

ITEM 11
MANAGER'S REPORT NO. 51
COUNCIL MEETING Aug. 5/75

RE: REZONING REFERENCE NO. 31/74

- (a) Block 24, D.L. 1, Plan 4231 (7351 North Road)
- (b) Lot 22 Except Part on Plan 24399, D.L. 1, Plan 3043 (7281 North Road)
- (c) Lot 3, D.L. 1, Plan 24399 (9424 Trans Canada Highway)
- (d) Lot 6 Part Southwest of Freeway, Block 23, D.L. 1, Plan 4231 (9412 Trans Canada Highway)
- (e) Lot 5 Part Southwest of Freeway, Block 23, D.L. 1, Plan 4231 (9388 Trans Canada Highway)
- (f) Part of Lot 2, D.L. 1, Plan 24399 (9354 Trans Canada Highway)
- (g) A Portion of Block 21 Except Part on Plan 24399, D.L. 13, Plan 3046 (9286 Trans Canada Highway)

Burnaby Rezoning By-Law 1965, Amendment By-Law No. 48, 1974, which provides for the rezoning of the subject properties to Small Holdings District (A2), was on the agenda for three readings at the September 3, 1974 meeting of Council. As opposition to the rezoning had been received from the owner of the property, and because of a concern that the land may not be entirely desirable for a part of the Park-Trail System, further action was deferred pending receipt of a report on alternative uses. Information on this matter is contained in the following report from the Director of Planning.

The original rezoning report that was received by Council is attached.

RECOMMENDATIONS:

1. THAT Council receive the report of the Planning Department reaffirming its previous recommendation of rezoning the subject property to Small Holdings District (A2); and
2. THAT the subject rezoning by-law be lifted from the table and advanced for First, Second and Third readings.

* * * * *

July 15, 1975.

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

SUBJECT: REZONING REFERENCE #31/74
B.N.R. PROPERTY FRONTING NORTH ROAD
AND THE TRANS CANADA HIGHWAY

BACKGROUND:

On July 22, 1974 Council received the report of the Planning Department recommending rezoning of the subject property from Neighbourhood Commercial District (C1) and General Industrial District (M2) to Small Holdings District (A2). On August 20, 1974 a Public Hearing was held at which time Council heard a representation by a spokesman for the Company opposing the proposed zoning amendment.

Subsequently, on September 3 Council declined to give three readings to the bylaw, but rather tabled pending a report on alternative uses.

The Planning Department has examined the matter further and would at this time report as follows.

GENERAL OBSERVATIONS:

As was outlined in the previous report to Council, the subject area is undeveloped, moderately forested and has two major watercourses located within its boundaries. It has a fairly steep north-to-south slope and is relatively narrow in width. Located directly to the south beyond the Burlington Northern Railroad right-of-way is a large undeveloped area zoned for park use. This area, including a portion of the Brunette River, has been included in the future development of the Municipal Park Trail System.

ITEM 11
MANAGER'S REPORT NO. 51
COUNCIL MEETING Aug. 5/75

Page 2
R.E. 131/74
July 15, 1975

GENERAL DISCUSSION:

Upon reassessment of the subject site, with respect to the objectives of the area, a number of important elements must be considered.

A major consideration is the assurance that the use of the subject site is compatible with the surrounding land uses and more specifically with the proposed Municipal Park Trail System located to the south. At the present time, the subject site acts as an effective natural buffer between the Trans Canada Highway to the north and the proposed park to the south. The success of the Park Trail development and the general aesthetic quality of the area is dependent upon the maintenance of this buffer afforded by the subject site. Removal of the buffer element as a result of intensifying the use of the subject site would inhibit the success of the Municipal objectives proposed for the area.

Representatives from the Burlington Northern Railway have stated that they intended to hold the properties for future railway operational expansion. It was pointed out that the railway business is increasing rapidly and there is a demand for land for railway operational use. The Sapperton yards of the Burlington Northern Railroad are directly to the east, beyond North Road. Use of the subject site towards these ends could involve considerable construction whereby the natural features of the area would be significantly altered. Much of the natural vegetation presently acting as a buffer element would be destroyed and it is expected that extensive retaining walls to provide usable grades within the site would have to be constructed.

Moreover, railway operational expansion such as an extension of the switching facilities to the subject site would generate considerable negative audio visual effects in the immediate area and detract from the proposed park environment for lands located to the south.

The extreme easterly portion of the site is presently commercially-zoned. Extended commercial use of the subject site would be undesirable and, in all likelihood, largely unfeasible. The slope and width of the site as well as its being locationally juxtaposed with the railway tracks make it totally unsuitable for commercial development. Moreover, access for a commercial use would be extremely difficult to achieve as a result of the natural and man-made parameters of the site. Commercial use of the isolated site would also contradict Council's policy of aggregating commercial facilities in the designated commercial core of Apartment Areas "G" and "H", and would therefore be untenable from a planning point of view.

