

THE CORPORATION OF THE DISTRICT OF BURBARY

PLANNING DEPARTMENT

MARCH 16, 1970

MR. H. W. BALFOUR,
MUNICIPAL MANAGER

Dear Sir:

RE: REZONING APPLICATIONS

Attached hereto the group of current outstanding rezoning applications:

- Item #1 R.Z. #2/70 Application for the rezoning of D.L. 162, Block 2, E. 1/2, Lot 1, except plan 12728, Plan 5176 from R2 Residential to R3 Residential
- Item #2 R.Z. #6/70 Application for the rezoning of Lots 7 and 8, S.D.1, Part Blocks 12, 13 and 14, D.L. 79W, Plan 11662 from R4 Residential to P2 Administration and Assembly District
- Item #3 R.Z. #24/69 Application to rezone a Portion of D.L.4, lying between Cameron Street and Loughheed Highway, West of the Cameron School from A2 Small Holdings to CD Comprehensive Development
- Item #4 R.Z. #3/70 New Vista Society Proposed Senior Citizens' High-rise development North of Mary Avenue and Vista Crescent Intersection
- Item #5 R.Z. #4/70 Application for the rezoning of Lots 24, 25, 26 and 27, Block 2, D.L. 28, Plan 24030 from C2 Commercial to C4 Commercial
- Item #6 R.Z. #5/70 Application for the rezoning of D.L. 2, Block 4, Parcel "A", Explanatory Plan 11600, Plan 4283 from A2 Small Holdings to C3 Commercial
- Item #7 R.Z. #7/70 Application for the rezoning of
- (1) Parcel 1, Reference Plan 15888 of Lot "EM", of Lot 1, Group 1, Plan 17402 to R3 Community Institutional Dist.
 - (2) That portion of Lots 1, 2 and 3 of Lot 12, D.L. 1, Group 1, Plan 2342 lying North of the Old Municipal Building to A2 Small Holdings District

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

March 16, 1970

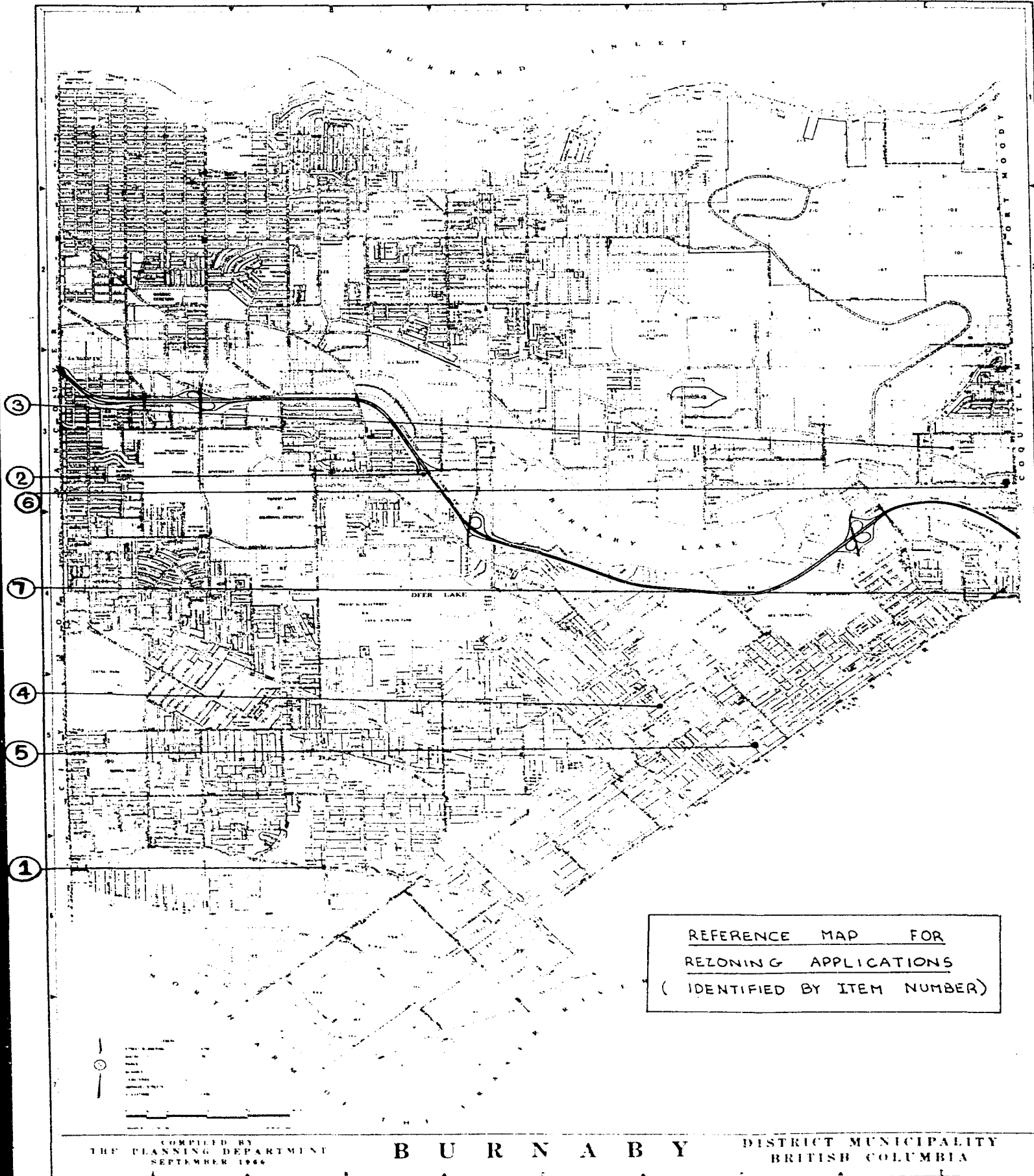
3. Lot "E" of D.L. (1), Gp. 1, Pl. 1702,
Exc. Pcl. 1, R.P. 15388
to A2 small holdings

Respectfully submitted,


A. L. Parr
PLANNING DIRECTOR

LEA/say

Atch.



THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

MARCH 16, 1970

REZONING REFERENCE #2/70

Item #1

SUBJECT: Application for the rezoning of
D.L. 162, Block 2 E. $\frac{1}{2}$, Lot 1, except Plan
12728, Plan 5176
From R2 Residential to R3 Residential

ADDRESS: 5133 Southeast Marine Drive

LOCATION: The subject property is located on the North
side of Marine Drive approximately 160 feet
West of Royal Oak Avenue,

SIZE: The portion of the property under application
is approximately 152.2' by 107.08'.

SERVICES: Water and sanitary sewer service is available.
Storm sewer service must be provided.

**APPLICANT'S
INTENTIONS:** The applicant wishes to have the property re-
zoned from R2 to R3 in order that he may sub-
divide the Southerly portion of the property
into three fifty-foot lots, as under the R2
designation he would only have two lots.

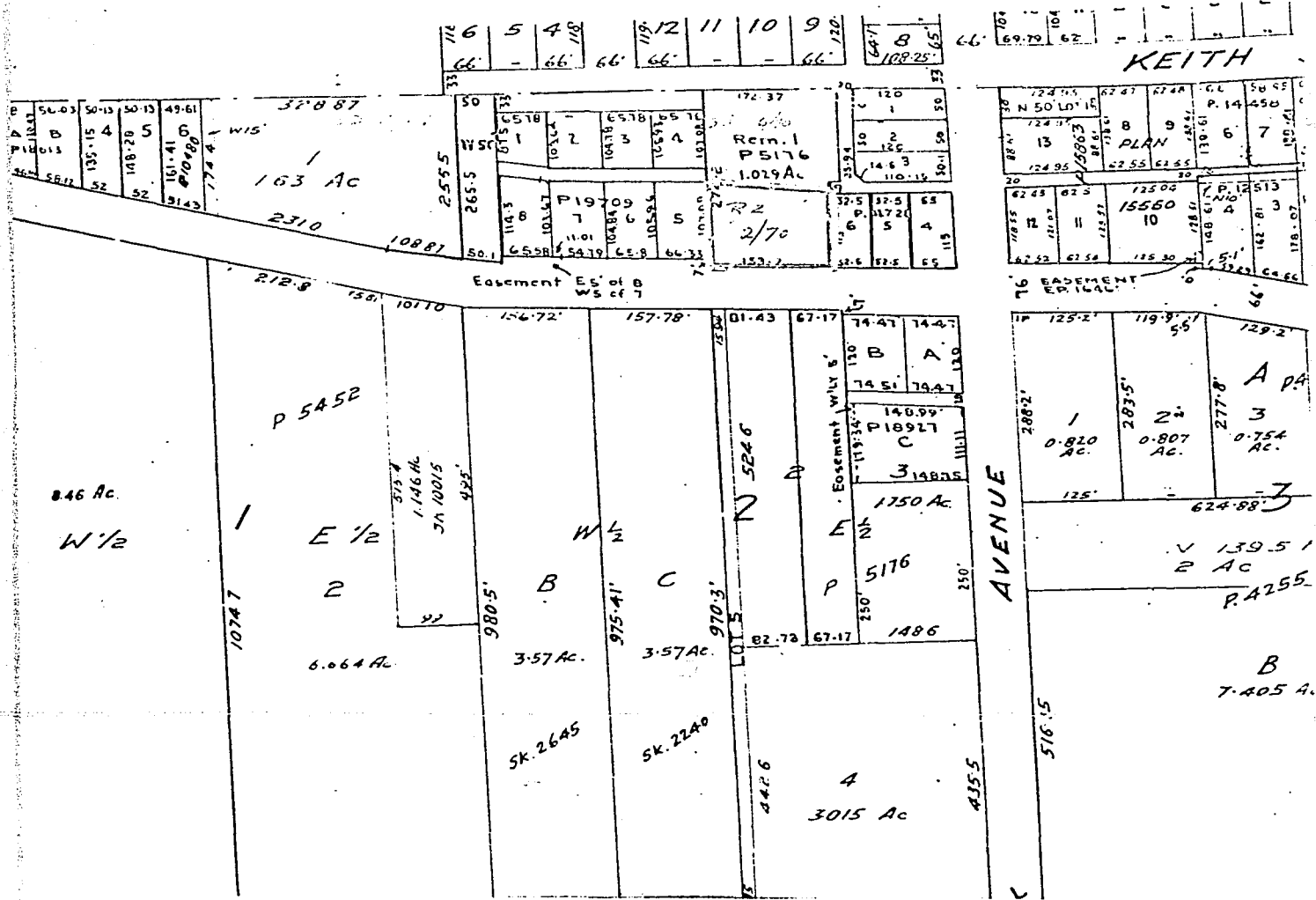
OBSERVATIONS: This lot falls within an extensive R2 Resi-
dential zone which covers the whole South
slope of Burnaby and the first 200' South of
Marine Drive. Virtually all lots within this
zone meet the minimum requirements of 60'
frontage and 7200 square feet area. There
are occasional exceptions, but the bulk of
the lots and certainly those created since
the passage of the bylaw in 1965 meet the
minimum requirements.

