

ITEM 16

MANAGER'S REPORT NO. 79

COUNCIL MEETING Oct. 22/73

16. Re: Motor Hotel Development Proposal
Rezoning Reference #67/72

Following is a report from the Director of Planning regarding a proposal to develop a Motor Hotel in an area bounded by Grandview Highway, Esmond Street, Boundary Road and Regent Street as shown on the attached sketch.

RECOMMENDATION:

THAT the Director of Planning's recommendations be adopted.

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PLANNING DEPARTMENT.

OCTOBER 18, 1973.

MR. M. J. SHELLEY,
MUNICIPAL MANAGER.

Dear Sir:

RE: REZONING REFERENCE #67/72
AREA BOUNDED ON SOUTH BY GRANDVIEW
HIGHWAY, ON THE WEST BY BOUNDARY ROAD
AND ON THE NORTH AND EAST BY THE
401 FREEWAY

In 1971, the applicant requested rezoning of the subject area (R.Z. #52/71) from R5 (Residential District) to C4 Service Commercial District) for the purpose of constructing a Motor Hotel. After investigation of the area the Planning Department recommended that that area would be most appropriately utilized under an M5 (Light Industrial) classification (for the reasons put forward in our October 5, 1971 report, attached). Subsequently Council approved the application for further consideration for rezoning to the M5 category, the application was given 2 readings, and because the applicant did not fulfill the established prerequisites, the rezoning process was not carried further.

Under the current rezoning application (R.Z. #67/72), the applicant again requested rezoning from R5 to C4 and spoke before Council concerning his intentions at the time of preliminary consideration of the application on November 20, 1972. The Planning Department recommended that Council re-affirm its previous position that an M5 use would be most appropriate but Council determined to reserve a decision on the matter until the submission by the applicant of a specific development proposal for the area.

At this time, the Planning Department wishes to report on the development proposal submitted by the applicant. Essentially, a 3 storey motor hotel is proposed incorporating 99 guest rooms, an 85 seat Coffee Shop, a 135 seat Cocktail Lounge, a Banquet Room accommodating 390 persons, and ancillary services. In terms of siting, the development proposes the consolidation of those lots bounded by Grandview Highway, Esmond Avenue, Boundary Road and Regent Street, providing a site for the hotel itself as well as some parking. Additional parking is provided to the north

beyond Regent Street on three additional lots (See sketch). The balance of the triangular area bounded by Boundary Road, Grandview Highway and the 401 Freeway is not included in the proposal and all existing roads are proposed to remain. The plans submitted by the applicant are available for Council's perusal.

In reference to R.Z. #57/72, the Planning Department has again undertaken an investigation of the subject area and has found that the original land use criteria that prompted a recommendation for M5 use are still valid, having become even more important with the continuing intensification of traffic on both Boundary Road, the 401 Freeway, and the intersection at Boundary Road and Grandview. Specifically, as partially put forward in our report of November 20, 1972 (attached) the following conditions prevail;

- a) because of traffic and access conditions, the area is unsuitable for traffic-generating uses especially of the intensity of that proposed;
- b) because of the relatively isolated character of the area, surrounded by high traffic arteries, the area is unsuitable for pedestrian intensive uses, such as those associated with commercial development;
- c) because of the closeness of the Freeway to the north, industrial development to the west in Vancouver, and proposed industrial development to the north, beyond the Freeway, as well as the relative incompatibility of industrial and service commercial uses one to the other, the area is appropriate for primarily industrial use, and this use should be of a high quality.
- d) The access problems imply the consolidation of all the sites in the triangle as well as the cancellation of as many streets as possible so as to facilitate larger development sites and few points of access to the major traffic arteries and the Grandview approach road.


The applicant's proposed use of the site can only aggravate the existing problems of traffic and access because it is traffic intensive and, by its failure to incorporate all properties in the triangular area, leaves multiple access points to already heavily used streets as well as remnants of land which are incapable of experiencing compatible development. On the other hand, the land use in the surrounding area and the proximity of the 401 Freeway can only frustrate the achievement of an amiable environment for both citizens and tourists using the facility. Because of these factors, the Planning Department can only recommend against the proposed development.