Finally, designating the use of the site as a park under Institutional Zoning would be conceptually compatible and desirable with respect to protecting the interests of the surrounding land users in the area; however, this approach could not be recommended unless the Corporation were in fact the owner or contemplating the purchase of the property. As the property is not proposed for acquisition, zoning for park use is not warranted.

Page 3
R.Z. #31/74
July 15, 1975

ITEM 11

MANAGER'S REPORT NO. 51

COUNCIL MEETING Aug. 5/75

The site's shape and proximity to freeway and rail traffic, isolation from school and other community facilities and separation from other residential areas render it unsuitable for residential uses.


CONCLUSION:

In summary, the originally-proposed rezoning to Small Holding District (A2) provides the most logical and viable designation of the subject property. It controls the development intensity of the site thereby minimizing potentially incompatible interface with the surrounding land uses. It enables the natural vegetation to be maintained which provides an appropriate buffer between the Park Trail System and the Freeway. Finally, rezoning to A2 allows the general area to develop as intended whereby the proposed park to the south will provide a linear connector between developing parklands to the northwest and Coquitlam parklands to the southeast, while continuing to permit the retention of the existing railroad right-of-way.

RECOMMENDATION:

It is recommended that:

1. Council receive the report of the Planning Department reaffirming its previous recommendation of rezoning the subject property to Small Holdings District (A2).
2. The subject rezoning bylaw be lifted from the table and given First, Second and Third Readings.


A. L. Parr,
DIRECTOR OF PLANNING.

AD
PDS:DGS:bp

CITY OF THE DISTRICT OF BURNABY

ITEM 11

MANAGER'S REPORT NO. 51

COUNCIL MEETING Aug. 5/75

PLANNING DEPARTMENT
 REZONING REFERENCE #31/74
 JULY 22, 1974

Item #3

1.0 GENERAL INFORMATION:

1.1 Applicant: The Corporation of the District of Burnaby

1.2 Subject: Application for the rezoning of:

D.L. 1, Blk. 21, Plan 4231
 Part of D.L. 1, Blk. 22 exc. pt. on
 Plan 24399, Plan 3043
 D.L. 1, Lot 3, Plan 24399
 D.L. 1, Blk. 23, Lot 6 pt. S.W. of
 Freeway, Plan 4231
 D.L. 1, Blk. 23, Lot 5 pt. S.W. of
 Freeway, Plan 4231
 Part of D.L. 1, Lot 2, Plan 24399
 Part of D.L. 13, Blk. 21 exc. pt. on
 Plan 24399, Plan 3046

From: Neighbourhood Commercial
 District (C1) and
 General Industrial District (M2)
 To: Small Holdings District (A2)

1.3 Addresses: 7351, 7281 North Road
9424, 9412, 9388, 9354, 9286 Trans Canada Hwy.

1.4 Location: The subject area is located between the Trans Canada Highway and the Great Northern Railway right-of-way extending west from North Road in east Burnaby (see attached Sketch #1).

1.5 Size: The subject properties, consolidated have a 774.25' frontage on the Trans Canada Highway, an approximate 2,700' frontage on the Great Northern Railroad right-of-way, and an approximate area of 14.4 acres.

1.6 Services: Water and Storm Sewer are available on North Road only, Sanitary Sewer is available on North Road and from a line which crosses the area at its westerly extent.

2.0 SITE OBSERVATIONS:

The subject area is undeveloped, heavily forested and has two major watercourses located within its boundaries. To the north beyond the Great Northern Railroad right-of-way is a large area presently undeveloped and zoned for park use. This park area extends southward to the southern edge of the Burnaby River. Beyond the river further south is an extensive and only sparsely developed Small Holdings District (A2). To the west is an undeveloped A2 district with the above discussed park area extending northwest between the railroad right-of-way and the Burnaby River. To the east, in Coquitlam is a large industrial installation with an extensive park/school

facility south of it. To the north and east beyond the Trans Canada Highway is a small triangular area developed for industrial use, those industries essentially being oriented toward similar development in Coquitlam. The balance of the area to the north, beyond the freeway, is included in Areas "G" and "H" of the 1969 Apartment Study (Community Plans #5 and #10) which is essentially designated for the development of residential uses at various densities around the commercial core of Lougheed Mall. It should be noted that the areas designated for residential use abutting the freeway are not yet developed.

