

ITEM	9
MANAGER'S REPORT NO.	52
COUNCIL MEETING	1978 07 17

Re: REZONING REFERENCE #21/77  
LEGAL: WESTERLY PORTION OF LOT "A", PL. 11227, LOTS 1 W $\frac{1}{2}$  & E $\frac{1}{2}$ ,  
2,3,9,10,11,12 (ALSO ROAD ALLOWANCES), BLK. 19,  
D.L. 69, PLAN 1321  
ADDRESS: 4008/18/48/68 REGENT STREET  
4007/25/41/57 CLYDESDALE STREET  
FROM: RESIDENTIAL DISTRICT FIVE (R5)  
TO: LIGHT INDUSTRIAL DISTRICT (M5)

The following is the report of the Planning Department dated July 10 regarding the above.

RECOMMENDATIONS:

1. THAT the recommendations of the Director of Planning be adopted.

\* \* \* \* \*

PLANNING DEPARTMENT  
1978 JULY 10

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: REZONING REFERENCE #21/77  
LEGAL: Westerly portion of Lot "A", Pl. 11227, Lots 1 W $\frac{1}{2}$  & E $\frac{1}{2}$ ,  
2, 3, 9, 10, 11, 12 (also road allowances), Blk. 19,  
D.L. 69, Plan 1321  
ADDRESS: 4008/18/48/68 Regent Street  
4007/25/41/57 Clydesdale Street  
FROM: Residential District Five (R5)  
TO: Light Industrial District (M5)

1.0 BACKGROUND INFORMATION

- 1.1 On 1977 May 24 Council gave favourable consideration to the subject rezoning request and authorized the Planning Department to work with the applicant towards confirmation of the acquisition of Lot 11 (owned by the Ministry of Highways and Public Works) to be included in the proposed industrial site at which time a further report outlining the requisite conditions would be submitted (please refer to the attached rezoning report #A).
- 1.2 In addition, Council on that occasion authorized the Municipal Land Agent to enter into preliminary negotiations with the applicant towards the sale and assembly of three Corporation-owned properties, as well as a redundant road and lane allowance with the understanding that negotiations are contingent upon the acquisition of Lot 11 from the Ministry of Highways and Public Works.
- 1.3 Pursuant to the acquisition of the Corporation properties and the redundant road and lane allowances, Council on 1977 October 17 authorized the sale of the said lands to the applicant for \$103,005.00 (please refer to attached report #B).

2.0 GENERAL DISCUSSION

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- 2.1 The Planning Department confirms that the property formerly owned by the Ministry of Highways and Public Works has now been purchased by the applicant. As such, it is appropriate at this time to advance the rezoning.
- 2.2 As outlined in the previous rezoning report (attachment "A"), it is appropriate for the east half of the redundant McDonald Avenue road allowance between Regent Street and Clydesdale Street and a portion of the existing undeveloped east-west lane allowance between Regent Street and McDonald Avenue to be abandoned and sold to the applicant for inclusion within the proposed development site (see attached Sketch #4). In addition, a portion of the Clydesdale Street road allowance adjacent to Lot 11 should also be abandoned and sold for inclusion within the development site. It is therefore necessary for Council to authorize the introduction and preparation of a Road Closure Bylaw to implement this item. Council is advised that the purchase price of \$103,005 outlined in the foregoing reflects the total road and lane allowances to be abandoned as well as the three Corporation properties.
- 2.3 At the present time, an existing natural watercourse runs in a north-south fashion through the subject site (see attached sketch #5). This watercourse which provides storm drainage from the freeway and properties to the south thereof runs into Still Creek and has been for the most part culverted between the freeway and Still Creek. The Planning Department has assessed the situation and advises that retention of the watercourse in its natural condition would, in light of existing culverting within surrounding industrial properties, be inappropriate and would severely restrict industrial development of the site. Pursuant to Council's policy on the treatment of natural watercourses, the Planning Department recommends that this watercourse be culverted and covered by an appropriate easement.
- 2.4 At the present time vehicular access to the site is from Clydesdale Street, part of which is classified as a Provincial Arterial and provides an important through connection between the freeway and the Grandview Highway. In view of the volume of traffic on this street and the potential conflict with industrial movement generated by development of the subject site, access must be restricted to Regent Street. As a result, it will be necessary for the applicant to construct Regent Street to full Municipal standards from Gilmore Avenue west to the west property line of the subject site in order to provide appropriate access.

