

Re: REZONING APPLICATIONS

Following for your consideration are reports submitted by the Planning Director covering various rezoning applications.

RECOMMENDATION:

1. THAT Council set a Public Hearing for this group of rezonings on Tuesday, October 19, 1976, except where noted otherwise in the individual reports.

* * * *

PLANNING DEPARTMENT
SEPTEMBER 17, 1976

RE: REZONING APPLICATIONS

Attached please find reports on outstanding rezoning applications.

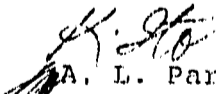
		<u>Page</u> <u>No.</u>	<u>Rec.</u> <u>Page No.</u>
Item #1 RZ #21/76	Application for the rezoning of: Lot 66, D.L. 29, Plan 38396 From: Residential District (R5) To: Multiple Family Residential District (RM1) Address: 7459 - 12th Avenue	304	307
Item #2 RZ #26/76	Application for the rezoning of: Southern 60' of Lots A & B, Block 25, D.L. 80, Plan 16273 From: Neighbourhood Institutional District (P1) To: Residential District (R2) Address: 5584 Kincaid Street	313	314

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Item #3 RZ #28/76	Application for the rezoning of: Lots 3 & 4, S.D. 6, Block 5, D.L. 74 S1/2, Plan 2730 From: Residential District (R3) To: Residential District (R5) Addresses: 4730/34 Canada Way	318	319
Item #4 RZ #30/76	Application for the rezoning of: East half of Carlton Avenue between Canada Way and Norfolk Street, D.L. 69 From: Residential District (R5) To: Community Institutional District (P5) Address: Carlton Avenue	323	325
Item #5 RZ #32/76	Application for the rezoning of: Lot 81, D.L. 59, Plan 37737 From: Residential District (R2) & Heavy Industrial District (M3) To: Heavy Industrial District (M3) Address: 2671 Lake City Way	330	331
Item #6 RZ #33/76	Application for the rezoning of: Lot 1, Block 9, D.L. 199 E1/2, Plan 2855 From: General Industrial District (M2) To: Light Industrial District (M5) Address: 4306 Dawson Street	336	338
Item #7 RZ #34/76	Application for the rezoning of: Lot 217, D.L. 80, Plan 34884, and Parcel 1 of Lot "B", D.L. 80, Plan 5296 From: Residential District (R4) To: Comprehensive Development District (CD) Addresses: 4880 & 4892 Canada Way	342	345

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Item #8 RZ #35/76	Application for the rezoning of: Lot 28, Block 4, D.L. 96N, Plan 2189 From: Service Commercial District (C4) & Residential District (R5) To: Service Commercial District (C4) Address: 6605 Arcola Street	349	351
Item #9 RZ #36/76	Application for the rezoning of: Lot 4, Blocks 12 & 13, D.L. 94, Plan 2723 and Lot 5, Block 13, D.L. 94, Plan 2723 From: Special Industrial District (M4) To: Service Commercial District (C4) Addresses: 6610 & 6630 Royal Oak Avenue	356	358
Item #10 RZ #37/76	Application for the rezoning of: Lot 4, Block 3, Sk. 8125 exc. Pt. on Plan 21109, D.L. 59, 136 & 137, Plan 3050; Lots 1 & 2, Block 3, D.L. 59, Plan 9334; Lot 3, S.D. 4, Block 3, D.L. 59, 136 & 137, Plan 14985 From: Neighbourhood Commercial District (C1) & Small Holdings District (A2) To: Comprehensive Development District (CD) Addresses: 7111 Lougheed Highway, 2820/2808/2776 Bainbridge Avenue	363	366

We would recommend that Council set a Public Hearing for this group of rezonings on Tuesday, October 19, 1976, except where noted otherwise in the individual reports.

Respectfully submitted,


A. L. Parr
DIRECTOR OF PLANNING

/cw

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #21/76
SEPTEMBER 20, 1976

Item #1

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Aurora Realty Co. Ltd.
6731 Kingsway
Burnaby, B.C.
V5E 1E4
- 1.2 Subject: Application for the rezoning of:

Lot 66, D.L. 29, Plan 38396

From: Residential District (R5)
To: Multiple Family Residential
District (R1)
- 1.3 Address: 7459 12th Avenue
- 1.4 Location: The subject site is located on the
north side of 12th Avenue approximately
173 feet east of Kingsway (see attached
Sketches 1, 2, 3 and 4).
- 1.5 Size: The subject site is rectangular in shape
with an area of 48,772 square feet, a
width of 274 feet, and a depth of
178 feet.
- 1.6 Services: Water and sanitary facilities are
available and adequate to serve the
subject site. Storm sewer facilities
will require upgrading.
- 1.7 Applicant's
Intentions: The applicant has requested rezoning in
order to construct a low density garden
apartment complex.

2.0 SITE OBSERVATIONS:

Approximately two-thirds of the subject site is occupied by a modest poorly maintained motel facility approximately 40 years of age. The remainder of the site is vacant and overgrown with grass and shrubs. Located to the southwest is a service station and car wash facility fronting Kingsway, beyond which lie several other service commercial uses. Several modest but well maintained single family residences lie to the northeast of the subject site separated by a 20 foot paved lane. Located to the northwest of the site is a recently constructed 15 unit garden apartment complex fronting Thirteenth Avenue and an older industrial facility comprising three large structures occupied by heating and air conditioning manufacturers. Located to the southeast beyond Twelfth Avenue is the St. Thomas Moore Catholic Church and High School facilities comprising several two storey structures on a fairly large grassed site. Access to the subject site is via Twelfth Avenue, which is developed to full municipal standards.

3.0 GENERAL OBSERVATIONS:

The subject site is found within an area designated for low density multiple family apartment development, as outlined in Area "P" of the 1969 Apartment Study (see Sketch 2). The proximity of related school, park and commercial facilities make this area suitable for garden and townhouse development oriented towards family accommodation. Further, the existing residential character of the surrounding area supports the desirability of maintaining low rather than medium density apartment accommodation at this location.