3.0 GENERAL OBSERVATIONS:

The subject area is being placed before Council for rezoning at the present time for two reasons:

1. The development of industrial facilities at this location would have a major negative effect on the environment of the residential areas both developed and designated for Apartment Areas "G" and "H" to the north. The development of commercial facilities within the existing C1 district along North Road would be in contradiction to Council's policy of aggregating commercial facilities in the Areas "G" and "H" commercial centre.
2. It is desirable that the subject area be withheld from development such that these lands can be considered in conjunction with those areas further to the south that are undeveloped and currently zoned Small Holdings District (A2). At present it is felt that the subject parcels will ultimately be designated for park use as an extension of that area along the north shore of the Brunette River that is presently designated as park. Ultimately this total park assembly will provide an important recreational area related to the river for residents of areas to the north and south as well as providing a linear connector between developing park lands to the northwest and Coquitlam park lands to the southeast as an extension of the Municipal Park/Trail system.

For these reasons, the maintenance of the subject lands in an undeveloped and relatively natural situation is crucial.

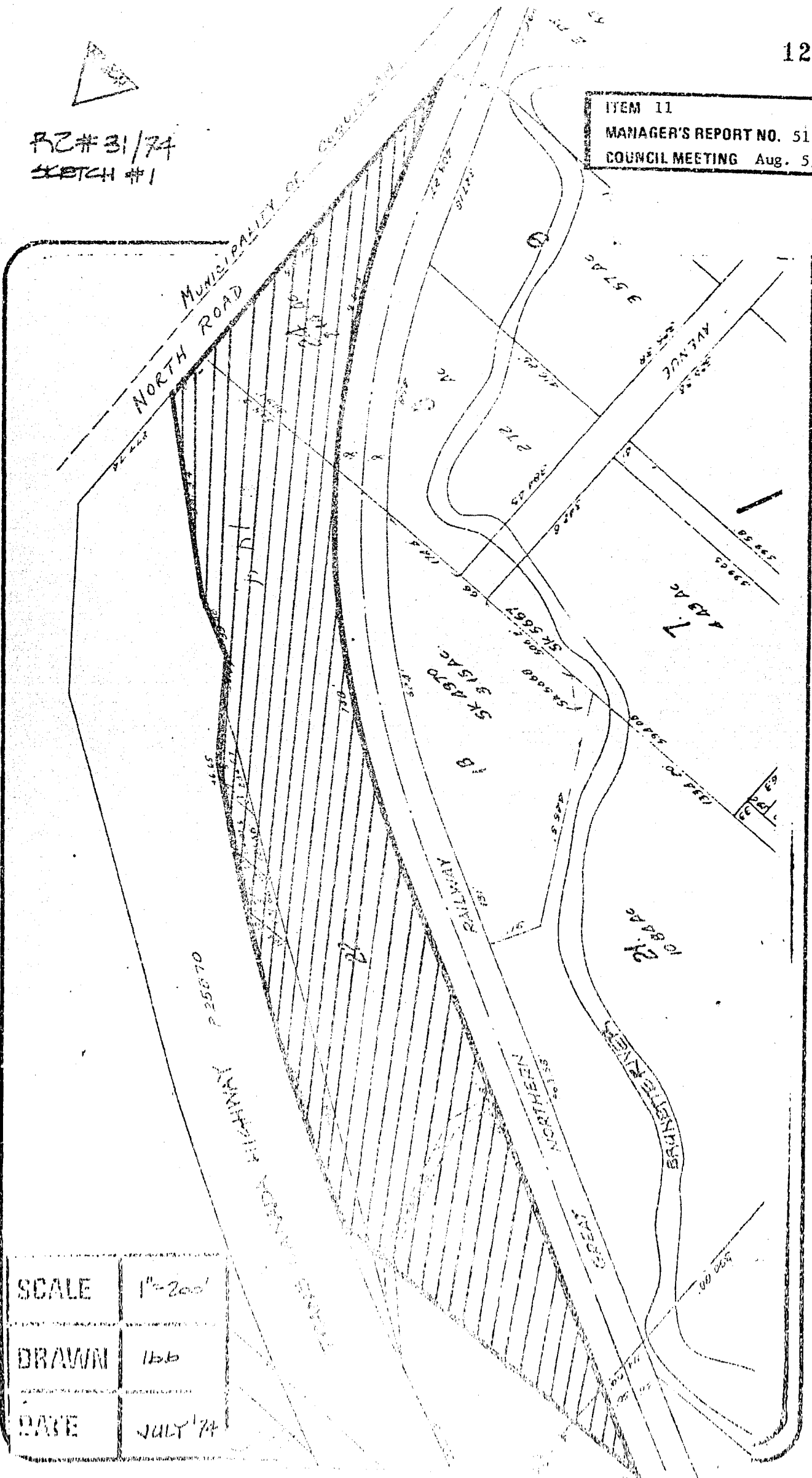
4.0 RECOMMENDATION:

It is recommended that Council receive the report of the Planning Department and request that a rezoning bylaw be prepared as above outlined and that the rezoning be advanced to a Public Hearing on 20 August, 1974.