RECOMMENDATION:

Because of the above factors, the Planning Department recommends that Council determine against approval of the proposed development and reaffirm its 1971 position that the subject properties be developed for Light Industrial (M5) use requiring the fulfillment of those prerequisites established at that time, namely:

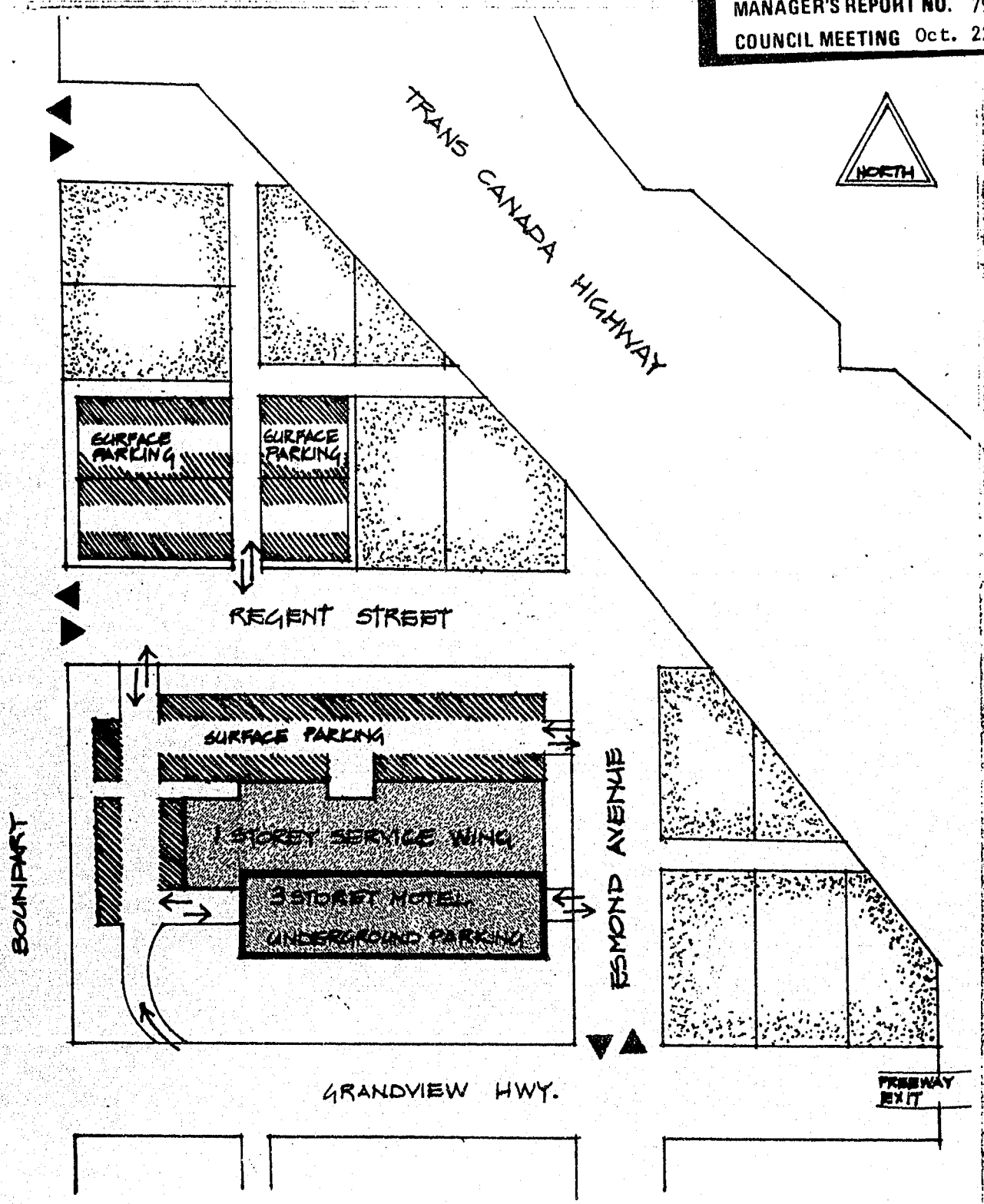
- 1) The assembly and consolidation of the existing lots into larger parcels. Because of the varying needs of industry it is desirable that a certain degree of flexibility be maintained in such a subdivision in order that future development might include the whole triangular area or perhaps would involve the division of this area into two parcels.




- 2) The deposit of sufficient monies to cover the costs of servicing an individual site.
- 3) The submission of an undertaking to remove all existing improvements from the site.
- 4) The closing of any roads or lanes considered necessary to create a suitably sized and accessible site.
- 5) The dedication of necessary road requirements and the granting of necessary easements.
- 6) Submission of a suitable plan of development for the consolidated site or sites.


A. L. Parr,
DIRECTOR OF PLANNING.

LBB:bp
Attach.

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- KEY**
-  INDICATES LOTS NOT INCLUDED IN PROPOSED DEVELOPMENT
 -  INDICATES ACCESS TO DEVELOPMENT
 -  INDICATES ACCESS TO MAJOR STREETS

SCALE 1" = 100'
 SHEET 166
 DATE Oct. 73

DEVELOPMENT PROPOSAL
 REZONING REFERENCE NO. 67/72



ITEM
MANAGER'S REPORT NO. 65
COUNCIL MEETING Oct. 12/71

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COUNCIL MEETING Oct. 22/73

X. Re: Rezoning Reference #52/71
Freeway - Boundary - Manor Area

Following is a report dated October 5, 1971, from the Director of Planning regarding the above.

