

ITEM	4
MANAGER'S REPORT NO.	44
COUNCIL MEETING	1980 06 23

RE: LETTER FROM MRS. ELSIE ELOFF WHICH APPEARED ON THE AGENDA FOR THE
1980 JUNE 16 MEETING OF COUNCIL (ITEM 4k)
REOPEN CARDSTON COURT

Following is a report from the Director of Planning regarding a request from Mrs. Elsie Eloff to reopen Cardston Court or some other street that will give a west exit onto Government Street.

RECOMMENDATIONS:

1. THAT the report of the Director of Planning be received for information purposes.
2. THAT a copy of this report be sent to Mrs. Elsie Eloff, #308 - 3911 Carrigan Court, Burnaby, B.C. V3N 4J7

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TO: MUNICIPAL MANAGER

1980 JUNE 17

FROM: DIRECTOR OF PLANNING

SUBJECT: ENQUIRY AS TO OPENING UP A RIGHT-OF-WAY BETWEEN CARDSTON AND
HALSTON COURT FOR STREET PARKING - COMMUNITY PLAN AREA "H"

RECOMMENDATION

THAT a copy of this report be sent to Mrs. Elsie Eloff, #308 - 3911 Carrigan Court, Burnaby, B.C. V3N 4J7.

REPORT

Council on 1980 June 16 received an item of correspondence from Mrs. Elsie Eloff of #308 - 3911 Carrigan Court. Mrs. Eloff has made a specific suggestion that the right-of-way between Cardston and Halston Court be reopened to permit secondary through access and provide further on-street parking and has requested that this suggestion be considered by the Municipality. This is in reply to Mrs. Eloff's letter.

The adopted Community Plans 5 and 10 (Areas "G" and "H" - attached sketch) indicates the closure of the right-of-way between Cardston and Halston and its development as a park/trail pedestrian linkage through this area. This closure, with the approval of Council, was implemented in conjunction with the garden apartment development McInnis Place (now Glen Robin Place - Rezoning Reference #47/74) at which time the by-pass route of Government Street to the south of this area was achieved. This road rearrangement was intended to eliminate through traffic and has in fact achieved this aim. In conjunction with his development, the McInnis Place developer broke up the interim road paving in the right-of-way, provided soil cover, and grassed the right-of-way area. The right-of-way is still available as an emergency fire truck access. Steps are continuing to be pursued with the developer to arrange for undergrounding of existing above ground wiring within this right-of-way.

This park/trail has functioned for a number of years as a welcome grassed public open space area between three existing housing developments. Operational steps to conclude a road closing by-law for this area so that it can officially be rezoned to the P3 Park and Public Use District continue to be pursued. Therefore, it is concluded that the suggestion of secondary through access and the provision of further surface parking to benefit surrounding residential developments on this park/trail area is not supportable.

