

ITEM	8
MANAGER'S REPORT NO.	28
COUNCIL MEETING	1982 04 26

RE: PROPOSED REZONING AND SALE BY PUBLIC TENDER OF MUNICIPAL LANDS  
SOUTHEAST CORNER INGLETON AVENUE AND REGENT STREET  
REZONING REFERENCE #18/82  
(LETTER FROM TEC MANAGEMENT LTD - ITEM 4c COUNCIL AGENDA 1982 APRIL 19)  
(ITEM 8, REPORT NO. 19, 1982 APRIL 22)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION  
SUBJECT: PROPOSED REZONING AND SALE BY PUBLIC TENDER OF MUNICIPAL LANDS -  
SOUTHEAST CORNER INGLETON AVENUE AND REGENT STREET  
(REZONING REFERENCE #18/82)

PLANNING & BUILDING INSPECTION  
DEPARTMENT - 1982 APRIL 20

RECOMMENDATION :

1. THAT a copy of this report be forwarded to TEC Management Ltd.,  
P.O. Box 10354, Vancouver, B.C. V7Y 1G5

REPORT

BACKGROUND:

Council is in receipt of a 1982 April 13 letter from TEC Management Ltd. in which they express concern over the impact the sale and development of the subject lands may have on the development of industrially designated lands to the east. These lands have been proposed for consolidation and sale as illustrated on the attached Figure 1. TEC Management has taken the position that it would be more advantageous to consolidate these lands with properties to the east, as shown on the attached Figure 2, thereby reducing the overall servicing costs and providing a more intensive utilization of the lands in this area.

They have suggested that further dialogue be held prior to Council proceeding with the proposed sale of the Municipal site.

EXISTING SITUATION:

In reviewing the TEC proposal we would concur that there are advantages to pursuing the development of larger sites particularly with respect to the cost of servicing these lands. The most obvious advantage would be the elimination of the costs associated with the construction of the proposed Regent Street cul-de-sac. While at first glance it would seem this is the logical course of action, there are mitigating factors which need to be considered as follows:

1. Vehicular Access

As can be noted on Figure 1 Ingleton Avenue connects to the Grandview Highway which functions as an off-ramp from the Freeway. Consequently, Regent Street will provide direct access from these roadways into the industrial area to the north. If a larger parcel was created which relied on Ingleton Avenue for its sole access as shown on Figure 2, the potential for conflicting turning movements into and out of the site would be increased accordingly. Consequently the guide plan called for the provision of secondary access via the proposed Regent Street cul-de-sac as shown on Figure 1.

2. Requirement to dispose of Municipal lands by Public Tender

The subject Municipal lands have the capability of being developed independently and, therefore, should be advertised for sale by public tender.

The foregoing does not prohibit TEC Management from submitting a tender for these lands. In the event that they were successful in acquiring the subject lands, the Planning & Building Inspection Department would then be in a position to formally consider the TEC proposal with the Ministry of Transportation and Highways. Given their approval to the revised road and property configurations we would be prepared to support consolidation as proposed in Figure 2. If they were not successful in purchasing the Municipal lands a second alternative would appear to be feasible as illustrated on the attached Figure 3. Both proposals would result in the elimination of the need to construct the Regent Street cul-de-sac. It should be recognized, however, that these proposals would require the consent of the abutting property owners to the closure of Regent Street and the approval of the Ministry of Transportation and Highways to a rezoning application.

The foregoing is submitted for the information of the Municipal Council.







A. L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

PB/nb  
atts.