As the development on the South slope is rather
homogeneous in nature, we are not able to recom-
mend the introduction of lower standards on
one small property. If permitted, the three
lots created would be 25% less in area than
the minimum allowed in the zone covering the
South slope. Even if zoned R3, the lots can
still not comply with the reduced regulations
and would be approximately 10% under the mini-
mum area permitted in that zone. Rezoning
cannot, therefore, be recommended.

RECOMMENDATIONS: It is recommended that the present zoning is
appropriate, and should be maintained.

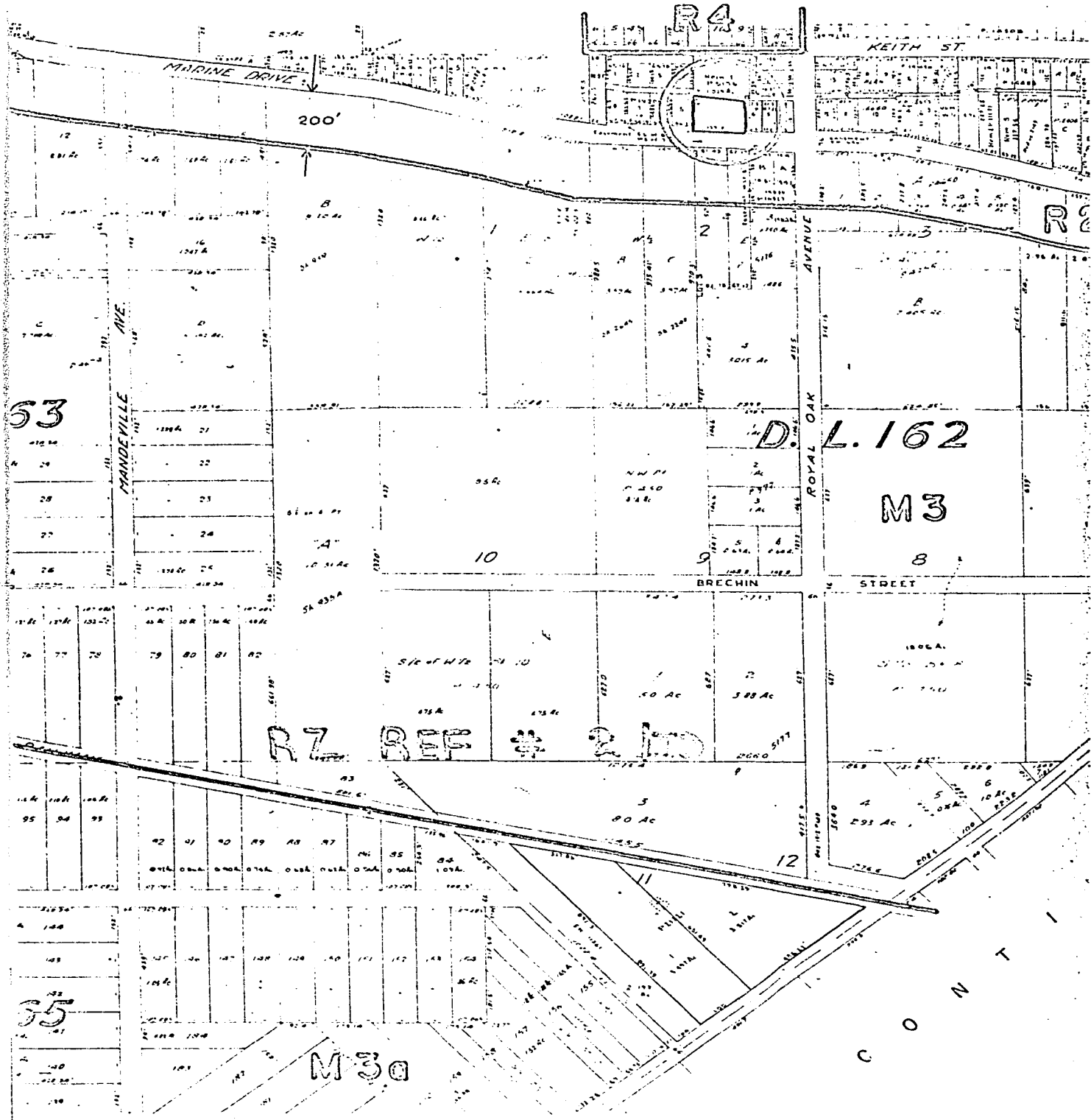
LEA/has

KEITH



RZ REF # 2/70

N U E D O N S T R I P M A



O N T I N U E D O N R I G

Mr. Conrad Spady,
5133 S. E. Marine Drive,
South Burnaby, B. C.

January 14th, 1970

Burnaby Municipal Hall,
4949 Canada Way,
Burnaby, B. C.

Dear Sirs;

I hereby request that my property on Marine Drive situated at 5133 S.E. Marine Drive be subdivided into three lots instead of the original prescribed two lots. This particular piece of land is 153 feet by 107 feet. I request that it be divided into three 51 foot lots which is not unreasonable in this district. The property to the east of my lot contains two 50 foot lots and there is a 55 foot lot next to Royal Oak.

The property at the foot of Royal Oak and Marine Drive is not considered to be a choice district and any person buying these lots would not put an expensive home on them. There is also a ~~garbage~~ dump on the south side of Marine Drive which devalues the property considerably.

I would sincerely appreciate the Council granting this request.

Yours truly,

Mr. Conrad Spady

BZ # 2170

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

MARCH 16, 1970

REFERENCE REZONING #6/70

Item #2

SUBJECT: Application for the rezoning of
Lots 7 and 8, S.D. 1, Part Block 12, 13 and 14
D.L. 79N, Plan 11962
from R4 Residential to P2 Administration and
Assembly District

ADDRESS: 6416 and 6428 Sprott Street

LOCATION: East side of Norland between Sprott and Canada
Way.

SIZE: The frontage on Sprott Street is 264 feet, and
the area of the site is approximately 1.5 acres.

SERVICES: All necessary Municipal services are available
and adequate.

**APPLICANT'S
INTENTIONS:** The applicant has requested rezoning to permit
the construction of an office building to ac-
commodate the regional office of an insurance
company.

OBSERVATIONS: The properties are presently occupied by two
dwellings in fair condition. The site slopes
down sharply towards the freeway, and is ad-
jacent to similar R4 residential developments
on large lots.

It should be noted that the subject site is
located in an area that was covered by various
studies concerning the Municipal Hall area.
The site is in close proximity to the Muni-
cipal Hall and the Justice Building, and as
Council has given ample attention to the lo-
cation and design of both buildings and other
recent proposals in this area, it is consid-
ered that development of the subject site be
closely related to the broad concept of the
Municipal Hall area.

It will be recalled that development of a cen-
tral administrative core is proposed, consist-
ing of a Civic Centre between Canada Way and
Deer Lake, and surrounding areas of private,
commercial and business activities.

It would appear that the proposed use is quite
consistent with the above outlined concept.
However, as Council deemed it necessary to
closely relate and integrate the existing ele-
ments and the proposed buildings in this gen-

eral area, it is felt that in this case CD Comprehensive Development rather than P2 Administration and Assembly District zoning should be considered.

It is realized that in view of the proximity of the site to the Sprott overpass and the Freeway exit, certain traffic problems may be created. In this regard, approval of the Department of Highways will be essential.

