

RE: SUBDIVISION REFERENCE NO. 49/85
5750 LOUGHEED HIGHWAY

FORD MOTOR COMPANY - LOUGHEED HIGHWAY/HOLDOM AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

THAT the recommendation of the Approving Officer be adopted.

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TO: MUNICIPAL MANAGER 1989 January 10

FROM: APPROVING OFFICER

SUBJECT: SUBDIVISION REFERENCE #49/85
5750 LOUGHEED HIGHWAY
FORD MOTOR COMPANY - LOUGHEED HIGHWAY/HOLDOM AVENUE

PURPOSE: To provide Council with information with respect to a proposed subdivision of property owned by Ford Motor Company at 5750 Lougheed Highway.

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Mr. David Bockus, Pacific Refrigeration (1984) Ltd., 5608 Goring Street, Burnaby, B. C. V5B 3A3.

R E P O R T

1.0 INTRODUCTION:

Appearing on the 1989 January 09 Council Agenda was a letter from Mr. David Bockus in connection with a subdivision proposal of 5750 Lougheed Highway.

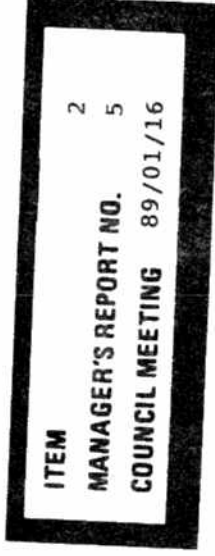
2.0 BACKGROUND:

The Solicitor for Mr. Bockus wrote to the Approving Officer on 1988 November 01 with a request for the Approving Officer to review a previous subdivision proposal of 5750 Lougheed Highway owned by Ford Motor Company as shown in the configuration on the attached layout. This industrially-zoned subdivision proposal involves the creation of two lots, with proposed Lot 1 containing the existing car sales lot and buildings, and proposed Lot 2 as a potential site, which is currently vacant, to be sold to Mr. Bockus.

3.0 EXISTING SITUATION:

After reviewing the subdivision application, the Approving Officer concluded that the following servicing requirements would apply as part of the conditions governing subdivision approval:

- (a) The upgrading of Holdom Avenue between Lougheed Highway and Goring Street to a normal industrial road standard (including a left turn lane south of Lougheed Highway, a 46 foot pavement width, concrete curbs and gutters, underground wiring, ornamental lighting, and a storm sewer) and boulevard improvements on the east side of Holdom Avenue only (including a sidewalk, and boulevard grassing and trees).



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It should be noted that the upgrading of the section of Holdom Avenue between Goring Street and Kingsland Drive was eliminated as a servicing requirement because when the Holdom overpass is constructed in the future over the Burlington railway tracks to the south, this section of Holdom Avenue will likely be elevated above its present grade. The subdivider, Ford Motor Company, is, therefore, relieved of this otherwise required subdivision condition.

- (b) The piping of the open ditch along the east property line of the site from Loughheed Highway to Kingsland Drive.
- (c) The provision of boulevard grassing and trees on the north side of Kingsland Drive adjacent to proposed Lot 2.

Several other subdivision conditions are outlined as follows:

- (a) A Highway Reservation Bylaw is required over a portion of the site as shown on the sketch for future road allowance purposes. This is to accommodate a new road connection from Holdom Avenue to Kingsland Drive when the Holdom overpass is built. The Highway Reservation Bylaw will simply, for now, reserve this portion of land for acquisition in the future by the Municipality for road purposes. The owner of land may use this reserved area for purposes such as non-required parking, non-required storage area, and landscaped area until it is acquired for road purposes.
- (b) A 40 foot wide vehicular access easement is required along the easterly boundary of proposed Lot 2 in favour of proposed Lot 1 for future access purposes. This is in order to protect future vehicular access and egress capabilities of proposed Lot 1. When the Holdom overpass is built, there may be access restrictions to proposed Lot 1 along Holdom Avenue (for example, right turn in and right turn out only).

It should be noted that this is an easement only and not a road dedication as Mr. Bockus has indicated. This area remains as part of Lot 2 and forms part of the site area calculations of Lot 2. Should the owner of Lot 1 require the access area in the future, the easement agreement would state that it is his responsibility to construct and maintain the driveway within the 40 foot wide easement area.

4.0 CONCLUSIONS:

The conditions outlined above and referred to by Mr. Bockus are:

- (a) conditions that are to be completed by the owner of the land being subdivided (in this case, Ford Motor Company), and
- (b) standard conditions that would be applied to industrial subdivisions in similar locations and under similar circumstances. In fact, some of the road servicing requirements have been waived in view of future proposals involving the Holdom overpass.

This report is submitted for the information of Council.