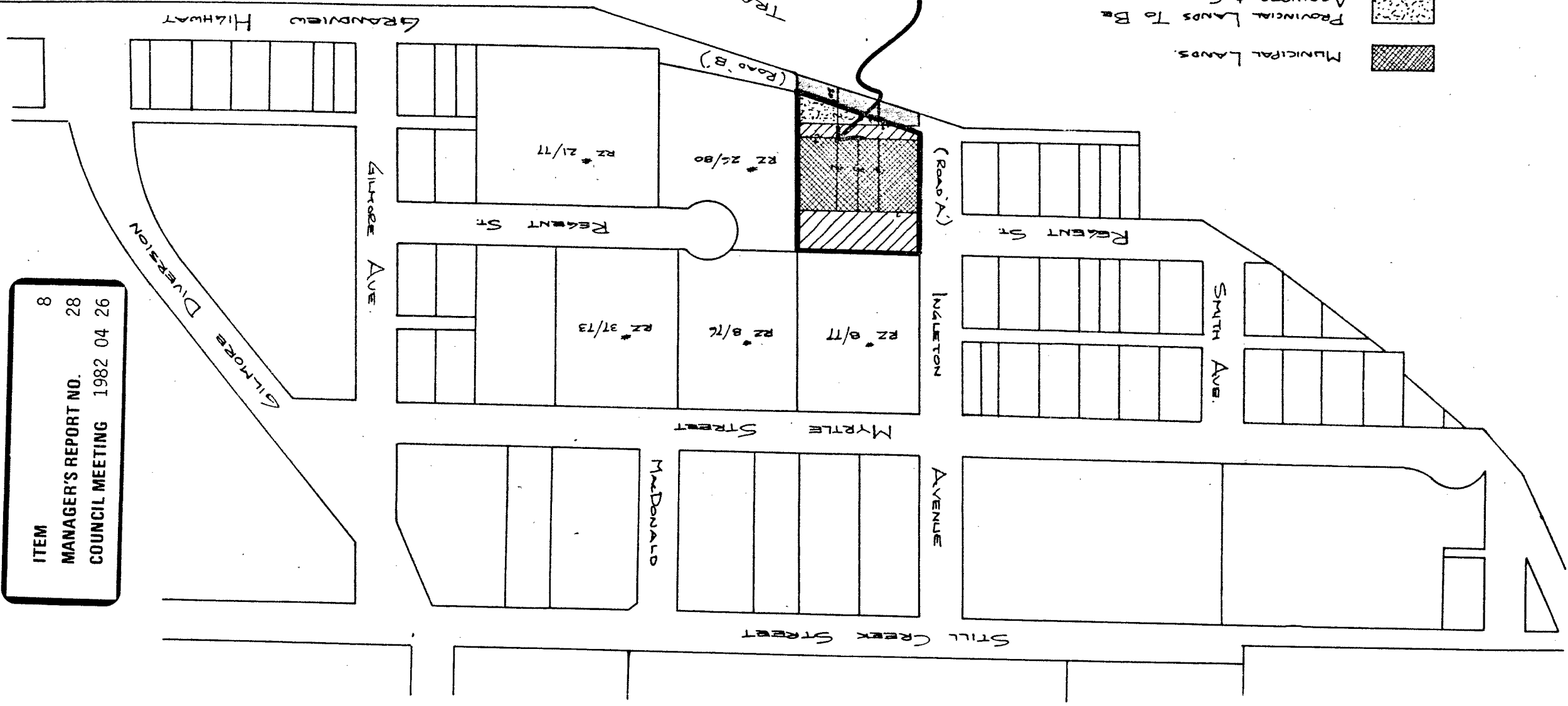
cc: Legal & Lands Department  
Director Engineering