3.0 RECOMMENDATIONS

It is recommended:

- 3.1 THAT Council authorize the culverting of the existing natural watercourse within the subject site with the registration of an appropriate easement as referred to in Section 2.3 of this report,
- 3.2 THAT Council authorize the introduction of a Road Closure Bylaw according to the terms outlined in Section 2.2 of this report, contingent upon the granting by Council of First and Second Reading of the subject Rezoning Bylaw, and
- 3.3 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 1978 August 15 at 19:30 h and that the following be established as prerequisites to the completion of rezoning:
  - a) The submission of a suitable plan of development.
  - b) The completion of the requisite Road Closure Bylaw as outlined in Section 2.2 of this report.

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- c) The granting of any necessary easements.
- d) The granting of any rights-of-way deemed requisite.
- e) 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.
- f) The consolidation of the net project site into one legal parcel.
- g) 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.
- h) The acquisition of Corporation properties and the redundant road allowances as outlined in Section 2.2 of this report.
- i) The Approval of the Ministry of Highways and Public Works to this rezoning.
- j) The deposit of sufficient monies to cover the costs of all services necessary to serve the site to include the construction of Regent Street to full Municipal standards as outlined in Section 2.4 of this report. All services are to be designed and constructed to the approval of the Municipal Engineer. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

  
A. L. Parr,  
DIRECTOR OF PLANNING.

PDS:cm  
Attachments.

c.c. Chief Building Inspector  
Municipal Engineer  
Municipal Solicitor  
Chief Fire Prevention Officer  
Parks and Recreation Administrator

PLANNING DEPARTMENT  
REZONING REFERENCE #21/77  
MAY 24, 1977

#A 132

## ITEM #4

## 1.0 GENERAL INFORMATION:

- 1.1 Applicant: Mr. David Mercier,  
5066 Grafton Street,  
Burnaby, B. C.
- 1.2 Subject: Application for the rezoning of:  
Westerly portion of Lot 'A', Pl. 11227, Lots 1 W.  
1/2 & E. 1/2, 2, 3, 9, 10, 11, 12, (Also road  
allowances), Blk. 19, D.L. 69, Plan 1321  
From: Residential District Five (R5)  
To: Light Industrial District (M5)
- 1.3 Address: 4008/18/28/48/68 Regent Street  
4007/25/41/57 Grandview
- 1.4 Location: The subject site is located on the north side of  
Grandview between McDonald Avenue and Gilmore  
Avenue (see attached location Sketches 1 & 2).
- 1.5 Size: The subject site is rectangular in shape with an  
area of 78,408 square feet, a width of 297 feet  
and a depth of 264 feet.
- 1.6 Services: The Municipal Engineer has been requested to pro-  
vide the necessary servicing information regarding  
the subject site.
- 1.7 Applicant's  
Intentions: The applicant has requested rezoning for the  
purposes of constructing a light industrial  
warehouse.

## 2.0 SITE OBSERVATIONS:

The subject site has a slight north-south slope and is partially occupied by four poorly maintained single family dwellings approximately 40 years old. The remainder of the site is undeveloped with abundant natural vegetation. A small watercourse runs through a portion of the site which may be part of the nearby freeway drainage system. Similar older single family residences and undeveloped parcels lie to the east and west of the site whereas a new light industrial warehouse lies to the immediate north. To the south lies the Grandview Highway off ramp system beyond which lies the Trans Canada Highway. Access to the site is from Grandview whereas Regent Street is undeveloped and McDonald Avenue is only partially developed.

## 3.0 BACKGROUND INFORMATION:

- 3.1 The subject site is found within a residentially zoned area located immediately north of the Trans Canada Highway and has been designated for light industrial development in the Myrtle Street Area Study. This study was initiated in recognition of this relatively small residential enclave becoming effectively

isolated from complementary neighbourhood services such as schools, parks, commercial facilities etc. by the development of the Trans Canada Highway. It therefore became illogical to retain the area for residential use since it geographically formed part of the Central Valley Industrial Area. As a result, Council recommended that the area be redeveloped for high quality industrial uses under the M5 zoning regulations and that these land use objectives be implemented through specific rezoning applications.

- 3.2 On June 10, 1974, Final Adoption was given to Rezoning Reference #37/73 involving properties located to the north of the subject site for M5 warehouse development (see attached Sketch #2). This rezoning, which involved Corporation-owned property was initiated by the Municipality for the development of light industrial uses as well as to permit consummation of a land exchange between the Municipality and a private development company.

