.

Ministry of Highways staff when contacted on this matter advised us that several options were being considered, of which the preferred scheme from a staff viewpoint was an alignment following closely the existing Cassiar alignment. This alignment would have no effect on the development being considered. Among the remaining alignment options, one could have affected the development in that it followed generally a Boundary Road alignment; however, Ministry staff advised us that this option placed the highway in a tunnel 70 feet below Hastings and therefore this also had no effect on the development.

This information was transmitted to Council in a report dated 1980 October 29.

With this as background, I would respond to Mr. Kozak's questions as follows:

1. All options are intended to link Highway No. 1 with the Second Narrows Bridge; a function currently provided by Cassiar -- thus the use of the term "Cassiar improvement".
2. The decision as to which option is finally selected rests with the Ministry of Highways following whatever studies or negotiations they choose to enter into. Burnaby staff were asked to satisfy themselves that the commercial/apartment development under consideration would not be detrimentally affected by Highway improvements nor detrimentally affect the achievement of such improvements. As our report indicates, we are satisfied, based upon information received from Highways staff that there there is no such effect.
3. Because the location of the Second Narrows Bridgehead is firmly established, as are grades and distances, there are only so many options that can be considered during negotiations between the City of Vancouver and the Ministry of Highways. None of the options will be detrimentally affected by the development at Boundary and Hastings.
4. It is agreed that in general terms, linking Highway No. 1 with the Second Narrows Bridge, will have an impact on the North Burnaby area. However, this impact, in that it will eliminate the Hastings Street bottleneck and thus reduce traffic infiltration of neighbourhoods, will be a positive rather than a negative impact.
5. Information on alignments of tunnel concepts would have to be provided by the Ministry of Highways, who provided the data on the depth of a tunnel below Hastings Street.
6. The development at the northeast corner of Hastings and Boundary is not subject to Ministry of Highways approval. In Burnaby, only rezoning bylaws which are located within a half mile radius of road intersections with a controlled access highway such as Hastings Street east of Sperling Avenue, Inlet Avenue and the Barnet Highway; Lougheed Highway; Highway No. 1; and Gaglardi Way are subject to Ministry of Highways approval.

This report is submitted for the information of Council in response to the questions raised by Mr. J.A. Kozak in his letter dated 1980 November 11.

  
A. L. Parr  
DIRECTOR OF PLANNING