The Manager concurs in the comments made by the Director.

RECOMMENDATION:

THAT the application be tabled pending receipt of more definite information on highway construction and further discussion with the Department of Highways.

Planning Department,
October 5, 1971.

Our file #52/71
X Ref. #08.114

Re: MANOR - BOUNDARY - FREEWAY AREA.

A. BACKGROUND

The Planning Department recently submitted a report on an application to rezone a number of properties to the Service Commercial (C4) District category in the area bounded by Boundary Road, the Freeway and Clydesdale Street (R. Z. #52/71). The report recommended the tabling of the application pending the receipt of more definite information on freeway construction in the area, and discussions with the Department of Highways, the Regional District and the City of Vancouver. The Department of Highways has notified this department, in writing that it would not approve the proposed rezoning for motor hotel, auto court and motel development.

The Council, in dealing with this matter on September 20, 1971, requested the Municipal Clerk to contact the Department of Highways to indicate its intentions with respect to the provision of major road facilities and both the Municipal Clerk and the Director of Planning have corresponded with the Highway Department on this matter. A report was also requested from this department indicating the type of land use considered most appropriate for the area, assuming that it is not required for road purposes.

B. PLANNING CONSIDERATIONS

The area covered by this report extends south to Manor Street and is outlined on the attached sketch. In the Apartment Study '69 report, these blocks were included within the section suggested for future medium density apartment development.

In the Community Plan, which was subsequently prepared, the sector north of Manor Street was omitted from the study in view of the uncertainty concerning the future major road patterns. However, the report questioned the suitability of this area for apartment use due to its nearness to the Freeway. Other factors mentioned included the small and isolated nature of the area, surrounded by major arterials, allowing for only limited access - a situation that would, in all probability, become even more critical when the future road patterns were developed. This particular study (Community Plan #8 - Canada Way - Smith Avenue) has not yet been considered by the Council, but was referred to the Advisory Planning Commission for comment.

The above noted factors would, in our opinion, make the area unsuitable for traffic generating uses of the kind proposed in the recent rezoning application (i.e. motor hotels, auto courts, motels, etc.). Such uses would tend to increase the traffic congestion in the area and, as far as possible, be avoided. Similar

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Manor-Boundary-Freeway Area

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results could be anticipated from other types of commercial development, particularly retail outlets that would attract large amounts of vehicular traffic. In any case, provision has been made in the Community Plan for a commercial area along the Canada Way frontage that would extend from Norfolk Street on the north to Laurel Street on the south.

The unsuitability of the area for apartments would also apply to other forms of housing as well as to institutional uses involving the provision of accommodation (i. e. rest homes, private hospitals, rehabilitation centres, children's institutions, etc.).

The foregoing considerations, which indicate the general undesirability of locating residential, commercial or institutional development within the area, raise the question of possible industrial use. Certainly industry would be less affected by the closeness of the Freeway and would, as a general rule, generate considerably less traffic than a high density residential or auto-oriented commercial development. Further, the adjoining section of Vancouver is industrially zoned and the Myrtle Street area on the north side of the Freeway has been proposed for future industrial use. The location of the area in relation to major traffic routes and other land uses would suggest a need for good quality development with high screening and landscaping standards, and the avoidance of outside storage type operations. This could be best accomplished by the new M5 (Light Industrial) Zoning category.

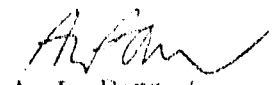
C. CONCLUSIONS

The proximity of the subject area to major road routes, the resulting traffic noise and limited accessibility, make it unsuitable, in our view, for any form of residential occupancy. In addition, the Freeway, Boundary Road and Clydesdale Street, which serves as a freeway on-ramp, virtually isolate most of this area from such necessary residential services as schools, parks and local commercial facilities.

Commercial development, which characteristically generates large volumes of traffic, would be equally undesirable due to the likely problems of traffic congestion and the nearby location of a proposed commercial centre along the Canada Way frontage.

Industrial use, employing high standards, such as those of the new M5 (Light Industrial) District category, would seem to provide the most appropriate form of development, assuming that the area is not required for major road purposes. However, any land use changes and the specific properties to be subject to such changes should, we feel, be held in abeyance until such time as the major road alignments in the area have been finalized.