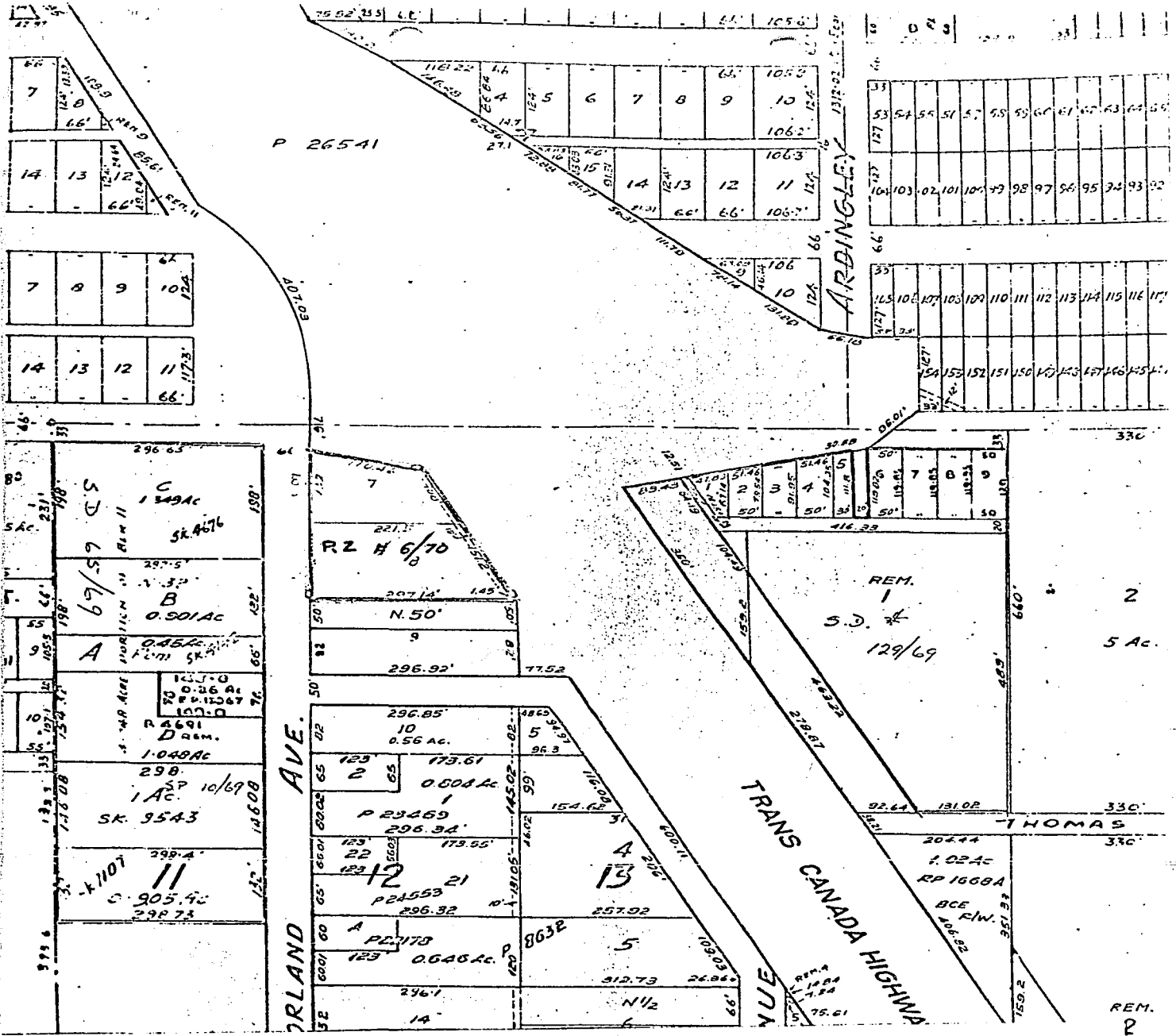
DEVELOPMENT PLAN: A preliminary development plan has been submitted showing a 3-storey office building with a partial basement. The proposed floor area is approximately 16,000 square feet.

Vehicular access to the site would be obtained from Norland Avenue. Parking is provided on surface and facing Norland Avenue. There is some concern in this respect over the amount of exposed parking in this particular location. It is noted that the contours of the site lend themselves to a solution where underground or covered parking could be introduced.

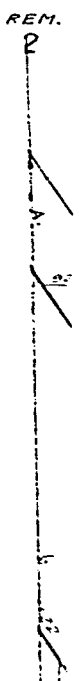
RECOMMENDATIONS: It is recommended that Council authorize the Department to work with the applicant in the preparation of suitable plans of development, reflecting the conceptual objectives outlined in this report.

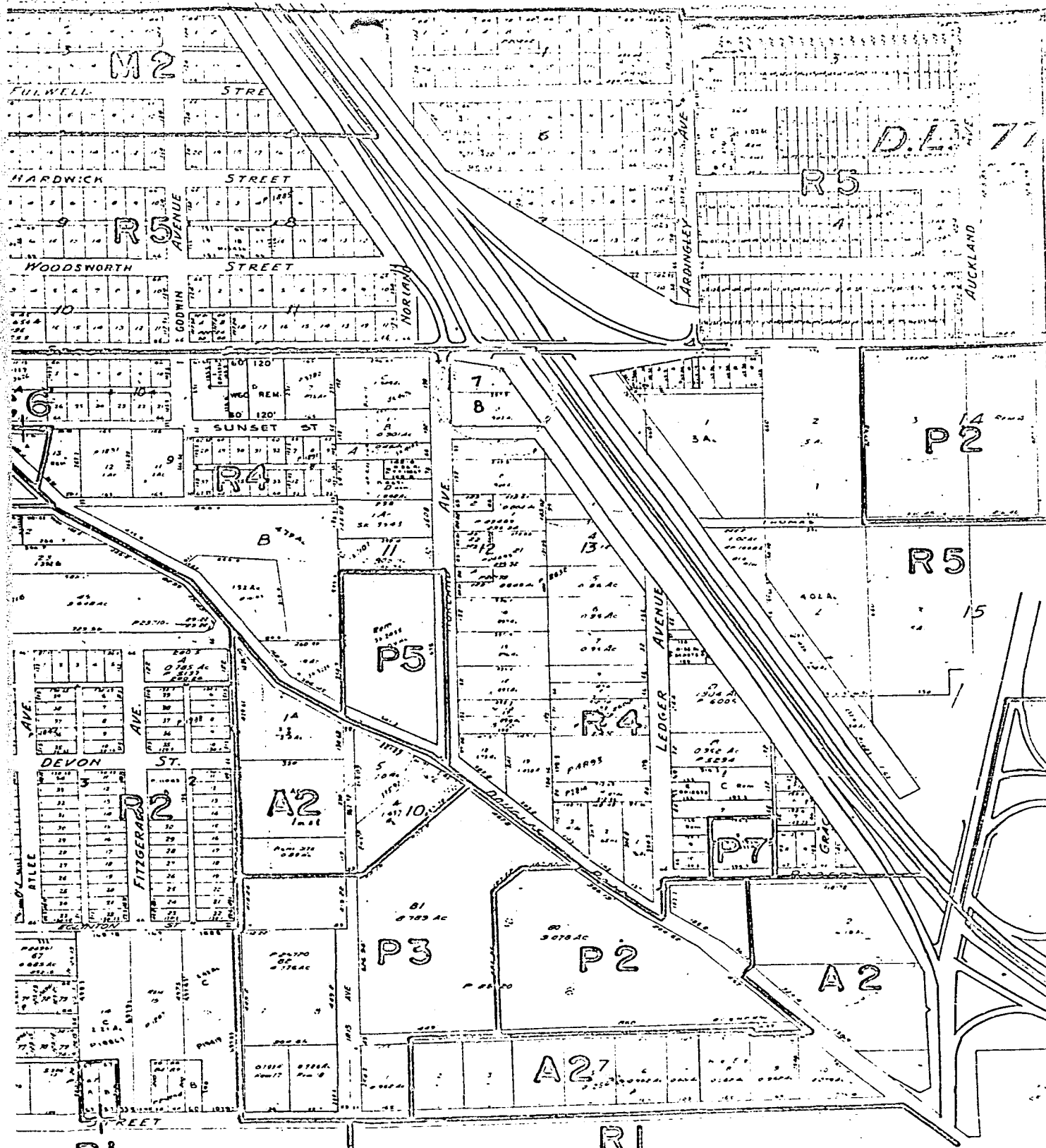
As Council is aware, one of the prime requirements of Comprehensive Development is that the detailed development plan becomes an integral part of the new amendment By-law. We will, with Council concurrence, work with the applicant and once a suitable plan has been achieved, submit a detailed report to Council with recommendations for a Public Hearing.

HH/has



RZ H 6/70





P1
R2 REF # 6170

R1

*gerald
hamilton & associates*

DIP. ARCH., A.R.I.B.A., M.R.A.I.C., M.O.A.A., M.S.A. Mex. (Hon.)

registered architects

740 NICOLA ST.
VANCOUVER 5, B.C.
684-4218

March 6, 1970

Mr. Lyle Armstrong
Planning Department
Municipality of Burnaby
4949 Canada Way
BURNABY

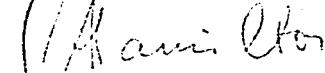
Dear Mr. Armstrong:

Further to our letter of February 27 asking for re zoning of Lots 7 and 8, Block 12DL79, and our subsequent telephone conversation, I wish to confirm that we will let you have a set of drawings, hopefully by Wednesday morning.

In the meantime it might be of assistance to you to know that the proposed building on the site is to be a two storey structure with approximately 7,000 s.f. on each floor. Since the site is quite large, this building will therefore be free standing, and will have approximately 45 parking spaces.

I have asked my clients, Turnkey Development Ltd. to send you independently the consent of the owners. Turnkey have a valid option from the owners and they are going to be in touch with you immediately.

Yours very truly,


GERALD HAMILTON
Architect

RZ # 6/70

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

MARCH 16, 1970

REZONING REFERENCE #84/69

Item #3

SUBJECT: APPLICATION TO REZONE A PORTION OF D.L.4, LYING BETWEEN CAMERON STREET AND LOUGHEED HIGHWAY, WEST OF THE CAMERON SCHOOL, FROM A2 SMALL HOLDINGS TO CD COMPREHENSIVE DEVELOPMENT TO PERMIT A HIGH-RISE APARTMENT DEVELOPMENT
REZONING REFERENCE #84/69

BACKGROUND:

On January 19, 1970, Council considered the above application to rezone land, outlined on the attached sketch, from A2 Small Holdings to CD Comprehensive Development. The site involved measures approximately 7.5 acres.