LBB:bp
Attach.

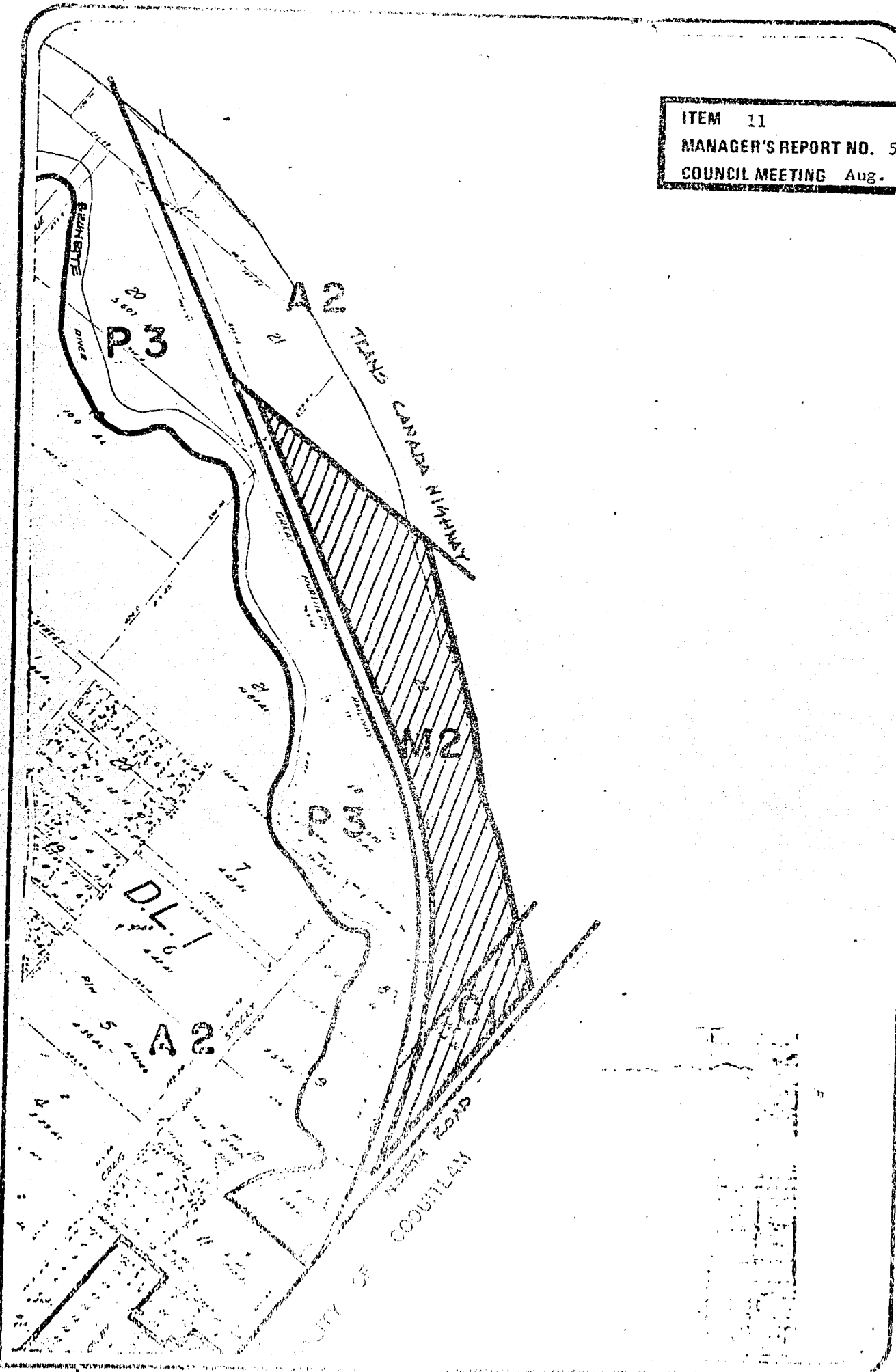
RZ# 31/74
SKETCH #1

ITEM 11
MANAGER'S REPORT NO. 51
COUNCIL MEETING Aug. 5/75



SCALE	1"=200'
DRAWN	lbb
DATE	JULY 74

ITEM 11
 MANAGER'S REPORT NO. 51
 COUNCIL MEETING Aug. 5/75



SCALE	1" = 400'
DRAWN	156
DATE	JULY '74

PC# 31174
 SKETCH # 2