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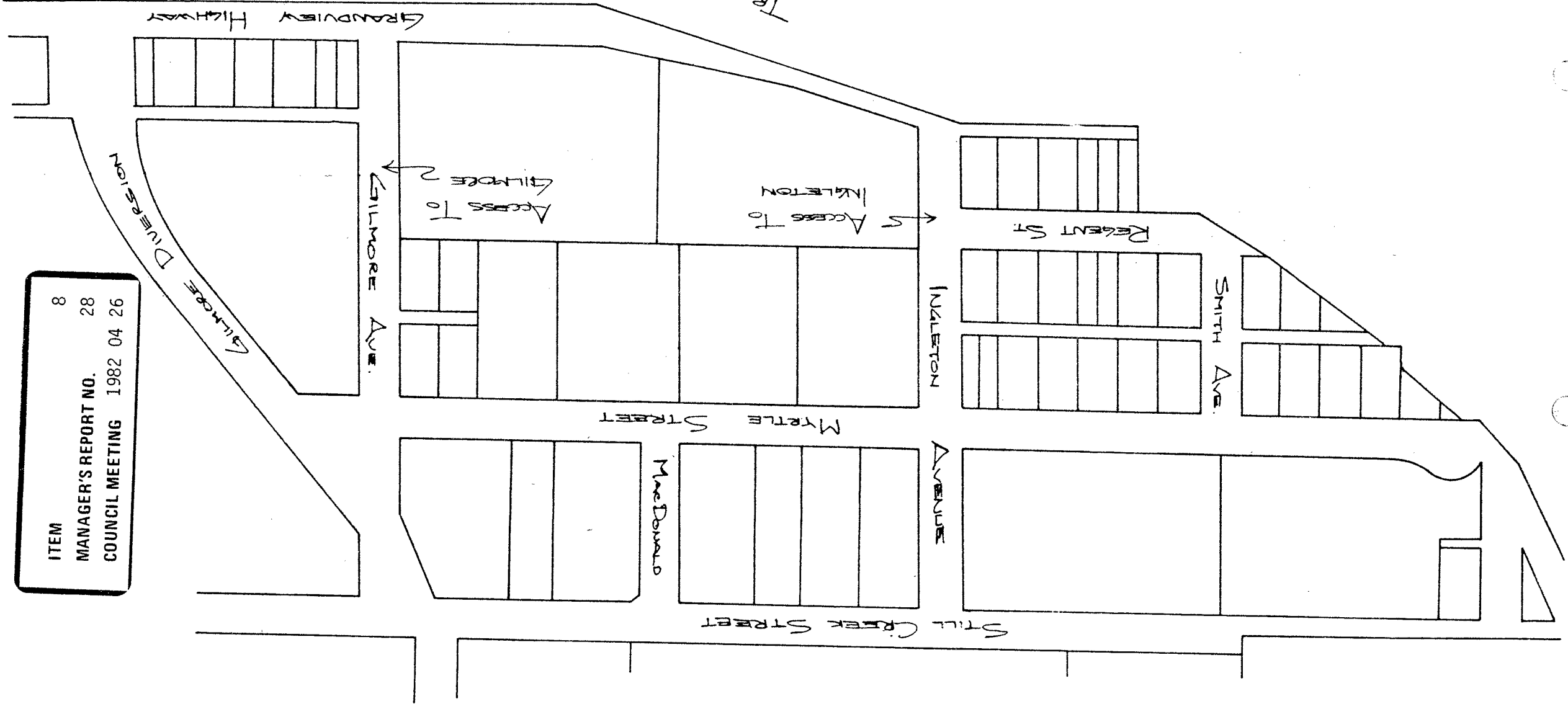
1" = 200' FB  
 1982 APR. 20  
 NORTH  
 FIGURE 1

-  MUNICIPAL LANDS.
-  PROVINCIAL LANDS TO BE ACQUIRED & CONSOLIDATED.
-  ROAD & LAWE ALLOWANCES TO BE CLOSED & CONSOLIDATED.
-  PROVINCIAL LANDS TO BE DEDICATED FOR ROAD.

**SUBJECT PARCEL**



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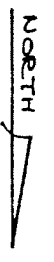


TRANS CANADA HIGHWAY

TEC MANAGEMENT PROPOSAL  
 WHEREBY MUNICIPAL LANDS ARE  
 INCLUDED IN OVERALL DEVELOPMENT SCHEME.

FIGURE 2

1" = 200' RB  
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# ALTERNATIVE PROPOSAL IN WHICH MUNICIPAL LANDS ARE DEVELOPED INDEPENDENTLY



TRANS CANADA HIGHWAY

GRANDVIEW HIGHWAY

GILMORE DIVERSION

GILMORE AVE.

INGLETON

REGENT ST

SMITH AVE.

MYRTLE STREET

MacDONALD

AVENUE

STILL CREEK STREET

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FIGURE 3

1" = 200' RB  
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