Council at that time agreed in principle to a high-rise apartment development and authorized the Planning Department to work with the applicant in the preparation of a suitable plan of development, reflecting the objectives established for this site in the Apartment Study and other studies regarding this general area, as mentioned in the Planning Department report to Council dated January 16, 1970.

Council at the same time instructed the Department to submit a report on the anticipated traffic situation and the general road pattern for this area, as it relates to this particular project. This information requested by Council is submitted in a separate report.

The proposed apartment development indicates a variety of accommodation, substantial recreational amenities and also limited commercial and service uses (shops, restaurant) to serve primarily the residents of the complex. In view of the mixture of uses and also the size of this proposal, CD zoning is considered essential.

LAND EXCHANGE:

Council and the Burnaby School Board approved the suggested land exchange whereby land required from the Cameron School for road purposes would be replaced by an equivalent amount of land South and West of the present school site. We are now in the process of effecting the land exchange and plans are under preparation, defining the applicant's site and the final park school site.

ROAD PATTERN:

Vehicular access to the site will be obtained from a new cul-de-sac located on the Northeast corner of the site, terminating Erickson Drive. It is recommended that the applicant dedicate the necessary right-of-way and be responsible for the cost of construction of this cul-de-sac.

A temporary roadway on the site will provide access to the apartment blocks proposed for the Westerly portion of the property and should be removed when, in a later stage of development of this general area, a road located to the South of the properties on Cameron Street will be extended from Bell Avenue to the Westerly boundary of the subject site. It is recommended that in order to achieve the desired final road pattern of this general area, the applicant undertakes to remove the interim roadway, once the new road extending from Bell Avenue is constructed.

In the general plan of this area, a pedestrian link over the Southern portion of the site is envisaged which will be extended in the future between the Cameron Park School site and Bell Park. It is recommended that the applicant be responsible for the cost of construction of this walkway over the subject site. Furthermore, the applicant should grant the necessary 10-foot wide easement to provide this walkway.

DEVELOPMENT PLAN:

Recent discussions with the applicant have resulted in general agreement on the proposed uses, the type of development and the overall concept. The applicant has altered the scheme slightly and has reduced the amount of commercial and service use floor area, to ensure that the proposed service uses would serve the residents of the complex only.

Agreement on a detailed plan of development is near, and providing that additional and adequate information is presented regarding the general landscape plan and treatment and finishes of the proposed buildings, a complete agreement on the development plan can be reached.

RECOMMENDATIONS:

It is recommended that this application be forwarded to a Public Hearing for further consideration and the final readings of the amending zoning bylaw be subject to the following prerequisites:

1. The entering into of an arrangement whereby the Municipality, the Burnaby School Board and the applicant effect the land exchange as outlined in the Planning Department report to Council of January 16, 1970.
2. The dedication of the necessary right-of-way for the cul-de-sac at the Northeast corner of the property.
3. The submission of an undertaking to remove the interim roadway over the site, once the new road extending from Bell Avenue to the Westerly boundary of the site is constructed.
4. The granting of a walkway easement on the Southern portion of the site.

*Adopted
16/3/70*

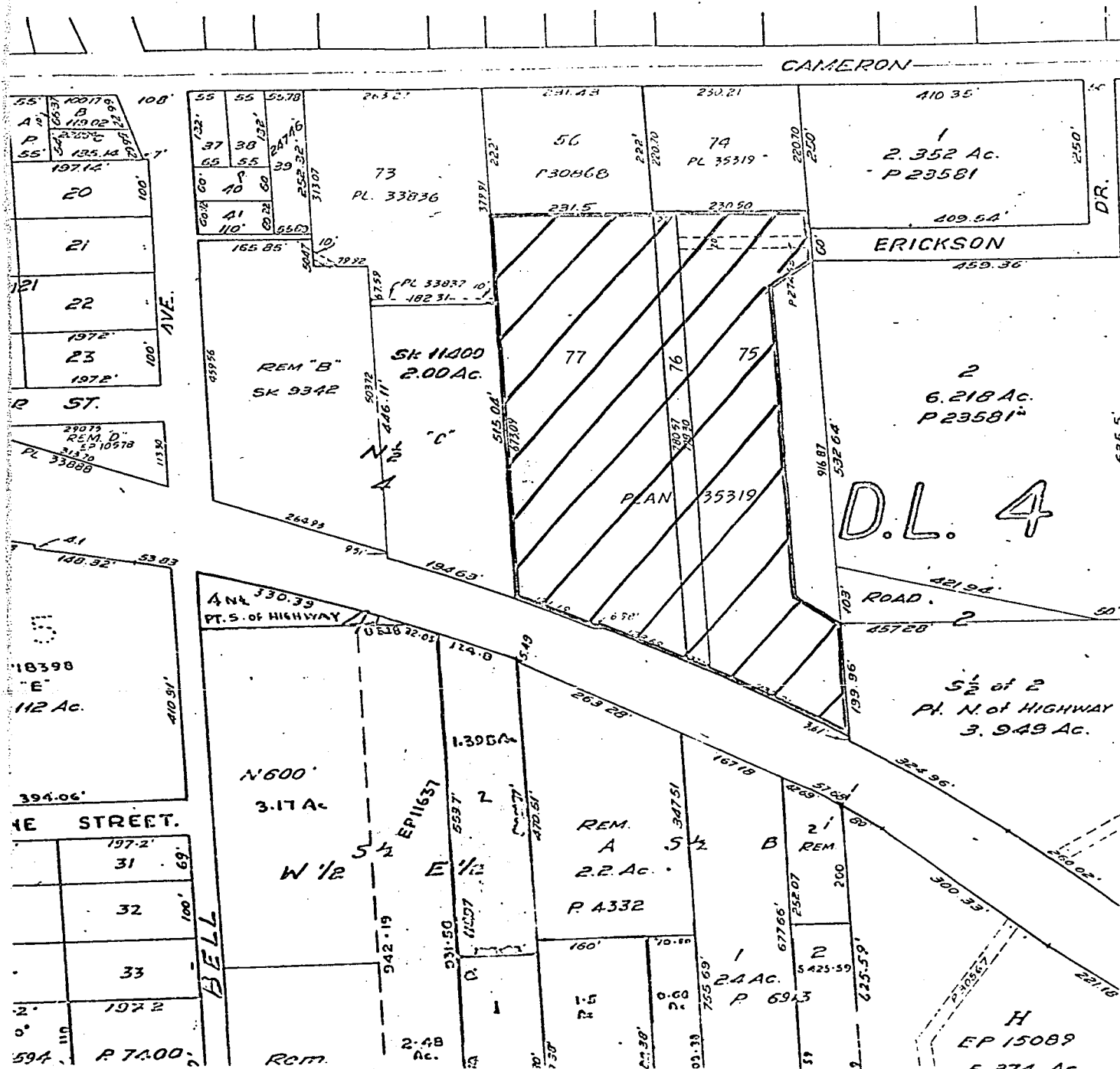
MARCH 16, 1970

5. The granting of the necessary easements to install the storm sewer facilities.
6. The deposit of sufficient monies to cover the cost of construction of the cul-de-sac and walkway, and the cost of providing water, sanitary sewer and storm sewer facilities to the site.
7. The submission of a detailed and suitable plan of development.
8. Dedication of portions of the sites to the Northwest for the Westerly cul-de-sac.

*Adopted
16/3/70*

HH/has

Attached



RZ # 84/69

MARCH 12, 1970
SCALE 1" = 200'

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

March 12, 1970

R.Z. Ref. #8/70

Item #4

SUBJECT: NEW VISTA SOCIETY
PROPOSED SENIOR CITIZEN'S HIGH-RISE
DEVELOPMENT - NORTH OF MARY AVENUE
AND VISTA CRESCENT INTERSECTION
REZONING REFERENCE #8/70

INTRODUCTION:

After several discussions between this Department and the architects for the above described proposal, an application for the rezoning of the New Vista Society properties fronting on Vista Crescent as well as the three single family residential lots on the West side of Vista Crescent adjoining Mary Avenue, has been submitted (see attached map). The applicants are requesting a comprehensive development zoning for the construction of a senior citizens' high-rise complex to be staged over a period of several years.

This department has made a preliminary examination of the applicants' proposal and in conjunction has also examined the entire area bounded by Humphries Avenue, Edmonds Street, Canada Way and Rosewood Street in order to determine whether the proposed development would be compatible with the existing and potential future development of the surrounding area. As a result of this examination, it is the opinion of this Department that some form of Senior Citizen's Highrise complex could be considered for the area, providing it is designed as part of an overall comprehensive development for the total area.

SITE:

The subject properties form a total site of approximately four acres including a portion of the existing Vista Street road allowance (see attached map). The site for the proposed first stage would have a frontage on Mary Avenue of approximately 143 feet, a depth of approximately 340 feet and an area of approximately 48,300 square feet (see attached map).