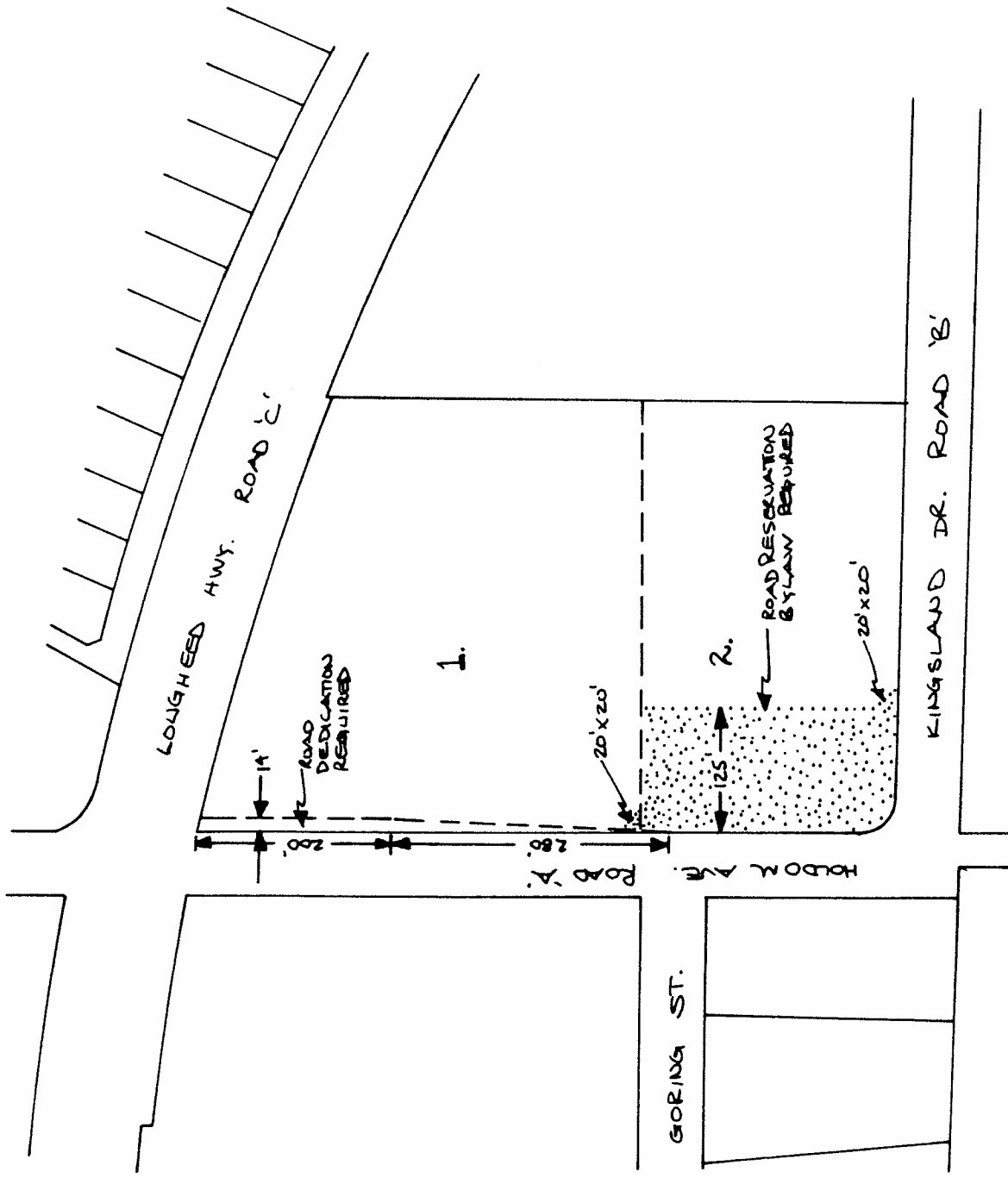

A. L. Parr
APPROVING OFFICER

D.L. 130

S.D. REF. # 49/85

ZONING: M 2 E, R 2 (45' STRIP ALONG LOUGHNEED)

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NOTE: SERVICING AGREEMENT REQUIRED.

MIN. OF HIGHWAYS APPROVAL REQUIRED.

SURVEYOR'S PLOT PLAN REQUIRED OF ALL EXISTING BUILDINGS.

RESTRICTIVE COVENANT REQUIRED TO ENSURE THAT NO VEHICULAR ACCESS IS TAKEN FROM OR TO LOUGHNEED HWY. FOR PROPOSED LOT 1.

ROAD RESERVATION BYLAW REQUIRED.

40' VEHICULAR ACCESS EASEMENT REQUIRED ALONG EASTERLY BOUNDARY OF PROPOSED LOT 2 IN FAVOUR OF LOT 1 (FOR FUTURE ACCESS).

SCALE: 1:2000
1985 JUNE C.M.M.

REVISED 1988 NOV. C.M.M.