At the present time, only a few apartment and townhouse facilities have been developed in this area, the majority of which were constructed prior to 1969. Most of the remaining apartment designated sites are presently occupied by older commercial and industrial enterprises, such as the Niagara Motel, occupying the subject site and air conditioning and furnace manufacturers located at the northeast corner of Thirteenth Avenue and Kingsway (see Sketch 3). However, a garden apartment development consisting of 72 units at the northeast corner of Fifteenth Avenue and Kingsway was recently approved under Rezoning Reference #35/75 (see Sketch 3). This apartment development site initially comprised an area of 2.68 acres, which, in confirmation of Council's previous policy, required the inclusion of the C4 commercial properties fronting Kingsway. This was necessary as a means of avoiding an undesirable interface between strip commercial uses (should the C4 properties not be included with the site) and proposed multiple family residential uses. Further, it would provide sufficient site depth to allow for appropriate building setback from Kingsway. However, in order to facilitate the development of a high quality residential environment in this area, the applicant was required to provide a conceptual community plan for the remainder of the block bounded by Fifteenth Avenue, Humphries Court, Kingsway and Fourteenth Avenue representing an additional 1.55 acres and 40 units. This additional site included similar strip commercial properties fronting Kingsway which were occupied by a muffler shop, of which plans for expansion were subsequently initiated. Consequently, Council found it necessary to rezone the muffler shop to the CD category based on the existing uses and improvements (Rezoning Reference #18/76) since expansion plans for the existing facility would increase the value of the site, thereby prohibiting future acquisition and apartment development as proposed in the conceptual community plan.

The block in which the subject site is located, bounded by Thirteenth Avenue, Kingsway, Twelfth Avenue, and a developed lane running parallel with Mary Avenue, is occupied by a motel facility, a relatively new townhouse development, an industrial facility, and a service station and car wash represented in Sketch 4 by Figures A, B, C and D, respectively. Thus, only Sites A, C and D are available for apartment development as per the Apartment Study, which together comprise an area of approximately 3.18 acres.

The applicant desires to rezone only Site A for apartment development comprising an area of 1.12 acres. The Planning Department advises that rezoning and development of the subject site alone is not in the best interests of the

Apartment Study since it would render the remaining Sites C and D comprising 1.36 and .71 acres, respectively, undevelopable for suitable apartment accommodation. In this sense, the capital costs of acquiring Sites C and D individually or together for apartment development at some future date would be economically prohibitive since both sites are commercially zoned and occupied by existing business interests. However, the comparatively lower acquisition costs of the subject site due to its existing improvements could foreseeably offset the total assembly costs of a larger, more appropriate site to include A, D and C.

Furthermore, should the development proceed on the subject site by itself, the maintenance of the existing adjacent strip commercial service station and industrial uses would present an undesirable interface with the proposed apartment complex. It is also important to note that the assembly of relatively large sites for apartment development as demonstrated in Rezoning Reference #35/75 above and especially in low density family-oriented situations allows for appropriate siting flexibility and open space so essential in the creation of a successful family-oriented environment. In this sense, the resultant future development of smaller sites (C and D) which front Kingsway would preclude suitable development of this nature.

In light of the foregoing, the Planning Department advises that the subject development proposal cannot be supported since it would frustrate future suitable apartment development of the remaining sites within the block. Most importantly, the failure to include Sites C and D would contradict Council's policy (as implemented in Rezoning Reference #35/75 and #18/76) of encouraging the removal of incompatible adjacent uses where they are unwarranted which may result in the possibility of existing unsuitable uses effectively prohibiting appropriate redevelopment. As a result, the applicant should be encouraged to assemble a larger, more suitable site as envisioned for this area, thereby facilitating the deletion of the existing strip commercial and industrial uses as outlined in the adopted Apartment Study Area "P". Thus, the subject site should be consolidated with Sites C and D towards assembling an optimum apartment site of 3.18 acres at this location.

However, the Planning Department acknowledges the economic difficulties of land acquisition and assembly in these circumstances and would be prepared to support an assembly and development of the subject site together with the gas station site (D), provided that a community plan is prepared for the remaining Site C. The community plan would therefore facilitate the eventual development of an appropriate family-oriented site towards the implementation of the Apartment Area objectives (see Sketch 4).

4.0 CONCLUSION:

In summary, the Planning Department advises that the subject proposal should not be supported since it will tend to frustrate the implementation of the adopted Apartment Area objectives by rendering the remaining sites within the block economically undevelopable for appropriate low density family-oriented accommodation.

5.0 RECOMMENDATION:

It is recommended:

- a) THAT Council not give favourable consideration to the subject rezoning request.
- b) THAT Council authorize the Planning Department to continue working with the applicant towards the appropriate land assembly of the subject site with adjacent potential apartment sites according to the terms outlined in Section 3.0 of this report.

H.I.
PDS:cw
Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #26/76
SEPTEMBER 20, 1976

Item #2

1.0 GENERAL INFORMATION:

- 1.1 Applicant: First United Spiritualist Church
5584 Kincaid Street
Burnaby, B.C.
V5G 1W3
- 1.2 Subject: Application for the rezoning of:

Southern 60' of Lots A & B, Block 25,
D.L. 80, Plan 16273

From: Neighbourhood Institutional
District (P1)
To: Residential District (R2)
- 1.3 Address: 5584 Kincaid Street
- 1.4 Location: The subject site is located at the north
east corner of Teal Avenue and Forest
Street (see attached Sketches 1 and 2).
- 1.5 Size: The subject site is rectangular in
shape with an area of 7,920 square feet,
a width of 60 feet, and a depth of
132 feet.
- 1.6 Services: The Municipal Engineer has been requested
to provide the necessary servicing
information regarding the subject
site.
- 1.7 Applicant's
Intensions: The applicant has requested rezoning in
order to create one lot for single
family residential development based
on the R2 Zoning District.

2.0 SITE OBSERVATIONS:

The subject site is presently vacant with numerous deciduous trees and natural ground vegetation throughout. To the north of the site lies the First United Spiritualist Church facility, consisting of a modest one storey frame structure with an associated partially gravelled parking surface. To the south, west and east lie numerous fairly new and well maintained single family residences. The subject site is flanked by Forest Street on the south and Teal Avenue on the west which are both developed to full municipal standards.

3.0 GENERAL OBSERVATIONS:

At the present time, the subject site forms the southern one-third of two legal lots occupied by the First United Spiritualist Church facility which fronts Kincaid Street. These parcels are situated within a very well established single family residential area bounded by Canada Way, Royal Oak Avenue, Percival Avenue, and Gilpin Street, in which numerous new residential units have been constructed.

Upon recent discussions with the Planning Department, representatives from the Church indicated that the subject rear portion of the Church lots (Lots A and B) were not presently utilized for Church purposes, nor was it anticipated to be needed in the foreseeable future. As a result, they felt that this portion of their property could be subdivided for residential purposes. Subsequently, a subdivision application was submitted in July of 1976 (Subdivision Reference #90/76).

The requested subdivision will create one R2 single family residential lot which will front Teal Avenue. Most importantly, the requested subdivision will not render the existing Church site legally non-conforming in terms of satisfying the minimum lot requirement as the remaining Church site will be 20,328 square feet, which is well over the 9,600 square foot minimum site area as per the P1 Zoning District. However, in order to subdivide the subject lots for residential purposes, it is necessary that they be rezoned from P1 Institutional to R2 Residential.