CONCEPT:

Basically, the applicant's proposal would be a four-stage development project, which over a period of years would eliminate the existing cottage style accommodations and replace them with senior citizens' high-rise towers. The ~~proposal~~ would include the acquisition of a portion of Vista Crescent, as noted on the attached plan, to give added width to the sites. It is further proposed that the

MARCH 12, 1970

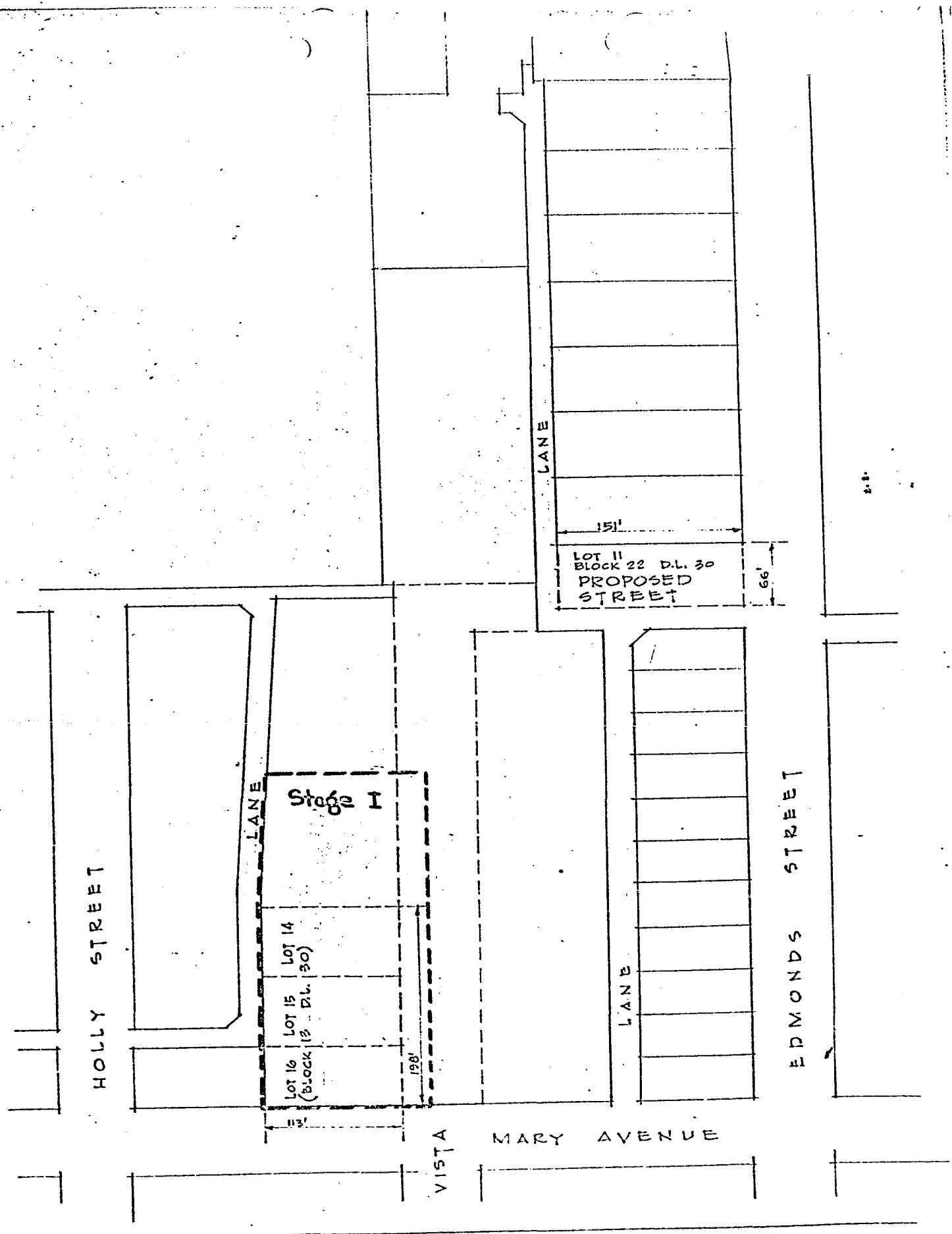
various stages would be separately financed projects each having its own legal site. Therefore, even though the total project would be an integrated comprehensive development, an acceptable subdivision pattern giving all sites the required street frontage would have to be developed.

RECOMMENDATIONS:

It is recommended that Council authorize the department to work with the architects in the preparation of a suitable plan of development, reflecting the broad conceptual objectives and criteria discussed in this report.

*adopted
16/3/70*

RKE/has



INDIAN S. JENSEN	PROJECT INDIAN S. JENSEN	DATE JAN 1978	DRAWING NO.
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NORMAN S. JONES

ARCHITECT

B.A.R.C.H. (U.B.C.), M.R.A.I.C.

1587 WEST 8TH AVENUE VANCOUVER 9, B.C. TELEPHONE: 732-7288

March 12, 1970

The Mayor and Council of the
Corporation of Burnaby,
4949 Canada Way,
Burnaby, B.C.

Attention: Mr. A. Parr,
Director of Planning

Dear Sir,

PROPOSED RE-ZONING FOR THE NEW VISTA
SOCIETY, SOUTH BURNABY, B.C.

I respectfully request that the re-zoning application filed for the above project receive your favourable consideration.

The Society currently operates a Senior Citizens Project on this site. In addition they are acquiring three more residential lots and a commercial lot to permit the form of development indicated.

The current housing project has served a very useful purpose, but is no longer a suitable form of development for this strategically located piece of land. The site is close to all of the amenities of shopping, transportation, park, and churches, which are required for a successful housing project for the elderly.

The present cottages have served a useful purpose as housing units, but many of these are older now and should be phased out with a more permanent form of accommodation.

I believe that the development concept submitted is attractive, will provide many units of economical housing, and will be a significant contribution to the supply of suitable housing for the elderly within the municipality. I trust that you will share this opinion, and will see fit to approve this re-zoning.

Yours sincerely,

Norman S. Jones,
Architect.

NSJ/jb

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

R.Z. Ref. #4/70

March 16, 1970

Item #5

SUBJECT: Application for the rezoning of
Lots 24, 25, 26 and 27, Block 2, D.L. 28,
Plan 24032
from C2 Commercial to C4 Commercial

ADDRESS: 7817 & 7827 Sixth Street

LOCATION: The subject property is situated on the east
side of Sixth Street between 11th and 12th
Avenue.

SIZE: Each of the four lots is approximately 51 feet
in width and 114.8 feet in depth. The area is
approximately 23,460 square feet.

SERVICES: Water and combined sewers are available and
adequate. The lane at the rear is constructed
to a gravel standard.

**APPLICANT'S
INTENTIONS:** The applicant wishes to rezone the property in
order to operate an automobile, boat and trailer
sales establishment.

OBSERVATIONS: This site is presently occupied by a Service
Station on the southerly portion of the site.
The northerly portion of the site is paved and
occupied by a small sales office from the former
used car sales operation. Adjacent land to the
west, across the lane is residential, the quality
and upkeep generally good.

The lot lies in an elongated C2 Commercial Zone
on either side of Sixth Street between Graham
Avenue and Tenth Avenue. This zone is only
partially utilized and has never been considered
as an active commercial area. The recent removal
of the old Millwork plant has improved the appear-
ance of the area to some degree and it is hoped
that this large vacant site will prove attractive
for some commercial enterprise.

As indicated in the applicant's letter, this site
was once occupied by a used car lot which became
non-conforming with the passage of the Zoning
Bylaw in 1965. When this site was vacated, the
Board of Variance permitted re-establishment of
the use for a limited period. Council has
previously considered an application for rezoning
of the site but has chosen to retain the present
zoning which is considered to be appropriate.

The Department has re-examined the site and area
in response to this application and must conclude
that the present C2 zoning is appropriate. While
some uses permitted in the C4 zone can take place
with a minimum of incompatibility with adjacent
residential and commercial uses, it is our exper-
ience that the introduction of car lots often

has a deteriorating affect on the surrounding area which leads to blight. As this area is already showing signs of deterioration, we are unable to recommend zoning for this use which we feel will tend to hasten the deterioration.

RECOMMENDATION:

It is recommended that the present C2 Commercial zoning is appropriate and should not be altered. We would therefore, recommend that Council confirm it's earlier decision.

*adopted
16/3/70.*

LEA/say

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D.

DL 90

R5

125

125

C2

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P1

RM1

R5

P1

DL 28

P1

P3

DL 21

R5

C6

C2

P3

P5

R5

RM2

C6

P1

Agenda Item 10

10

DATA PERTINENT TO CONFORMING AND NON CONFORMING USE OF PROPERTY AND IMPROVEMENTS AS AFFECTED BY 1964 ZONING BY-LAW TO G-2

1.0 REFERENCE: Lots 24, 25, 26, & 27, DL 28, BLX 2, Plan 24032.

I.1 Address Lots 24 & 25, 7317-6th St., South Burnaby.

I.2 " " 26 & 27, 7327 " " " "

2.0 LOCATION: SW corner of 6th St. & 11th Ave..

3.0 LAND AREA 4x (51.25' x 115'), approx. 23,000 sq. ft., with 205' frontage on 6th St..

4.0 PROPERTY IMPROVEMENTS- Municipal and other services included:

4.1 Lots 27, 26 & diagonal front part of lot 25, used for Service Station, complete facilities for I-pump island (I-future), with building approx. 48'x48', on rear of lot 26.

4.2 Unused part of lot 25 and lot 24, Office-Storage Bldg., approx. 20' x 30', 50% area paved, original 1964 design for used car sales.

5.0 HISTORY OF PROPERTY & IMPROVEMENTS FOR PRESENT & FUTURE USE BY OWNER TO STIMULATE AREA BUSINESS & IMPROVE LAND VALUES:

5.1 Purchased 1952, undeveloped low bog-land covered with bush and weeds.

5.2 Development Improvements 1953:

- a) Additional cost of survey required due to inadequate Municipal map and land surveys at that time.
- b) Land fill required costly type river run gravel for Service Station development on lots 26 & 27. Additional fill applied to 1 to lots 24 & 25, to improve appearance, with the hope for recovery of capital costs in future development.
- c) Construction of Building and pavement for Service Station on lots 27, 26 & part of lot 25.