#### 4.0 GENERAL COMMENTS:

- 4.1 The adopted Myrtle Street Area Study calls for the assembly of relatively large parcels in order to provide for the required space and design flexibility associated with a variety of industrial and warehouse uses. Myrtle Street is proposed to provide major east-west access into the area while Ingleton Avenue will allow for north-south vehicular movement between Grandview and Still Creek Avenue (see attached Sketch #3). Internal circulation will be provided by a short industrial cul-de-sac of the Regent Street road allowance which extends west from Gilmore Avenue. As a result, abandonment and closure of redundant Smith Avenue and McDonald Avenue as well as numerous east-west lane right-of-ways has been recommended which can then be consolidated with specific industrial sites.
- 4.2 At the present time, Lots 1, 2 and 3 are owned by the Corporation and represent an essential portion of an appropriate site for industrial development at this location (see Sketch #4). The Planning Department recommends that the Municipal Land Agent be given authority to enter into negotiations with the applicant towards the sale and consolidation of these 3 lots prior to the completion of rezoning.
- 4.3 The partially developed McDonald Avenue right-of-way located to the immediate west of the subject site as well as the undeveloped east-west lane allowance situated between Grandview and Regent Street (see Sketch #4) are redundant as outlined in the Myrtle Street Area Study. It is therefore recommended that these allowances be abandoned and sold to the applicant for inclusion within the proposed development site prior to the completion of rezoning. However, only the east half of the McDonald Avenue right-of-way should be included in the subject rezoning and development site, the west half to be included in a future site assembly to the immediate west.
- 4.4 As Regent Street is intended to provide primary access to the subject site with no access permitted from Grandview as a means of avoiding potential traffic problems, it will be necessary for the applicant to construct Regent Street to full municipal standards west from Gilmore Avenue to the western boundary of the subject site.

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4.5 At the present time, Lot 11, which must be included in the subject rezoning and site assembly (see Sketch #4), is owned by the Department of Highways. It is therefore necessary for the applicant to arrange for the acquisition of this lot such that it can be consolidated with the subject development site prior to the completion of rezoning. Moreover, Council is advised that without the applicant obtaining title to Lot 11 or authorization to act on behalf of the present owner, a rezoning by-law should not be prepared nor advanced to a Public Hearing. Nonetheless, the Planning Department advises that it is an appropriate time for Council to consider this request without unduly delaying the applicant two months, at which time Council considers the next series of rezoning applications. Upon the confirmation of the applicant's acquisition of Lot 11, this Department will prepare another report to Council outlining the requisite conditions of rezoning and requesting the scheduling of a Public Hearing.

5.0 CONCLUSION:

The subject rezoning request will further the land use objectives as outlined in the Myrtle Street Area Study and will improve the standards of industrial development in the immediate area. In addition, it will significantly add to the assembly of appropriate industrial land uses that have already been initiated to the northwest of the subject site.

6.0 RECOMMENDATION:

It is recommended:

- 6.1 THAT Council give favourable consideration to the subject rezoning request and that the Planning Department be authorized to work with the applicant towards confirmation of the acquisition of Lot 11 as outlined in Section 4.5 at which time a further report will be submitted to Council.
- 6.2 THAT Council authorize the Municipal Land Agent to enter into preliminary negotiations with the applicant towards the sale of Municipal Lots 1, 2, and 3 as well as the redundant road allowance (as outlined in Sections 4.2 and 4.3 respectively) with the understanding that negotiations are contingent upon the successful acquisition of Lot 11 from the Department of Highways, and subject to the approval of Council.

*PDS*  
PDS/sam  
Attach.

cc: Land Agent

R.Z. # 21/77

5066 Grafton Street  
Burnaby, B. C.

April 12, 1977

The Corporation of the District  
of Burnaby  
4949 Canada Way  
Burnaby, B. C.

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Attention: Mr. Phil Sanderson,  
Planning Department

Dear Sirs:

This letter is pursuant to a conversation with a representative of your Planning Department in connection with a proposed development of a high quality warehouse on a site comprised of lots 1,2,3, W $\frac{1}{2}$ A, 9,10,11,12 all in Block 19, District Lot 69, Group 1, Plan 11229 or Plan 1321, N.W.D.

Enclosed are the necessary application forms covering the properties in this group except lot 11 owned by the Provincial Government (Highways Department) and lots 1,2 and 3 owned by Burnaby.

Discussions were held with Mr. Don Stenson of your Planning Department some time ago with respect to development of these lands, particularly in connection with the matter of dealing with the Highways Dept. for lot 11.