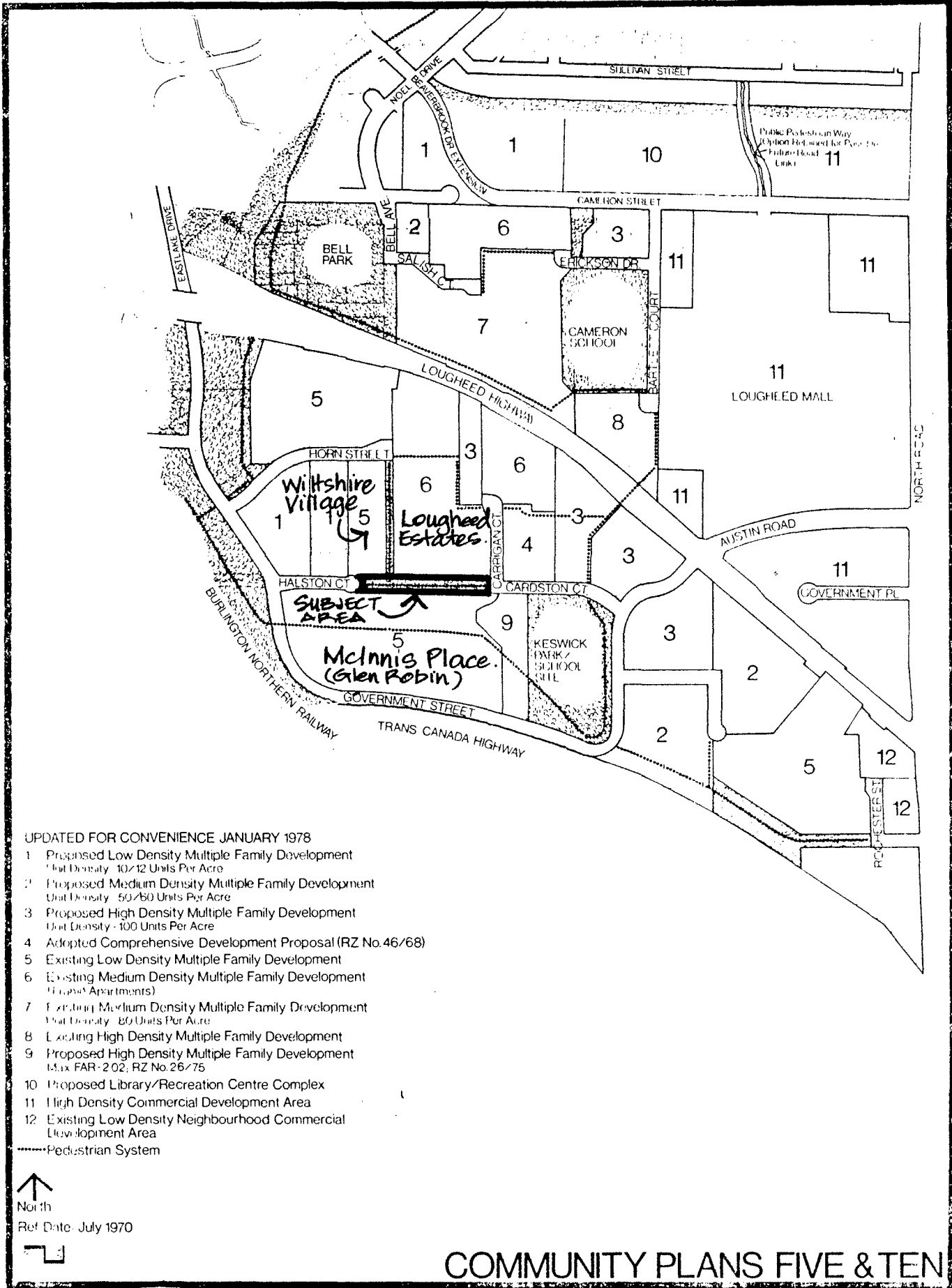
This is for the information of Council.

AP

KI/ds
attachment
cc Municipal Engineer

[Signature]
A. L. Parr
DIRECTOR OF PLANNING

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UPDATED FOR CONVENIENCE JANUARY 1978

- 1 Proposed Low Density Multiple Family Development
Unit Density - 10/12 Units Per Acre
- 2 Proposed Medium Density Multiple Family Development
Unit Density - 50/60 Units Per Acre
- 3 Proposed High Density Multiple Family Development
Unit Density - 100 Units Per Acre
- 4 Adopted Comprehensive Development Proposal (RZ No.46/68)
- 5 Existing Low Density Multiple Family Development
- 6 Existing Medium Density Multiple Family Development
(Flats/Apartments)
- 7 Existing Medium Density Multiple Family Development
Unit Density - 80 Units Per Acre
- 8 Existing High Density Multiple Family Development
- 9 Proposed High Density Multiple Family Development
Max FAR - 2.02, RZ No.26/75
- 10 Proposed Library/Recreation Centre Complex
- 11 High Density Commercial Development Area
- 12 Existing Low Density Neighbourhood Commercial
Development Area

----- Pedestrian System



Ref Date: July 1970



COMMUNITY PLANS FIVE & TEN