5.3 Eleven Year Period 1953-1964:

- a) Service Stn, operation first three years (53-56), business growth very good; (57-60) decline-operational loss; (61-64) very poor slow rate of growth, far below average business growth rate, as compared to similar areas in Municipality.
- b) Unused part of lot 25 and lot 24 vacant, unable to get tenancy. Additional cost burden required for maintenance of land clearing-weed killing, so as to maintain respect as a land owner in the neighborhood as well as the Municipal image.

5.4 Modernization (1964) after building fire:

- a) Building structure modernized and additional land improvements to lot 27, where concrete retaining wall built, fill added, and area paved for service stn. parking, to enable the use of lots 24 & part of 25 for proposed used car sales.
- b) Prior to construction of Office Bldg., paving and other improvements for a Used Car Sales lot, no warning or opposition was made or suggested by any of the Municipal Depts. connected to this proposed development, although it must have been apparent knowledge as regards to the Rezoning By-Law property reversion to G-2, approx. ten months later. The feasibility of capital cost for this development was calculated on basis of a seven year uninterrupted tenancy, the practical use for this area being as planned (Used Car or Trailer Sales), such being relevant as well as beneficial to business for the adjoining Service Station.

- 5.5 Sept. 1965 reverted to new zoning, because of prior loss of tenancy due to mis-management, which occurred when I was out of the country. On my return when informed of the by-law & tenancy predicament, it was too late to replace previous tenant.
- 5.6 Zoning Board of Appeal approved the non conforming use of the property & improvements for used car sales May 1966 to June 1968, and extended use as such to June 1969.
- 5.7 Oct. 3, 1969--application for rezoning lots 24, 25, 26, & 27 from C-2 to C-4, was heard by the Board of Variance, at which time I was not able to be present at hearing as planned, or have representation, due to plane delay by fog at Terrace, B.C., where I had been working at the time. When informed of the delay I phoned Mr. G. Morris of my plight, and requested a postponement, however Mr. Morris suggested because of last minute cancellation it would be to my advantage if he pleaded my case to the Board rather than postpone. With all due respect and gratitude to Mr. Morris in his efforts in trying to help, it was impossible for my appeal to be properly assessed.

6.0 HISTORY OF AREA AS ZONED C-2. PRESENT & PAST EXPERIENCE STATISTICS:

- 6.1 Development--past ten years the only improvements in this area involved the Service Stations only, and the demolition of old building on the corner of 13th Ave, years prior to Service Stn development, area was satagnant.
- 6.2 Economic Use--property management consultant firms have been asked to lease or rent property as is, or a development compatible to the Municipal Zoning. Feasibility studies made indicated that it was economically impossible in 1969, for (C-2 or otherwise) due to area traffic patterns etc, This condition was proved prior to C-2 zoning with similar studies, as well as the fact that only low rental type of tenancy was capable of operating in this area, such as neighborhood grocer, part time ice cream parlor, second hand radio store and service stations.

7.0 PROPOSED USES COMPATIBLE AND, OR ANCILLARY TO SERVICE STATION:

The only tenancy that I have been able to get in the past two years is for Trailer Sales use, which would help alleviate the present Municipal costs as well as to stimulate service station business. Should forced vacancy continue for the coming year because of the Municipal attitude as regards to use, it will create bankruptcy to this property development, as well as the Service Station, the business of which was sustained by previous tenancy, and is now apparent that it is only practical for only dual operation as past experienced. With all due respect to the Planning Board proof of C-2 zoning is not feasible at this time or for some time to come, Municipal authorization for the present non conforming use is requested for a period of five years, OR PREFERABLY REZONE TO C-4.

RE: C-2 It is apparent that any or no development is possible in the area, unless trade traffic increases which I hope to accomplish to some extent.

L. G. Hill

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

MARCH 16, 1970

REFERENCE REZONING #5/70

Item #6

SUBJECT: Application for the rezoning of
D. L. 2, Block 4, Parcel "A", Explanatory Plan
11608, Plan 4262
from A2 Small Holdings to C3 Commercial

ADDRESS: 9914 Government Road

LOCATION: This lot is located on the South side of Govern-
ment Road approximately 160 feet West of North
Road.

SIZE: The lot has a frontage of 120' on Government
Road and a depth of 177.5 feet. The area is
approximately 21,300 square feet.

SERVICES: Government Road is constructed to a finished
standard. Water service is available from the
street, but storm and sanitary sewer services
must be extended from the Southern easement.

**APPLICANT'S
INTENTIONS:** The applicant requests rezoning in order that
his client might erect a "fast food service"
type restaurant. Special mention is made of
the fact that food is not served in the car.

OBSERVATIONS: The site is presently occupied by a modest
dwelling. The lot to the East is occupied by
the General Tire outlet and the site to the
South is occupied by the White Spot Restaurant.
The parcel to the West is vacant, but has been
rezoned for a car dealership.

This lot falls within an area designated in
recent studies as a part of the intensive
urban core which is centered around the Loug-
heed Mall Shopping Centre. Within this core,
the intent is to obtain a fairly high inten-
sity of land use, and to create an urban atmos-
phere, both of which will attract other simi-
lar intensive uses normally found in "core"
areas. The proposal before Council cannot
be considered intensive; the floor area of the
single-storey building being approximately
10% of the site area. This means an F.A.R.
of 0.1 in a zoning category that permits a
maximum F.A.R. of 6.0. The use of the land
is not therefore considered sufficiently in-

MARCH 16, 1970

tense for the location, and the concept adopted for this area by Council.

The second aspect of concern is the nature of the current "fast food service" type outlets. At the present time, the zoning bylaw describes a "Drive-In business" as:

"an establishment with facilities for attracting and servicing prospective customers travelling in motor vehicles which are driven onto the site where such business is carried on and where normally the customer remains in the vehicle for service, but shall not include car washing establishments, drive-in theatres or gasoline service stations"

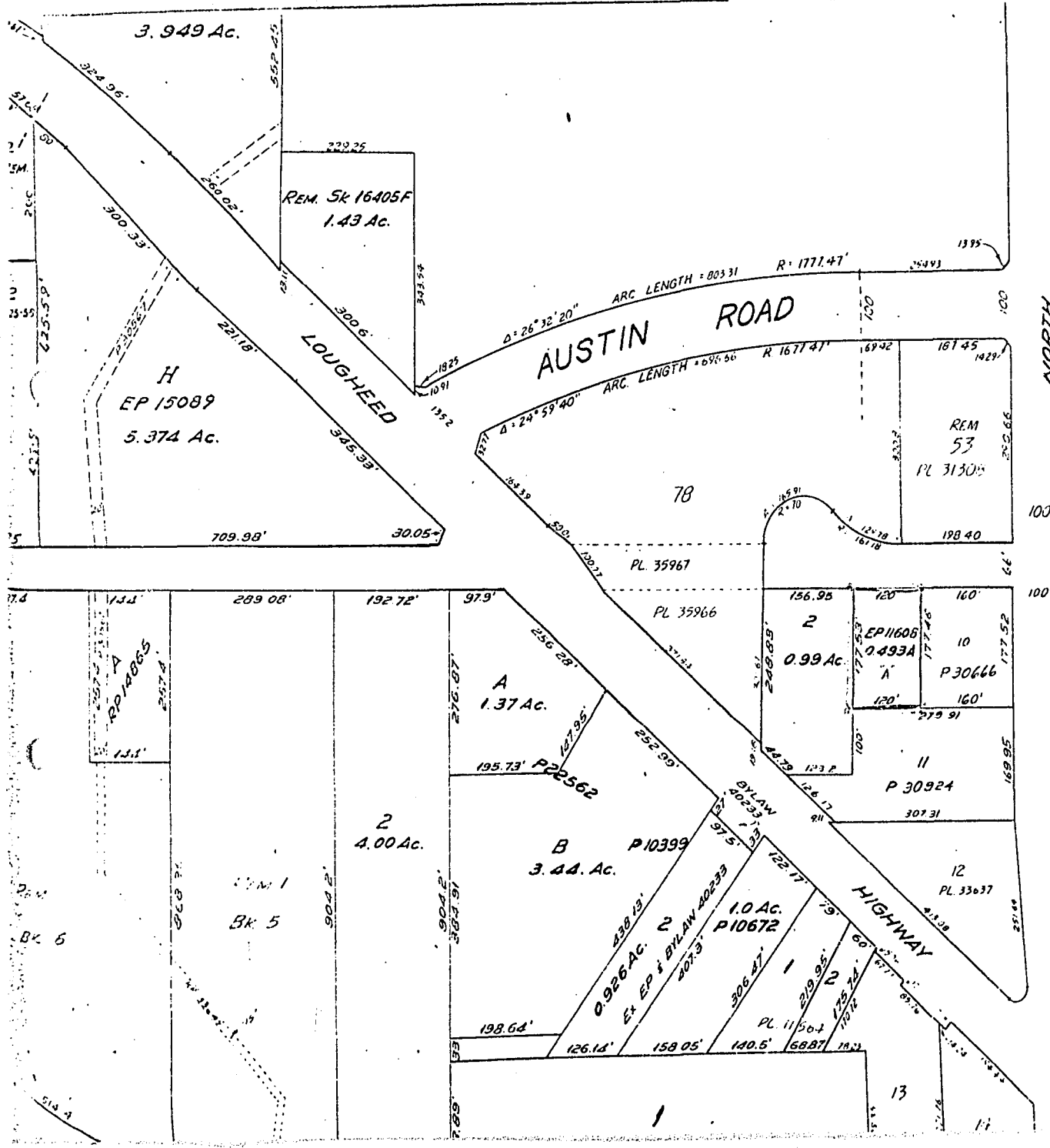
Under this definition, the current proposal is not a drive-in as food is not served in the car. It is therefore permitted in C1, C2, C3 and C4 Commercial zones while drive-in restaurants are permitted only in C4 Commercial zones. It is our opinion that the type of outlet in this proposal is not unlike a drive-in restaurant and we are therefore looking at revised definitions to be submitted to Council with the report on the review of C4 zoning uses which was requested by Council.