The Planning Department advises that the requested rezoning will provide for suitable residential development in the context of existing predominantly R2 residential area. In addition, it will not render the existing Church site (comprising Lots A and B to be consolidated into one legal parcel) legally non-conforming in terms of site area requirements, and will provide for a considerable upgrading of the existing property. However, in order to provide a suitable interface between the Church and the proposed residential lot, it will be necessary for the applicant to provide an appropriate landscape buffer along the north property line of the subject site.

4.0 RECOMMENDATION:

It is recommended THAT Council receive the report of the Planning Department and request that a rezoning bylaw be prepared, and THAT the rezoning be advanced to a Public Hearing on October 19, 1976, and THAT the following be established as prerequisites to the completion of rezoning:

- (a) The satisfaction of all requisite conditions necessary to gain Subdivision Approval to include the consolidation of the two Church properties, Lots A and B, into one legal parcel.

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September 20, 1976

- (b) The deposit of a \$521 per subdivided lot levy to go towards the acquisition of required neighbourhood parks.
- (c) The provision of an appropriate landscape buffer along the north property line of the subject site for the purposes outlined above and to the satisfaction of the Planning Department.


PDS:cw
Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #28/76
SEPTEMBER 20, 1976

Item #3

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. G. Cocco
6969 Royal Oak Avenue
Burnaby, B.C.
- 1.2 Subject: Application for the rezoning of:

Lots 3 & 4, S.D. 6, Block 5, D.L. 74 S1/2,
Plan 2730

From: Residential District (R3)
To: Residential District (R5)
- 1.3 Address: 4730/34 Canada Way
- 1.4 Location: The subject site is located on the west side of Canada Way between Hardwick Street and Woodsworth Street (see attached location Sketches 1 and 2).
- 1.5 Size: The subject site is rectangular in shape with an area of 14,789 square feet, a width of 132 feet, and a length of 112 feet.
- 1.6 Services: All services are available and adequate for the proposed use.
- 1.7 Applicant's Intentions: The applicant has requested rezoning in order to construct two duplex dwellings.

2.0 SITE OBSERVATIONS:

The subject site is presently undeveloped with an overgrown grassed surface and several fruit trees. To the north of the site lies an old poorly maintained single family residence fronting Hardwick Street with an adjacent flower stand fronting Canada Way. To the south of the site fronting Woodsworth Street is a single family residence presently in the final stages of construction. To the east across Canada Way lies one modest legally non-conforming duplex approximately 20 years of age, a vacant residential property, and several relatively new single family residences fronting Hardwick Street. Numerous well maintained single family residences, many of which are relatively new, lie to the west of the site fronting Hardwick Street and Woodsworth Street. Canada Way is developed to full municipal standards. Access to the site is via a lane which flanks the west property line.

3.0 GENERAL OBSERVATIONS:

At the present time, the subject site is comprised of two legal parcels which can be suitably developed for single family residential purposes under the existing R3 zoning designation. However, the applicant has requested rezoning to the R5 district in order to construct two duplex dwellings which will front Canada Way.

The Planning Department advises that the subject site is situated within a well established R3 single family residential neighbourhood bounded by Douglas Road, Sprout Street, Westminster Avenue, and Laurel Street. As a result, the requested rezoning would create a clear case of "spot zoning" in which two duplex units would be constructed in a predominantly well established single family residential area. This Department does acknowledge the fact that a duplex does exist to the east of the site fronting Canada Way. However, this duplex is legally non-conforming since it was constructed prior to the Burnaby Zoning Bylaw 1965.

On past occasions, Council has given unfavourable consideration to similar rezoning requests of this nature where "spot zoning" was involved. More specifically, Rezoning Reference #56/74 situated at Canada Way and Mayfield Street was rejected by Council on this basis. Furthermore, the environmental and aesthetic conditions involving properties fronting Canada Way with minimum front yard setbacks utilizing typical duplex siting criteria raises many questions regarding its suitability for higher density family-oriented accommodation.

4.0 CONCLUSION:

In summary, the subject rezoning request would clearly disrupt the homogeneous character of the residential enclave in which the site is located and promote similar unwarranted rezoning requests on other existing vacant lots in the immediate area. In this respect, the subject request is contrary to the intent of the Zoning Bylaw, that is to preserve the amenities, character and stability of the uses to which the zone is intended.

In addition, the Planning Department submits that numerous areas in the Municipality are presently zoned R4 and R5 which are suitable for duplex uses, as proposed by the applicant. These zoning districts have been established as a means of satisfying the specific demands for two family residential accommodation where it is warranted, while preserving the general character and stability of established single family residential neighbourhoods.

5.0 RECOMMENDATION:

It is recommended THAT Council not give favourable consideration to the subject rezoning application.


PDS:cw
Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #30/76
SEPTEMBER 20, 1976

Item #4

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. Peter Smith
Smith Kramer Architects
3867 Second Avenue
Burnaby, B.C.
V5C 3N7
- 1.2 Subject: Application for the rezoning of:

East half of Carlton Avenue between
Canada Way and Norfolk Street, D.L. 69

From: Residential District (R5)
To: Community Institutional District (P5)
- 1.3 Address: Carlton Avenue
- 1.4 Location: The subject area is located on the east
half of the undeveloped portion of the
Carlton Avenue road allowance between
Canada Way and Norfolk Street (see
Sketches 1, 2 and 3).
- 1.5 Size: The subject site has an area of
6,666 square feet, a width of 33 feet,
and a length of 203 feet.
- 1.6 Services: Water and sanitary sewer facilities are
adequate and available. Storm sewer
facilities are not available.
- 1.7 Applicant's
Intentions: The applicant has requested rezoning in
order to acquire the redundant Carlton
Avenue road allowance to be incorporated
into the Carlton Private Hospital
expansion.

2.0 SITE OBSERVATIONS:

The subject site is undeveloped with a north-south slope and numerous trees situated throughout. To the north lies similar undeveloped and heavily treed lands adjacent to numerous single family residences fronting Norfolk and Dominion Streets. The Carlton Private Hospital, comprised of a well maintained but modest two storey frame structure, lies to the immediate west of the site. Several residential properties are located to the east, of which only two are occupied by modest homes approximately 25 to 30 years of age. The remaining of these residential properties are undeveloped. To the south, beyond Canada Way, lies a recently constructed Senior Citizens Home adjacent to a large undeveloped parcel of land. Canada Way is developed to full municipal standards.