It would also be logical to consider inclusion of the Macdonald Avenue right of way in a development as it presently serves only two residences, one on either side at the intersection with Clydesdale Street.

I understand from earlier meetings on this matter that the plan for the area would require that lots 1,2 and 3 be purchased from the municipality for consolidation with the proposed warehouse site and it might be possible to treat Macdonald Avenue the same.

The proposed development would be under the Light Industrial District (M5) zoning for the manufacturing or finishing of furniture and fixtures contemplated under Section 405.1(5) of the zoning bylaw.

To better understand the ownership of the subject lands, apart from the Provincial and Municipal lands, the following information is provided:

- Lot - A registered owner David M. Mercier
  - 9 registered owner Ernest Calvert, holding  $\frac{1}{2}$  interest in trust for David M. Mercier
- Lot - 10 registered owner David M. Mercier, holding  $\frac{1}{2}$  interest in trust for Ernest Calvert
- Lot - 12 registered owner TEC Management Ltd. (formerly TEC Business Opportunities Ltd. before name changed Jan. 26, 1972), a company owned solely by David M. Mercier.

Please accept the applications herewith for the requested rezoning and advise me at your earliest opportunity of your additional requirements.

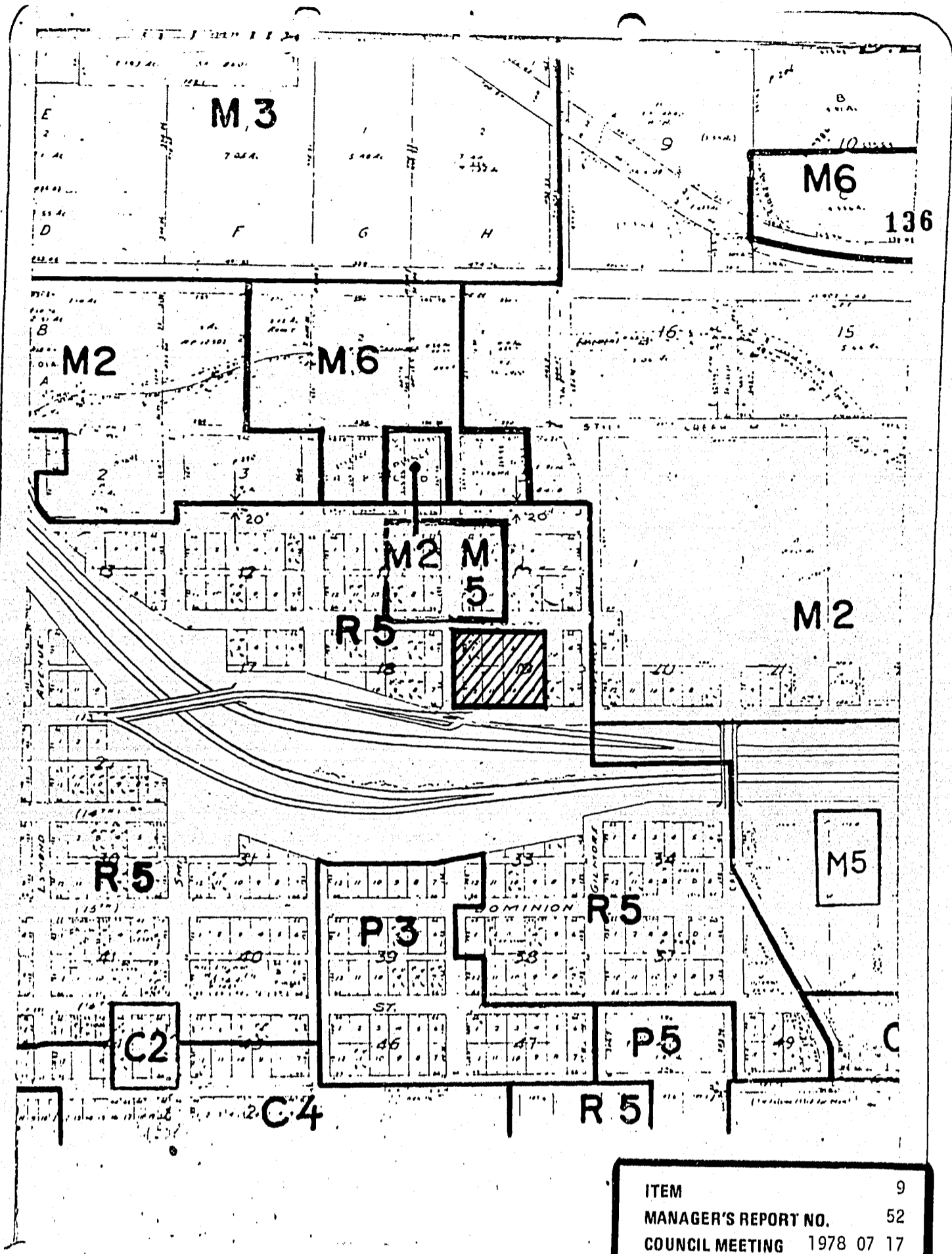
Yours very truly,

*D. Mercier*

David M. Mercier

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Date  
MAY/77

Scale  
1"=400'

Drawn By.  
P.D.S.

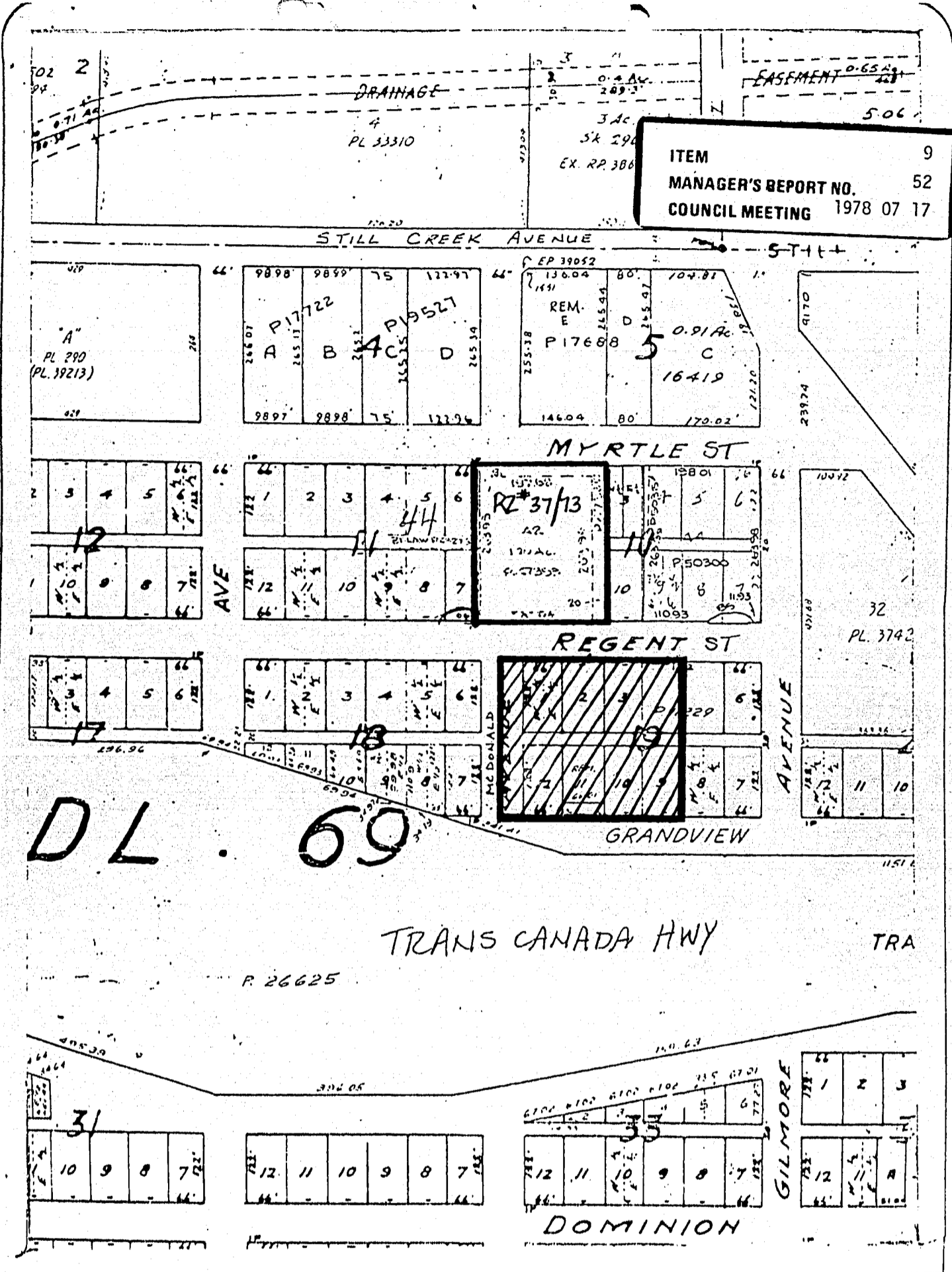


Burnaby Planning Department

REZONING REFERENCE # 21/77

SKETCH #1





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DL 69

TRANS CANADA HWY

Date  
 MAY/77

Scale  
 1" = 200'

Drawn By  
 P.D.S.