RECOMMENDATION:

We are concerned over the number of auto-oriented type restaurants which have developed in Burnaby, particularly those which are going into our higher density areas along Kingsway and Hastings Street. Accordingly, we would recommend that this application not be favourably considered. Our report on the C4 Commercial Zoning category review should be available in two weeks, together with recommendations on revised definitions for restaurants.

*adopted
16/3/70*

LEA/has



M

1

NORTH

100'

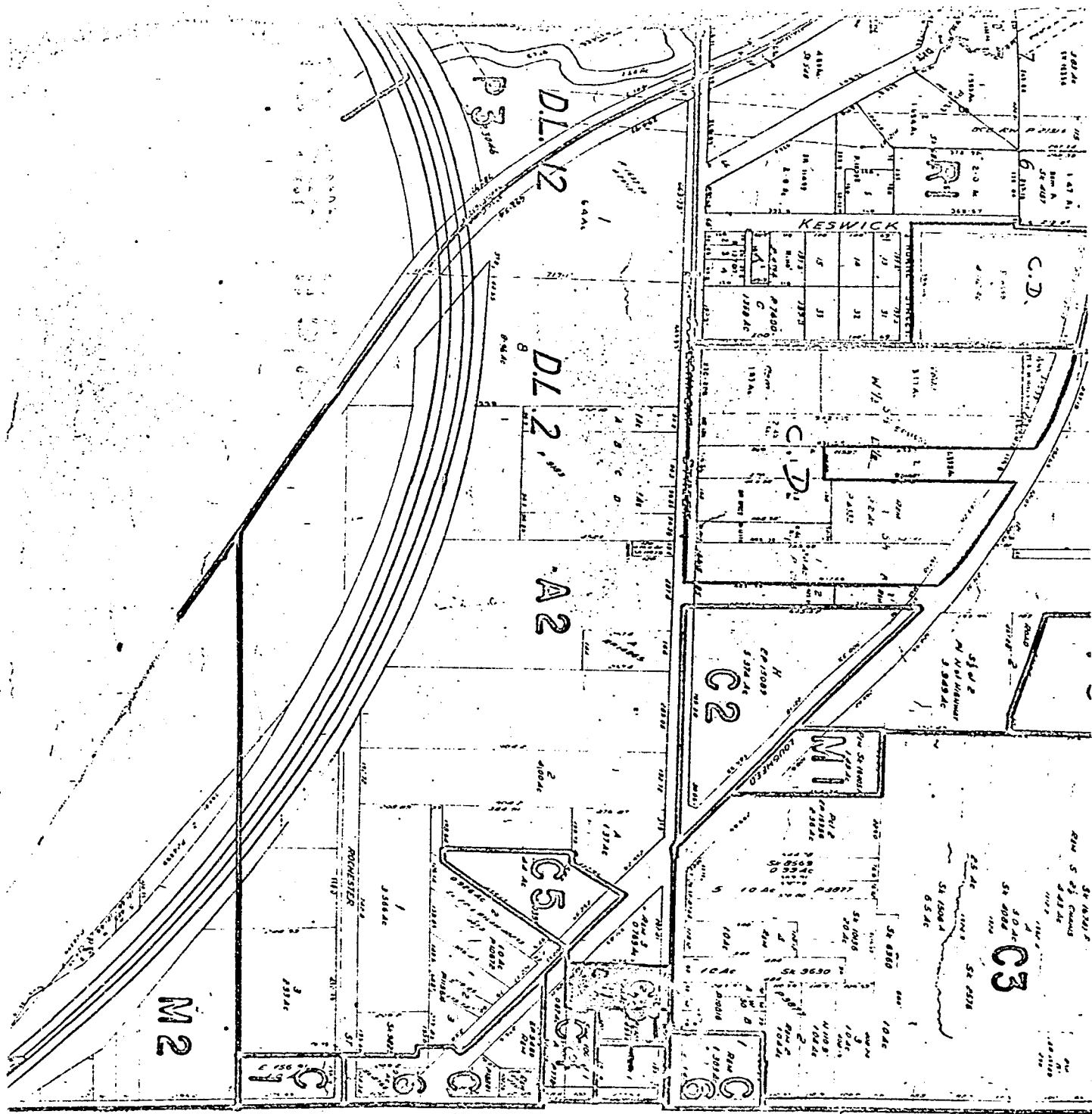
100'

100'

100'

100'

M



MUNICIPALITY

REASONS FOR THE REQUEST THAT THE PROPERTY AT
9914 GOVERNMENT ROAD, BURNABY, BE REZONED

FROM TO

1. If the property is re-zoned, Keith Parker Ltd. proposes to construct a 72 seat, sit-down, Roy Rogers Restaurant on the site. This type of restaurant should not be confused with a drive-in restaurant. In a Roy Rogers Restaurant seats are provided within the building for all of the customers. No food is served to customers seated in their parked automobiles. As a result, the usual cleanliness problems associated with drive-in restaurants are avoided.

2. If approved, Keith Parker Ltd. is prepared to spend approximately \$225,000 on the site.

3. A restaurant on the site would carry on business in excess of \$400,000 a year which would increase the overall business of the Burnaby community and would provide tax revenue for the community.

4. The restaurant which is contemplated would employ approximately 25 to 30 employees.

5. An attractive building (see attached photograph) with landscaping that blends in with adjacent area will be an asset to the Burnaby community.

6. The construction of a restaurant at the site would create no traffic problem since the only street entrances and exits to the restaurant would be off the Government Road cul-de-sac.

7. Property bordering the requested re-zoning land, General Tire on the west, White Spot on the south and Datsun on the east are all zoned commercial. It is logical to believe then that a re-zoning of the requested property be approved.

8. The Roy Rogers Restaurant family has always been interested and active in community affairs. This unit intends to uphold the same tradition. Sponsorship of childrens' activities and low priced catering to community groups are just a couple of the many ways we hope to become good neighbours in the Burnaby community.

9. Keith Parker Ltd., which owns the Roy Rogers franchise rights for British Columbia, is owned entirely by residents of British Columbia and is not a subsidiary of any foreign corporation.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

R.Z. Ref. #7/70

March 16, 1970

Item #7

SUBJECT: Application for the rezoning of

1. Pcl. 1, Ref. Pl. 15888 of Lot "E", of Lot 1 Gp. 1, Plan 17102
to P5 Community Institutional District
2. that portion of Lots 1, 2, and 3 of Lot 13, D.L. 1, Gp. 1, Pl. 2342 lying south of the old Municipal boundary to
A2 small holdings district
3. Lot "E" of D.L. (1), Gp. 1, Pl. 1702, Exc. Pcl. 1, R.P. 15888
to A2 small holdings

LOCATION: The parcels are indicated on the attached map and are identified by the above item numbers.

OBSERVATIONS: This application is introduced by the Planning Department to extend the Municipal Zoning regulations over parcels of land which were formerly within New Westminster but now lie within the Municipality of Burnaby. All of the properties are vacant.

and
RECOMMENDATIONS:

The parcel described in Item 1 is owned by the Catholic Church and is adjacent to their major holdings. They have been separated in the past by the Municipal Boundary. It is therefore recommended that the adjacent P5 Institutional Zoning be extended over this parcel.





The portions of the three lots described in Item 2 are owned by the City of New Westminster. The remaining portions of these lots are owned by Burnaby. All are vacant. The small lot described in Item three is privately owned and is also vacant. It is recommended that the surrounding A2 Small Holding zoning be extended over these parcels.

*Accepted
16/3/70.*

LEA/say

EXHIBIT C

LEGEND

-  Present Common Boundary
-  Boundary as proposed by District of Burnaby
-  Boundary subject to negotiation in 1960's
-  Boundary recommended by Commissioner

ITEM # ①

Parcel 1 P. 15888
Lot E. Plan 1702

HOLMES

Rem
P. 1102

ITEM # ②

13	12	11	10	9	8
Fowcett	Fenton	Ley	Pollock	Champagne	Deller

ITEM # ③

STREET

STREET

CRAIG

4 Corp	17 Roberts
5 Corp	16 Jesterhoudt
C	15 Welk
Tite	14 Penczalko
B	13 Niesman
Klub	31 Hesel
10 Corp	32 Hesel
3 Corp	2 Corp. P. of A. Pilkington
2 Corp	5 Baker
1 city of N.W.	6 Tottenham

6" A.C. WATER 14' E

STREET

COLBY

24 Fraser	25 Fraser	26 Lane Fraser	27 (A) Lane	28 (B) att	29 Price	30 Morgan Hood	9 Edward	8 Carter	7 Thompson
Corp. C & D	Brownlee	5 Houghton	4 Brown	3 Diano	2 Hamilton	1 Laliberto	1-2 & 3 Dean	A McGowan	B Day
								7 Flavel	6 Alain
								5 Worledge	4 Galdart
									1 McInnes

ROAD

NORTH

BY - LAW

CORRESPONDENCE

Final Adoption

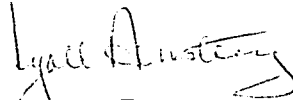
BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 59, 1968 #5415

