

ITEM 12
MANAGER'S REPORT NO. 21
COUNCIL MEETING 86/03/24

RE: BURNABY HIGHWAY EXCHANGE BYLAW NO. 3, 1986 - BYLAW NO. 8516
AYSHIRE DRIVE/CURTIS STREET/AUBREY STREET
ROAD CLOSURE REFERENCE NO. 6/85
SUBDIVISION REFERENCE NO. 50/85

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Approving Officer be adopted.

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TO: MUNICIPAL MANAGER 1986 MARCH 19
FROM: APPROVING OFFICER
RE: BURNABY HIGHWAY EXCHANGE BYLAW NO. 3, 1986 - BYLAW NO. 8516
AYSHIRE DRIVE/CURTIS STREET/AUBREY STREET
ROAD CLOSURE REFERENCE #6/85
SUBDIVISION REFERENCE #50/85

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

1.0 SUMMARY/INTRODUCTION

On 1986 March 17, Council defeated the subject highway exchange bylaw after hearing from area residents at the preceding Public Hearing.

The following report is presented in answer to questions raised by Council at the meeting.

2.0 ROAD LAYOUT

The Approving Officer has reviewed the proposed road pattern within the subject subdivision and is satisfied that the layout as shown on the attached sketch is the most suitable.

The finished road grade of Ayshire Drive will be approximately 15% which is an acceptable grade in residential areas of this type. If the road is located further east to the Belmont Avenue allowance, the grade becomes as steep as 20% and continues to become steeper to the east. Furthermore, road relocation to the east would result in the loss of two lots, due to existing site improvements and lot patterns.

It is not possible to reduce the 15% grade as the substantial cuts involved would eliminate access to adjacent lots and substantially increase the grade on Road 'C'.

Therefore, from a road grade and maximum lot yield point of view, the location that has been established for Ayshire Drive is the most appropriate.

3.0 SERVICING

The developers were given Tentative Approval of subdivision on 1985 August 26 based on the attached subdivision layout and they accepted the terms and requirements of approval.

Council, on 1985 November 01, authorized the closure of Belmont, the sale of portions of Belmont and the acquisition of a portion of the subdivision. On 1986 January 13, Council authorized the introduction of a Highway Exchange Bylaw to facilitate the closure of Belmont in exchange for the dedication of roads within the subdivision, including Ayshire Drive as shown on the attached sketch. On 1986 February 24, Council gave Three Readings of the subject Highway Exchange By-law.

The overall adopted subdivision guideplan for the area has been in place since 1975 and the subdivisions and house construction that have occurred since that time have been consistent with the guideplan. The subject subdivision is no exception.

The developers, after receiving the above approvals, have proceeded with legal, survey and engineering design work, as well as actual construction of services. Approximately 80% of the underground utilities have been installed in the Ayshire road allowance and the road itself has been prepared for paving. The developers, under their own volition, have chosen to halt any further construction of these services until the Highway Exchange Bylaw has been given Final Adoption by Council. In this regard, the developers are losing not only money for each day that construction is delayed on construction costs and holding costs (approximately \$1,200 - \$1,500 per day), but the marketing of the lots is also being delayed.

4.0 OTHER INTERSECTIONS

Council made reference to other streets and intersections where traffic accidents have occurred in the past.

The road grade at Oxford/Empire and Dundas/Empire is 21 to 22% as compared with the 15% grade of Ayshire. It is worth noting that there are many residential areas in Burnaby with road grades similar to Ayshire.

The intersection at Kitchener/Holdom is a "hidden intersection" due to the rise in the road. Such is not the case at the Ayshire/Aubrey intersection since Ayshire will meet Aubrey at a level grade.


5.0 CONCLUSIONS

Our review of the Ayshire extension confirms that its location is the most appropriate in terms of grades, topography, traffic flow (i.e. road pattern), and lot yield.

In view of this confirmation; past approvals given both by Council and the Approving Officer in connection with the overall subdivision guideplan and the road and land exchange involved in the subject subdivision; and commitments made to date by the developers, it is not necessary nor appropriate to modify the requirements pertaining to this subdivision.

CMM:ad
Att.

cc: Director Engineering


A.L. PARR,
APPROVING OFFICER