3.0 GENERAL OBSERVATIONS:

The subject site comprises the east half of the undeveloped Carlton Avenue road allowance situated between Canada Way and Norfolk Street (see Sketch 1). At the present time, the west half of this road allowance is zoned Community Institutional District (P5), whereas the east half is zoned Residential District (R5) (see Sketch 2). This split zoning situation is not uncommon since the legal boundaries of zoning districts extend to the centre line of road allowances (Section 5.2(1) of the Burnaby Zoning Bylaw 1965).

The subject site is found within Area "I" of the 1969 Apartment Study and has been designated for institutional development, as illustrated on Sketch 3. In this sense, Carlton Avenue, between Norfolk Street and Canada Way, has been determined to be redundant and thus may be closed and consolidated with an adjacent site for institutional uses or as part of a larger institutional site should it be assembled at some future date.

At the present time, the Carlton Private Hospital has submitted plans (under Preliminary Plan Approval #3751) for a substantial expansion of their existing facilities located to the immediate east to include the construction of an extended care unit. However, in order to accommodate this expansion, the subject 66 foot road allowance requires closure and consolidation with their site in order to satisfy their specific building and municipal side yard requirements. In this respect, Council received a report from the Planning Department on August 30, 1976 authorizing the introduction of the necessary Road Closure Bylaw subject to the following conditions:

1. Consolidation of the road allowance with the hospital site.
2. Payment of compensation to the Municipality in the amount of \$65,000 for the 66' x 203.9' area, as determined by the Municipal Land Agent.
3. Protection of existing sewer and water mains by the granting of an easement in favour of Burnaby subsequent to final consolidation.
4. Retention of an existing access across the allowance to 4205 Canada Way until redevelopment occurs on this property in conjunction with abutting owners.
5. Written consent to the closure from all abutting owners on the east side of the allowance.
6. Submission of all survey plans necessary for the closure and subsequent consolidation.

The Planning Department advises that the requested rezoning will enable the Carlton Private Hospital to expand their existing facilities as proposed. Moreover, the proposed expansion will further the objectives and goals of the 1969 Apartment Area Study towards appropriate institutional

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development in the immediate area without rendering the remaining institutionally designated properties in the area undevelopable. It is therefore necessary for Council to consider the rezoning of the east half of the redundant Carlton Avenue road allowance between Canada Way and Norfolk Street to the P5 Zoning District.

5.0 RECOMMENDATION:

It is recommended THAT Council receive the report of the Planning Department and request that a rezoning bylaw be prepared, and THAT the rezoning be advanced to a Public Hearing on October 19, 1976, and THAT the following be established as prerequisites to the completion of the rezoning:

- a) The completion of the requisite Road Closure Bylaw.
- b) The consolidation of that portion of the Carlton Avenue road allowance between Canada Way and Norfolk Street to be closed with the Carlton Private Hospital site (Block 48, D.L. 69, Plan 3307) situated to the immediate east.
- c) The granting of any necessary easements.
- d) The dedication of any rights-of-way deemed requisite.
- e) The Approval of the Department of Highways.
- f) The retention of as many existing mature trees as possible on the site.

H-9
PDS:cw
Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #32/76
SEPTEMBER 20, 1976

Item #5

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. R. J. Dick
Lake City Industrial Corporation
400 The Guinness Tower
1055 West Hastings Street
Vancouver, B.C.
- 1.2 Subject: Application for the rezoning of:

Lot 81, D.L. 59, Group 1, Plan 37737,
N.W.D.

From: Residential District (R2) and
Heavy Industrial District (M3)
To: Heavy Industrial District (M3)
- 1.3 Address: 2671 Lake City Way
- 1.4 Location: The subject site is located at the
southwest corner of Lake City Way and
Broadway (see attached Sketches 1 and 2).
- 1.5 Size: The subject site is irregular in shape
with an area of approximately 75,000 square
feet, a depth of 300 feet, and a width
of 250 feet.
- 1.6 Services: Water and sanitary sewer facilities
are available and adequate to serve the
proposed use. Storm sewer facilities
are not available.
- 1.7 Applicant's
Intentions: The applicant has requested rezoning in
order to bring the northwest corner of
the site into conformity with the M3
zoning of the area for the purposes of
constructing an industrial facility.

2.0 SITE OBSERVATIONS:

The subject site is presently vacant with abundant natural vegetation throughout and a slight northwest to southeast slope. Located to the north beyond Broadway is the Burnaby Mountain Municipal Golf Course adjacent to a large undeveloped parcel of land. To the south and west lie several large well maintained industrial facilities characteristic of the Lake City Industrial Park. To the west of the site lies a strip of undeveloped (Municipally owned) lands designated for park/trail use, beyond which lies a fairly recent single family residential subdivision. Lake City Way is developed to full municipal standards and provides vehicular access to the subject site.

3.0 GENERAL COMMENTS:

The subject site is located at the northwest corner of the Lake City Industrial Park, a large heavy industrial area covering approximately 400 acres north of the Lougheed Highway between Lake City Way and Gaglardi Way. At the present time, a major portion of this industrial park has been developed to accommodate a variety of large, primary and secondary high quality industrial facilities. However, several sites of varying size remain undeveloped.

The subject site, which has a comparatively small area in the context of the industrial park, is split zoned between M3, the predominant zoning designation for the area, and R2 Residential (see Sketch 1). The boundary of the R2 portion of the site which follows the historical alignment of Broadway has become redundant since the ravine area designated for park/trail use (as adopted by the Parks Commission and known as the Eagle Creek Trail System) lies to the immediate west of the site and forms an appropriate buffer for the nearby single family residential subdivision (see Sketch 2). Furthermore, all property required for park/trail purposes in this area have been acquired by the Municipality.

The applicant proposes to lease the subject site to a client who wishes to construct an industrial facility. However, in order to enable the site to be utilized effectively, it has become advantageous to extend the M3 zoning designation to correspond to the existing legal property lines, thereby removing the existing R2 zoning of the northwest portion of the site (see Sketch 1).

The Planning Department advises that the subject rezoning request is consistent with the general industrial development of the immediate area. It will provide for an effective industrial use of the subject site, as well as a logical zoning boundary for the western edge of the Lake City Industrial Park. Further, the subject rezoning will not affect the development of the adjacent park/trail link which will provide an effective buffer for the nearby residential enclave. However, in order to ensure that an effective buffer is established between the subject facility and the nearby residential area, it will be necessary to provide appropriate landscaping on the western boundary of the site where necessary to be reflected in the suitable plan of development.