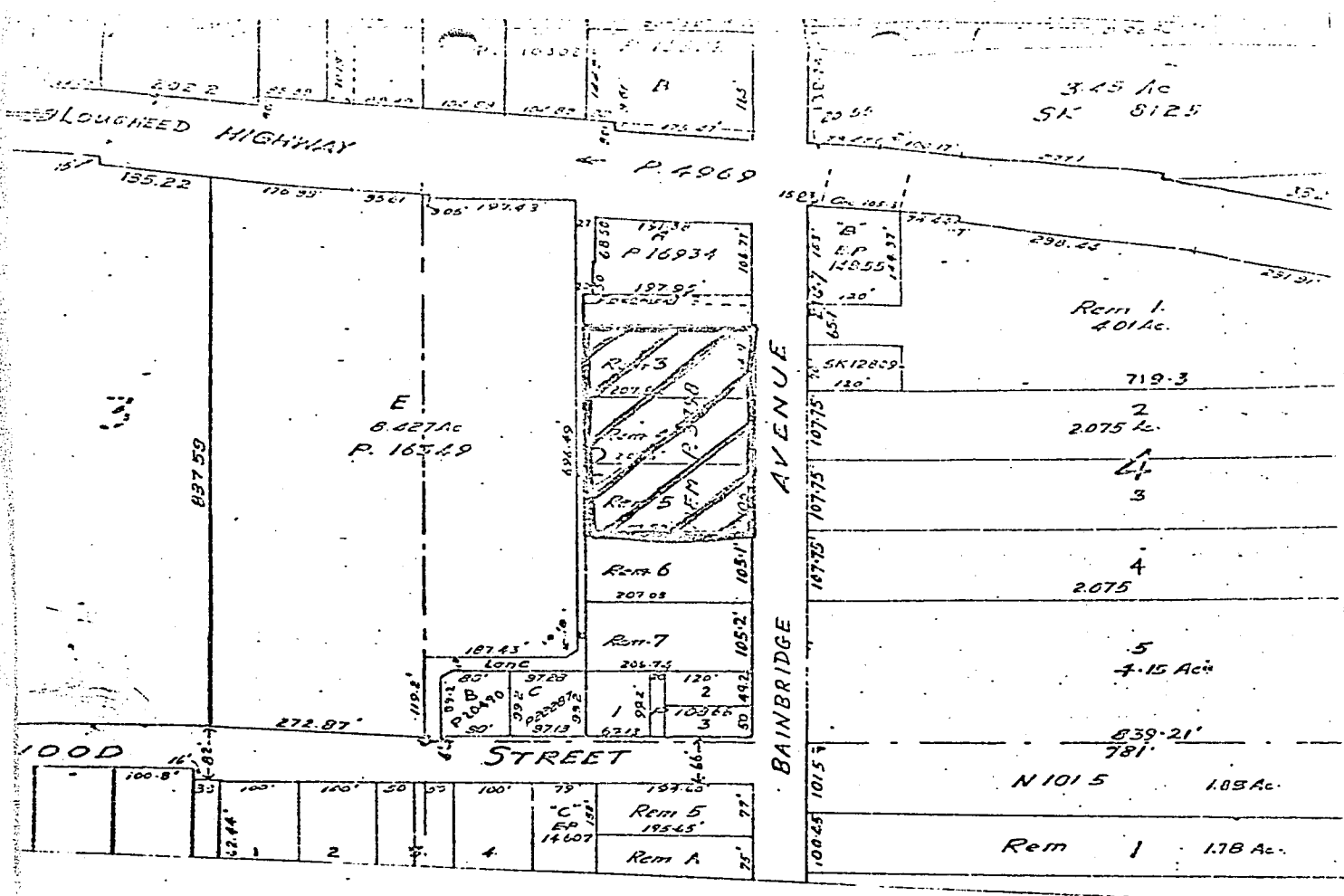
SUBJECT: Rezoning Application #88/68
Lots 3, 4, and 5 exc. expl. Pl. 1441, Blk. 2,
D.L. 59, Plan 3799

YOUR FILE #

The new legal description for this property has been received. It will now be known as Lot 72 of D.L.'s 59 and 78, Plan 36979, Group 1, N.W.D. under certificate of Title No. 686178.

Please forward this application to Council for fourth and final reading.


A. L. Parr
Planning Director



ITEM # 6

RZ # 02/65

Final Adoption

BURNABY ZONING BY-LAW 1965, AMENDMENT BY-LAW NO. 2, 1970 #5642

THE CORPORATION OF THE DISTRICT OF BURNABY

INTER-OFFICE COMMUNICATION

TO: Municipal Clerk

DEPARTMENT: Clerk's

DATE: March 11/70

FROM: Planning Director

DEPARTMENT: Planning

OUR FILE # RZ#44/68

SUBJECT: Rezoning Reference #44/68

YOUR FILE #

This is to advise that the prerequisites to rezoning as approved by Council on September 29, 1969 are nearing completion as follows:

1. The deposit of monies to cover the construction of the lane at the rear of the site and to bring the adjacent street up to an appropriate standard and
2. The deposit of monies to provide adequate storm drainage facilities for the site.

A deposit of \$4100 to cover the cost of both 1 and 2 has been made and is held under receipt number A-3227.

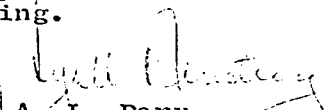
3. The consolidation of Lots 16 and 17 into one site.

A Consolidation Plan has been received. The new legal description is Lot "A", Block 3, D.L. 68, Group 1, Plan 980, N.W.D. in the name of Parklands Developments Corporation Ltd., with title issuing under number 686764 E (F 12519). The land exchange whereby the Corporation exchanged Lot 16 for the adjacent Lot 15 has thus been completed.

4. A suitable plan of development be presented.

The development officer has advised that a suitable plan has been received. The P.P.A. number is 1101.

All conditions being satisfied, would you please forward this application to Council for fourth and final reading.

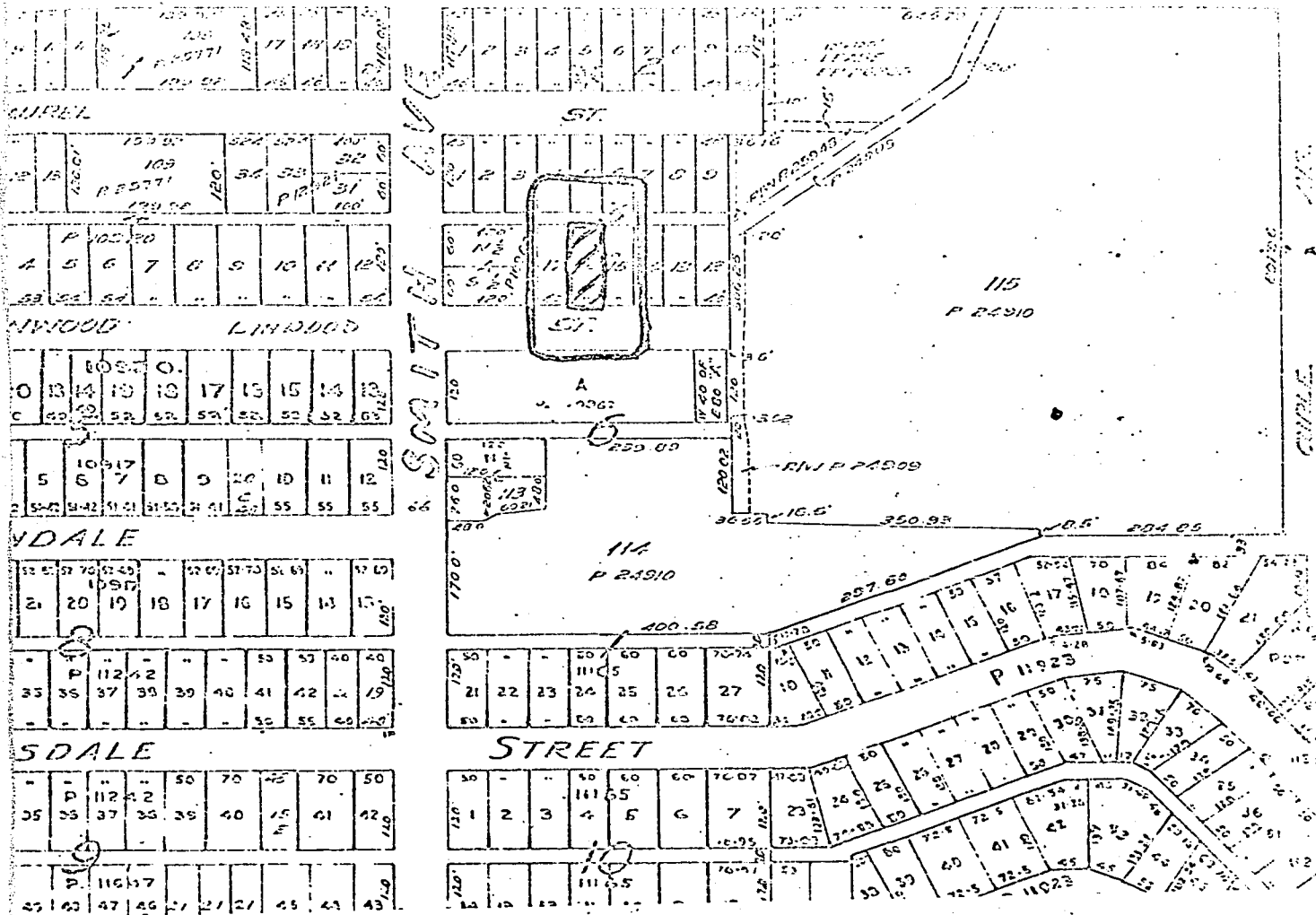

A. L. Parr
Planning Director

GP/say

c.c. Municipal Manager
Municipal Engineer
Chief Building Inspector

CANADA

WYV



ITEM # 15
Rz. # 44/68