Respectfully submitted,


A. L. Parr.
DIRECTOR OF PLANNING.

RBC:ow
att. 1

c.c. Chief Building Inspector
Municipal Clerk
Municipal Engineer
Senior Planner

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

REZONING REFERENCE #67/72

NOVEMBER 20, 1972

Item #4

ITEM 16
MANAGER'S REPORT NO. 79
COUNCIL MEETING Oct. 22/73

SUBJECT:

Application for the Rezoning of:

- 1) D.L. 69, Blk. 14, Lot 1, 2, 3, 4N1/2, 4S1/2, 9, Plan 155B
- 2) D.L. 69, Blk. 15, Lot A, B, Plan 21765
- 3) D.L. 69, Blk. 15, Lot 1, 2, 3, 4, 5, 6W1/2, 6E1/2, 7, 9, 10
- 4) D.L. 69, Blk. 16, Lot 11, 12, Plan 1321

From Residential District (R5)
To Service Commercial District (C4)

ADDRESS:

2710, 2720, 2730, 2810, 2820, 2830, 2840
Boundary Road.
3722, 3726, 3721, 3732, 3738 Regent
3737, 3745, 3753, 3761 Grandview

LOCATION:

The subject properties are located in an area bounded on the south by Clydesdale Avenue, on the west by Boundary Road and on the east by the 401 Freeway.

SIZE:

The lots have a combined area of approximately 2.93 acres.

SERVICES:

Storm sewer facilities are not available. Sanitary sewer is available for all lots except Lots 11 and 12. Water service is available.

APPLICANT'S INTENTIONS:

The applicants request rezoning to Service Commercial (C4) in order to permit development of "Motels, Motor Hotels and Auto Courts".

SITE OBSERVATIONS:

The lots are located within a triangular shaped area of land bounded by Boundary Road, Highway 401 and Clydesdale which serves as a Freeway ramp. The application for rezoning involves all the privately owned parcels which are developed with single family homes. The remaining seven parcels in this triangle are owned by the Corporation (2) and the Department of Highways (5). This triangular shaped tract slopes steeply down towards the Freeway.

BACKGROUND:

The same applicants previously submitted a rezoning application (Rezoning Application #52/71) requesting a change in zoning from R5 to C4 for the purpose of constructing a Motor Hotel. The Planning Department at that time recommended that the application be tabled pending the receipt of more definite information on freeway construction in this area, and discussions with the Department of Highways, the Regional District and the City of Vancouver. It became apparent that the question of the Freeway

extension would not be resolved quickly and the report prepared by the Planning Department, based on the assumption that the properties would not be required for road purposes, recommended that an industrial use would be more compatible with the proposed development in this area. The unsuitability of the area for traffic generating uses such as apartments and retail outlets was noted at this time. It was argued that industrial uses would be less affected by the closeness of the Freeway, and would, as a general rule generate considerably less traffic than a high density residential or auto-oriented development. Furthermore, the adjoining section of Vancouver is industrially zoned and the Myrtle Street area on the north side of the Freeway is in the process of being zoned for industrial land use.

The location of the area in relation to major traffic routes and other land uses would suggest a need for good quality development with high screening and landscaping standards, and the avoidance of outside storage type operations. This could be best accomplished by the new M5 (Light Industrial) zoning category. The Council on November 1, 1971, approved for further consideration the rezoning to M5 of that portion of the area north of Clydesdale (Grandview Highway) and directed that this proposal be advanced to a Public Hearing with the following proposed prerequisites:

- 1) The assembly and consolidation of the existing residential lots into larger parcels. Because of the varying needs of industry it is desirable that a certain degree of flexibility be maintained in such a subdivision in order that future development might include the whole area or perhaps would involve the division of this block into two or three parcels.
- 2) The deposit of sufficient monies to cover the costs of servicing an individual site.
- 3) The submission of an undertaking to remove all existing improvements from the site.
- 4) The closing of any roads or lanes considered necessary to create a suitably sized and accessible site.
- 5) The dedication of necessary road requirements and the granting of necessary easements.

Following the Public Hearing the zoning amendment bylaw was given two readings on January 10, 1972 and the further advancement of this bylaw was contingent upon the owners meeting the conditions set out in the prerequisites.

DISCUSSION:

Following discussion with residents of this area and receipt of this application, the Department has again reviewed the existing and anticipated land use patterns in this portion of the Municipality and must conclude that the earlier recommendation for M5 Industrial Zoning is appropriate and should be reaffirmed. As noted in earlier reports which are attached the introduction of commercial uses in this enclave would be in conflict with present plans for the future of this area. We have also considered the possibility of using this proposed development as a nucleus for further

commercial development but this is not a feasible solution either.

RECOMMENDATIONS: It is recommended that the existing bylaw which has received two readings be retained and that Council reaffirm the recommendations earlier adopted.