4.0 RECOMMENDATION:

It is recommended THAT Council receive the report of the Planning Department and request that a rezoning bylaw be prepared, and THAT the rezoning be advanced to a Public Hearing on October 19, 1976, and THAT the following be established as prerequisites to the completion of rezoning:

- a) The submission of a suitable plan of development incorporating the buffering concerns outlined above.

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- b) The granting of any necessary easements.
- c) The dedication of any rights-of-way deemed requisite.
- d) The deposit of sufficient monies to cover costs of all services necessary to serve the site.
- e) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- f) Approval of the Department of Highways.

K.O.
PDS:cw
Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #33/76
SEPTEMBER 20, 1976

Item #6

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. G. F. Winter
Mowhawk Oil Co. Ltd.
#130 - 6545 Bonsor Street
Burnaby, B.C.
- 1.2 Subject: Application for the rezoning of :

Lot 1, Block 9, D.L. 199 E1/2,
Plan 2855

From: General Industrial District (M2)
To: Light Industrial District (M5)
- 1.3 Address: 4306 Dawson Street
- 1.4 Location: The subject site is located at the
southeast corner of Dawson Street and
Madison Avenue (see attached Sketches 1
and 2).
- 1.5 Size: The subject site is rectangular in shape
with an area of 7,771 square feet, a
width of 63.7 feet and a depth of
122 feet.
- 1.6 Services: All services are available and adequate
to serve the subject site.
- 1.7 Applicant's
Intentions: The applicant has requested rezoning in
order to permit the existing building to
be utilized by a wider array of office
tenants.

2.0 SITE OBSERVATIONS:

The subject site is presently occupied by a two storey concrete block building with an asphalted parking surface on the west and rear portions of the property. Three older poorly maintained single family residences on small lots fronting Dawson Street lie to the east of the site. To the west beyond Madison Avenue lies the Commings Diesel facility comprising a large concrete block structure. Two similar industrial facilities occupied by Williams Moving and Storage and J. M. Schnieder Inc. lie to the north of the site across Dawson Street. To the south lies a large new industrial facility occupied by Robinson Electric and Century Sales and Controls Ltd. Dawson Street and Madison Avenue are both developed to interim standards. Access to the site is via Madison Avenue and from a paved lane located to the immediate south of the site.

3.0 GENERAL OBSERVATIONS:

The subject site is located within the central industrial valley area of the Municipality and, more specifically, within a predominantly heavy industrial enclave zoned M2 situated between Dawson Street, the 401 Freeway, Rosser Avenue and Gilmore Avenue. Other lands in the immediate vicinity are zoned M1 Manufacturing District. In essence, properties in the central industrial valley between the Lougheed Highway and the 401 Freeway serve a variety of heavy and light manufacturing and industrial uses primarily as a result of its relative proximity to the urban markets and its convenient access to nearby major rail and truck routes. In this sense, this area has experienced an abundant growth of viable industrial and manufacturing activity.

At the present time, the majority of the M2 industrial lands in this area are occupied by substantial industrial facilities situated on relatively large sites, well over the minimum site area requirements of the M2 district. However, as a result of historical circumstances, the subject site along with five adjacent properties to the immediate east remain comparatively small, with areas of 7,686 square feet and frontages of 63 feet. In this respect, these properties do not satisfy the minimum lot requirements of 10,000 square feet as per the M2 zoning district. Nevertheless, they have the status of legal non-conformity since the lots were described on the official records on file in the Land Registry Office prior to the adoption of the Burnaby Zoning Bylaw 1965 and can be legally rezoned to the M5 zoning district.

At the present time, the building occupying the subject site is used primarily as an office facility for Mowhawk Oil Co. Ltd. and its subsidiaries which employ approximately 40 people at this location. The building is also utilized for limited storage and warehousing of service station equipment and related items. The applicant has requested rezoning to M5 for the purposes of leasing the premises to a wider range of office tenants since the M2 district is relatively restrictive for office uses.

The Planning Department advises that the subject rezoning would result in the introduction of an isolated general office use which is unrelated and out of context in a predominantly heavy industrial setting. As a result, a spot zoning situation would be created which would promote similar rezoning requests on other properties in the immediate area. More specifically, the five adjacent legally non-conforming properties to the east, presently occupied by older single family dwellings and other scattered sites throughout the M2 area, could foreseeably request rezoning of their respective sites for similar office uses. As a result, a number of small office facilities on legally non-conforming properties could be developed in this area.

In this respect, general office facilities as proposed should be encouraged to locate in the established commercial/office centres of Burnaby where ancillary services and amenities are in close proximity. Further, the subject

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September 20, 1976

rezoning request would promote the use of relatively small parcels of land for industrial development, thereby considerably restricting the flexibility of industrial needs. In this respect, policy has regarded the minimum lot requirements outlined in the zoning bylaw as a general guideline, whereas larger site assemblies have been encouraged in order to provide the degree of flexibility most essential to existing industrial interests.

4.0 CONCLUSION:

In summary, the Planning Department cannot support the requested rezoning since the proposed office use is out of context with the existing industrial uses of the area, would result in spot zoning, and would promote the use of undesirable small sites which preclude building and user flexibility. Nevertheless, numerous areas of the Municipality are suitable for general office purposes, whereas the existing facility can be utilized by bona fide office uses permitted in the M2 district.

5.0 RECOMMENDATION:

It is recommended THAT Council not give favourable consideration to the subject rezoning request.

H.I.
PDS:cw
Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #34/76
SEPTEMBER 20, 1976

Item #7

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. Geoff P. Gilbert
Projects Supervisor
Narod Development Ltd.
1672 West 2nd Avenue
Vancouver, B.C.
- 1.2 Subject: Application for the rezoning of:

Lot 217, D.L. 80, Plan 34884, and
Parcel 1 of Lot "B", D.L. 80, Plan 5296

From: Residential District (R4)
To: Comprehensive Development
District (CD)
- 1.3 Address: 4880 and 4892 Canada Way
- 1.4 Location: The subject site is located on the north
side of Canada Way between Norland
Avenue and Douglas Road between the
Dania Home and the new Cedar Park
Senior Citizens apartments.
- 1.5 Size: The subject site is irregular in shape
with a large frontage on Canada Way and
it has a gross area of 3.40 acres.
- 1.6 Services: Existing services are located nearby
on Canada Way and Godwin Street. The
Municipal Engineer will be requested to
submit the estimate cost of the required
services.
- 1.7 Applicant's
Intentions: The applicant requests rezoning in order
to construct CMHC sponsored limited
dividend senior citizens apartments
similar to the Cedar Park project.

2.0 SITE OBSERVATIONS:

The subject site is largely undeveloped with an old white two storey residence remaining on the southerly portion of the site adjacent to Canada Way. The site slopes down to the east and commands a broad view of the Central Valley and Burnaby Mountain. The site has many large and valuable trees, both deciduous and coniferous, which lend a park-like character to the area and act as a buffer for the Dania Home and the Cedar Park apartments. To the north is vacant treed land owned by the Municipality and to the south across Canada Way is an established single family dwelling area (see attached air photo).

3.0 GENERAL OBSERVATIONS:

- 3.1 The subject site falls within the Central Administrative Area Plan which Council adopted on March 25, 1974. The plan calls for the establishment of Community Institutional development utilizing Comprehensive Development (CD) Zoning based on the P5 Zoning guidelines.
- 3.2 Planning criteria and guidelines for the detailed planning of this site should be sensitive to the unique character of the property and the inherent conditions which exist in the immediate area:
- (a) The site is sloping and the easterly portion of the site is steep. Pedestrian circulation and outdoor spaces must be designed to not physically hamper senior citizens' activities.
 - (b) The maximum number of valuable mature trees on this site must be preserved and attractive landscaped grounds developed which are usable by the occupants.
 - (c) The subject site is well situated with respect to the proximity of public transportation and is adjacent to a .72 acre property scheduled for parkland acquisition. A pedestrian walkway via easement, suitably integrated within the site landscaping, must pass through the site to connect Canada Way with Godwin Avenue.
 - (d) The use of P5 Zoning guidelines is applicable here in conjunction with the development criteria specified within the Central Administrative Area Development Concept:
 - (i) low site coverage 30 - 35% maximum (F.A.R. 0.8).
 - (ii) low profile buildings utilizing natural materials such as cedar and brick and sensitive to the natural amenities of the site.
 - (iii) limited surface parking (10% of net remaining site area after buildings in place).
 - (iv) no direct vehicular access to Canada Way.
- 3.3 The applicant will be required to dedicate approximately 10 feet of his property along the entire Canada Way frontage for the future widening of Canada Way. (These details are presently being worked out by the Transportation Planner and the Municipal Engineer.) Further dedication of 6 feet is required along the north boundary of the property for the widening of the Kincaid Street right-of-way to 66 feet.
- 3.4 Setbacks to the major arterial, Canada Way, should be a minimum of 45 feet after road dedication, and the avoidance of long building faces parallel and close to this major thoroughfare is essential.

4.0 PARKLAND ACQUISITION LEVY FOR SENIOR CITIZENS:

All recent senior citizens residential developments were submitted to a Public Hearing and given First and Second Reading of the bylaw prior to the establishment by Council of the levy program on December 29, 1975 and, therefore, were exempt from any parkland acquisition levy. In recent years, senior citizens residential developments have been treated in rezoning procedures in the same manner as any other residential proposal and have not been the subject of special consideration or subsidization. It is therefore assumed that the parkland acquisition levy would also apply to senior citizens residential projects, although intermediate care insitutional developments would be exempted. The subject proposal is the first senior citizens development which would be affected by the Parkland Acquisition Levy.

However, it is our opinion that some adjustment should be made to the per unit levy as it applies to senior citizens developments. The size of senior citizens units is a maximum 350 square feet for a Bachelor unit and 500 square feet for a 1-Bedroom unit. Special care senior citizens units are much smaller (125-300 square feet). Special care senior citizens are ambulatory, take their meals in centralized communal dining rooms and have visiting medical staff available. Most current senior citizens developments contain approximately 75% of bachelor or single units with the balance in 1-Bedroom or double units. Larger unit types are rare.

The following information, based on nine projects developed in Burnaby, applies to senior citizens housing projects which correspond to the various standard housing type sites:

Type of Housing (standard unit densities)	General Population Estimated Persons Per Unit	Senior Citizens Estimated Persons Per Unit
Single family dwelling	4	N/A
Townhousing (12 upa ⁺)	4	Suggested 3
Garden Apartments (RM2) (20 upa ⁺)	3.5	1.3
3-storey Apartments (50 upa ⁺)	3	2
RM4 High Rise (80 upa ⁺)	2.4	1.2
RM5 High Rise (100 upa ⁺)	2.4	1.1

These figures indicate that the persons per unit figure for senior citizens developments is substantially lower, approximately 50% on average, than the persons per unit figure for a standard residential proposal. Since the levy is based on the goal of neighbourhood park provisions of 2 acres per 1,000 population, it is our opinion that the levy should be reduced for senior citizens units to reflect the lower per unit population and that the most appropriate reduction ratio deduced from our study would be 50%.

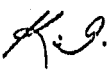
Therefore the following levies would apply:

<u>Housing Type</u>	<u>Standard Levy Per Unit</u>	<u>Senior Citizens Levy Per Unit</u>
Single Family Dwelling	\$ 521 per unit	(applicable to subdivision)
Townhouse (12 upa ⁺)	\$ 528 per unit	\$264 per unit
Garden Apartment (20 upa ⁺)	\$ 630 per unit	\$315 per unit
3-Storey Apartment (50 upa ⁺)	\$1,125 per unit	\$562 per unit
RM4 High Rise (80 upa ⁺)	\$ 950 per unit	\$475 per unit
RM5 High Rise (100 upa ⁺)	\$1,080 per unit	\$540 per unit

It is noted that, even with the reduction in the levy for senior citizens projects, the aggregate total of levies for a given, say, 3-storey senior citizens project will be relatively equal to and at times more than the total levies assessed on a typical 3-storey apartment. This situation is due to the fact that although the total allowable floor area may be equal, the senior citizens units are much smaller. It is also acknowledged that a levy on senior citizens residential units will affect the economic structure of senior citizens financing arrangements since, by definition, senior citizens housing is a subsidized product.

5.0 RECOMMENDATION:

- 5.1 It is recommended THAT the Parkland Acquisition Levy for Senior Citizens Residential Developments be reduced to 50% of the per unit levy established for standard residential units.
- 5.2 The Planning Department recommends THAT Council receive the report of the Planning Department and authorize this Department to work with the applicant towards a suitable plan of development for this site incorporating the principles outlined in this report, to be the subject of a further detailed submission at a later date.


SJB:KI:cw
Attach.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #35/76
SEPTEMBER 20, 1976

Item #8

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Wm. Sinser Realty Ltd.
4713 Kingsway
Burnaby, B.C.
- 1.2 Subject: Application for the rezoning of:

Lot 28, Block 4, D.L. 96N, Plan 2189

From: Service Commercial District (C4)
and Residential District (R5)
To: Service Commercial District (C4)
- 1.3 Address: 6605 Arcola Street
- 1.4 Location: The subject site is located on the north side of Arcola Street just east of the Kingsway/Arcola Street intersection (see attached Sketches 1 and 2).
- 1.5 Size: The subject site is irregular in shape with an area of 9,440 square feet, a width of 58.75 feet, and an average length of 160 feet.
- 1.6 Services: The Municipal Engineer has been requested to provide the necessary servicing information regarding the subject site.
- 1.7 Applicant's Intentions: The applicant has requested rezoning in order to expand an existing trailer sales facility located to the immediate west of the subject site.

2.0 SITE OBSERVATIONS:

The subject site is presently occupied by a modest single family dwelling approximately 40 years of age and in reasonably good condition. To the north of the site lies the St. Frances de Sales Church and religious school facility fronting Balmoral Street adjacent to several new well maintained single family homes. A new single family dwelling, a surface parking lot utilized by the Frances de Sale Church and several older single family homes in good condition lie to the east of the site. The Dunn Trailer Sales facility comprising an old poorly maintained structure and an outdoor trailer display area is located to the west of the site, beyond which lies the recently demolished and vacant Lily Motel site fronting Kingsway. To the south is a discount service station, the Burnaby South High School and other service commercial facilities characteristic of Kingsway in this immediate area. Access to the site is presently from the lane running parallel to Arcola Street, as well as Arcola Street, which is developed to interim standards.

3.0 GENERAL OBSERVATIONS:

At the present time, the subject site is split zoned with C4 service commercial designated on the front one-quarter of the site and R5 residential on the rear three-quarters (see Sketch 2). The service commercial portion of the site extending approximately 120 feet north from Kingsway originated from the 1948 Zoning Bylaw and was carried forward in the current 1965 Bylaw. Although this zoning designation does not reflect the legal lot boundaries, the 120 foot C4 strip was regarded as providing a suitable depth for service commercial development in this area. The site is also located immediately adjacent to the Kingsway commercial strip found between Apartment Area "N" to the west and Area "O" to the east as outlined in the 1969 Apartment Study.

A portion of the commercially zoned properties fronting Kingsway in the immediate area are occupied by vehicular-oriented strip commercial facilities, such as used car lots and drive-in restaurants, some of which tend to present an undesirable visual appearance in the urban context. Since this site is situated in a transitional area between the Metrotown Centre and the Kingsway/Edmonds town centre, it is necessary to encourage high quality lower scaled commercial facilities of a permanent nature that are compatible with adjacent residential neighbourhoods and do not depend upon the availability of large surface parking areas that tend to promote an undesirable cluttered physical appearance and traffic related problems.

In light of this situation, Council, in September of 1975, gave favourable consideration to a rezoning request on the rear half of the Lily Motel site to the west of the subject site for the purposes of constructing a two storey professional office and retail commercial building (Rezoning Reference #33/75 - see Sketch 1). In this case, the subject proposal represented a substantial upgrading of the site with the introduction of a commercial facility that had a scale and orientation more suited to an urban setting. In addition, substantial upgrading of this area has been facilitated by the recent renovations made to the old Gai Paree facility now known as "Severins."

Upon receiving numerous enquiries regarding development potential in this immediate area and particularly along Arcola Street near the Kingsway intersection, this Department has studied the situation and concluded that commercial facilities should be restricted to only those properties fronting Kingsway. In this respect, the residential character of the north side of Arcola Street would be maintained without the intrusion of commercial facilities, while, at the same time, promoting commercial development in appropriately established locations. Similarly, this restriction would preclude potential traffic hazards associated with commercial facilities that would require access to Kingsway via Arcola Street.

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #36/76
SEPTEMBER 20, 1976

Item #9

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. M. McDougall
13670 Hilton Road
Surrey, B.C.
- 1.2 Subject: Application for the rezoning of:

Lot 4, Blocks 12 & 13, D.L. 94, Plan 2723
and Lot 5, Block 13, D.L. 94, Plan 2723

From: Special Industrial District (M4)
To: Service Commercial District (C4)
- 1.3 Address: 6610 and 6630 Royal Oak Avenue
- 1.4 Location: The subject site is located at the
southeast corner of Royal Oak Avenue and
Grimmer Street (see attached Sketches 1,
2 and 3).
- 1.5 Size: The subject site is rectangular in shape
with an area of 17,688 square feet, a
width of 132 feet, and a depth of
134 feet.
- 1.6 Services: The Municipal Engineer has been requested
to provide the necessary servicing
information regarding the subject
site.
- 1.7 Applicant's
Intentions: The applicant has requested rezoning in
order to construct a Banking-Credit Union
facility.

2.0 SITE OBSERVATIONS:

The subject site is presently occupied by two single family dwellings approximately 30 to 35 years of age and in good condition. Several mature evergreen species are situated on the site and should be preserved wherever possible. To the west of the site beyond Royal Oak lies one modest single family dwelling in good condition, as well as several three storey apartment buildings fronting Royal Oak Avenue. A modest single family dwelling in fair condition lies to the east of the site. To the south lies a single family home approximately 30 years of age and a recently constructed auto body shop facility fronting Royal Oak Avenue. To the north lies an old poorly maintained single family residence situated on a fairly large lot. Both Royal Oak Avenue and Grimmer Street are developed to interim standards with separated sidewalks.

3.0 GENERAL OBSERVATIONS:

The subject site is situated at the northwest edge of a light industrial area presently zoned M4 located south of the service commercial facilities fronting Kingsway and adjacent to the medium density residential area (RM3) west of Royal Oak Avenue. Many of the sites in this area are presently occupied by older single family homes, a permitted use in the M4 district, whereas many of these properties have been developed for light industrial uses.

In November of 1969 Council received and adopted a Planning Department report recommending that the C4 Service Commercial uses be extended southwards to Lane Street, concluding that it was more desirable to have commercial than industrial development adjacent to the multiple family residential area west of Royal Oak Avenue. Further, the establishment of a low density automobile-oriented service commercial area adjacent to a higher density commercial and residential core, the Kingsway Town Centre Area, would present a logical and complementary land use pattern while relieving the pressure of automobile-oriented facilities locating along Kingsway.

In light of reassessment and confirmation of this situation, Council, in June 1976, approved Rezoning Reference #66/75 on Lane Street (see Sketch 2) just south of the subject site requesting rezoning from M4 to C4 for the purposes of constructing a two storey office building providing an initial step towards the implementation of the adopted land use pattern.

The subject applicant has requested rezoning to the C4 district in order to construct a credit union facility. This Department advises that the subject proposal supports the emerging land use patterns in this immediate area and will provide a useful service to the nearby residents. Furthermore, service commercial uses of this nature will also provide a complementary building scale with the existing light industrial facilities in the immediate area and a suitable upgrading of the general area.

However, since the subject site is directly opposite a well established medium density apartment area and is situated on a corner lot thereby flanking both Grimmer Street and Royal Oak Avenue, the following design criteria should be implemented through the suitable plan of development:

1. To promote a suitable interface with the residential element to the west, no surface parking should be permitted directly in front of the building flanking Royal Oak Avenue and Grimmer Street such that the external building facade and integrated landscape scheme can present an appropriate physical appearance from both streets.
2. All surface parking should be appropriately located and suitably screened in order to avoid undesirable visual impact from Grimmer Street and Royal Oak Avenue.

3. External appearance and scale of the building should reflect its immediate surroundings and its relative location.

At the present time, a north-south 10 foot lane allowance exists adjacent to the east property line of the subject site. In order to provide appropriate lane development in alignment with the lane to be constructed in association with Rezoning Reference #66/75 to the south (see Sketch 3), it will be necessary to obtain 10 feet from Lot 14 to the immediate east. This required 10 feet may be obtained either by dedication should rezoning be requested for the site, or by purchase by the Municipality. In any event, Lot 14 would not be rendered undevelopable or legally non-conforming as a result of this 10 foot dedication. However, the applicant will be responsible to deposit monies in trust to go towards the future construction for half of the 20 foot lane adjacent to the east property line of the subject site (132 feet).

4.0 RECOMMENDATION:

It is recommended THAT Council receive the report of the Planning Department and request that a rezoning bylaw be prepared, and THAT the rezoning be advanced to a Public Hearing on October 19, 1976, and THAT the following be established as prerequisites to the completion of rezoning:

- a) The submission of a suitable plan of development incorporating the design criteria outlined in Section 3.0 of this report.
- b) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the Bylaw.
- c) Consolidation of the site into one legal parcel.
- d) The deposit of sufficient monies to cover the costs of all services necessary to serve the site, to include monies to be held in trust for the future construction for half of the lane adjacent to the east property line of the subject site.
- e) The installation of all electrical, telephone, and cable servicing, and all other wiring underground throughout the development and to any existing service.
- f) The granting of any necessary easements.

K.I.
PDS:cw
Attach.

2.0 SITE OBSERVATIONS:

The site is relatively flat, sloping slightly down towards the Lougheed Highway. The area is mainly zoned A2 Small Holdings with the exception of an area of approximately 138 x 120 feet at the northeast corner of Bainbridge Avenue and Lougheed Highway which is zoned C1 Commercial. A small grocery store in poor condition is located on this corner. Two single family residences are also located on the site. A B.C. Hydro powerline extends across the area in an east-west direction along the north boundary of the site.

3.0 BACKGROUND AND GENERAL OBSERVATIONS:

3.1 The subject site falls within Apartment Study Area "F" and is considered suitable for low density townhouse development of 10 - 12 units per acre.

3.2 An application to rezone the site has previously been submitted under Rezoning Reference #48/70 for garden apartments and townhouses, which Council considered premature at that time. A number of reports on the subject site have been before Council since 1970, including the following:

(a) Manager's Report No. 35 Item 22, May 12, 1975:

- Recommended further study by the Planning Department including possible acquisition of the property with assistance provided under Section 42 of the National Housing Act. At this time, a more detailed plan of proposed land use road and subdivision pattern was prepared (see Figure B).

NOTE: - The Planning Department is still pursuing this matter and this rezoning application does not adversely affect the possible municipal acquisition of the residential portion.

(b) Manager's Report No. 10 Item 11, February 16, 1976 contained the following recommendations which were adopted by Council:

- (1) THAT the developer be advised that the shopping centre proposal for the development of the 8.2 acre site at the northeast corner of Bainbridge Avenue and Lougheed Highway is unacceptable.
- (2) THAT the Council authorize the Planning Department to work with the applicant towards the development of a residential project on the subject site that would include an integrated local convenience commercial facility.
- (3) THAT the Council reaffirm its past actions in adopting the Montecito Community Plan, which includes the establishment of a community level shopping centre to serve the surrounding area.

3.3 The applicant in accordance with Council's recommendations will be proceeding with an application to:

- (a) Rezone the commercial part of the site to Comprehensive Development (CD) within the context of an overall community plan for the 7.7 acre site.
- (b) Subdivision of the proposed 1.2 acre convenience commercial portion of the westerly end of the site and a plan to proceed initially with this development.
- (c) Rezoning of the remaining net 6.5 acres of the site (CD) as a vacant site requiring a later amending CD Bylaw to permit development of this portion in accordance with an adopted community plan for the overall site.

3.4 The applicant has been made aware of the necessary planning criteria for the subject site including the following:

- (a) A 90 foot setback from the Lougheed Highway for the residential component and a 45 foot setback for the convenience commercial. A further 40 foot buffer is required from the future Bainbridge/Phillips connector.
- (b) No access to the site from the Lougheed Highway including no vehicular drop-off.
- (c) The dedication of the westerly portion of the site. Approximately 0.5 acres would be required for road dedication for the proposed Bainbridge/Phillips connector leaving a net site of approximately 7.7 acres.
- (d) Road access to the site will be from Bainbridge approximately 380 feet north of the Lougheed Highway and a future connection will be provided from the north to the residential component as shown in Figure B. A temporary driveway access will be provided by the developer from the present Bainbridge right-of-way for the access of vehicles and pedestrians. A suitable registered easement is required for this driveway over the northeasterly sector of the site since it will serve as a major access point for both the commercial and residential portions.
- (e) The commercial component must be low profile using warm natural materials such as brick and cedar, sloping roof forms and landscaped pedestrian pathways in order to provide an integrated overall development with the future neighbouring residences.
- (f) The easterly portion of the site may experience difficulty being serviced by the existing gravity flow sewer system in the area. The applicant must provide a covenant to inform any future developers or prospective owners of the remaining residential

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component of the site of the inadequacy of the existing sewer system and the disclosure of the problems which may be encountered. Further resolution of this situation may be possible prior to the submission of this proposal to a Public Hearing.

- 3.5 It will be the responsibility of the final developer of the residential portion of the site to acquire and include within the community plan a small .418 triangular portion of property adjacent to the Lougheed Highway at the easterly end of the site (see Figure A).

4.0 RECOMMENDATION:

The Planning Department recommends THAT Council receive the report of the Planning Department and authorize this Department to work with the applicant toward a suitable plan of development for this site incorporating the principles outlined in this report and on the understanding that the developer is to proceed with the commercial component as a first phase development. The details of the applicant's proposal will be the subject of a further detailed submission at a later date.

K. J.
SJB:cw
Attach.