Burnaby Planning Department



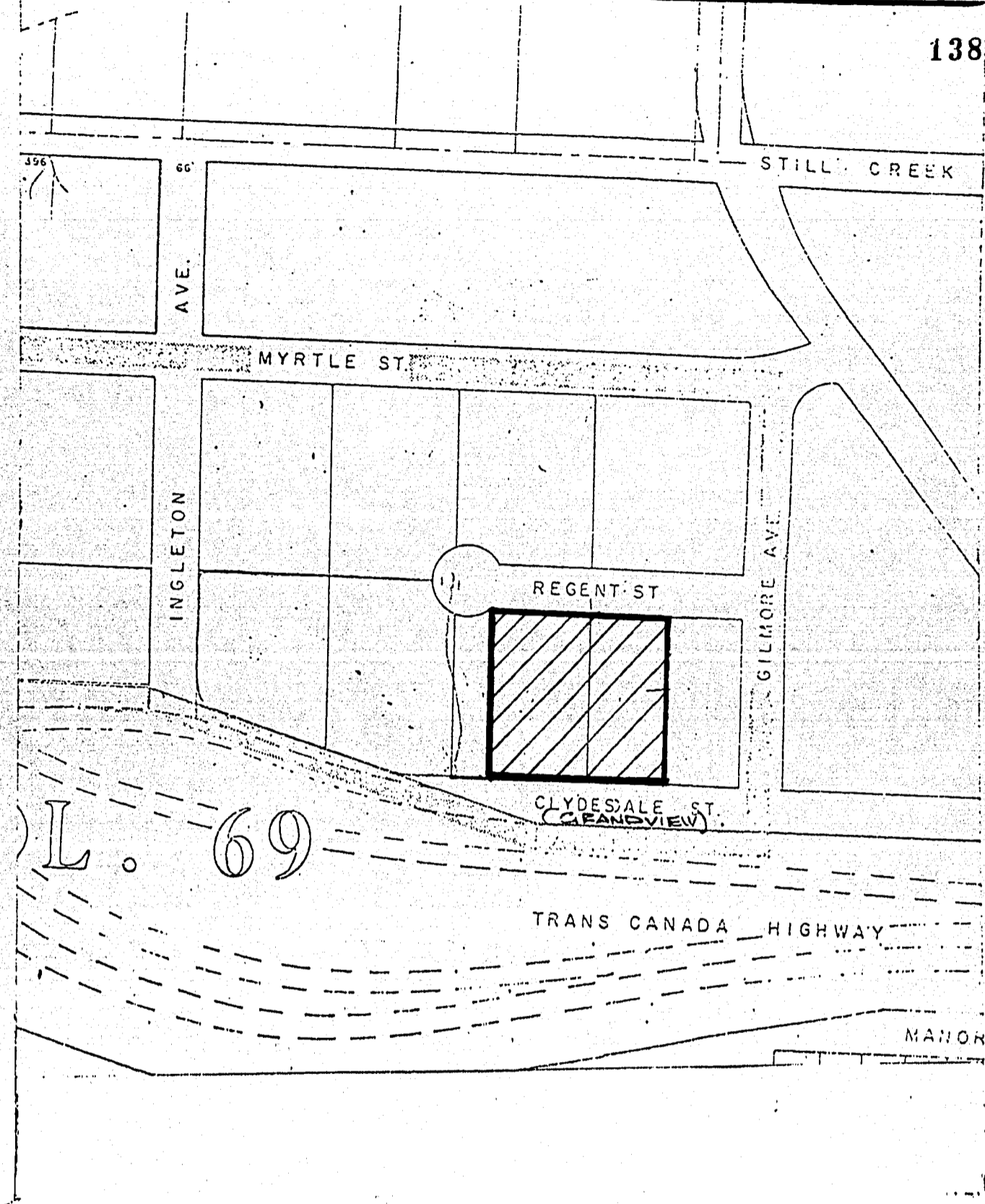
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SKETCH #2

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Date	MAY/77
Scale	1"=200'
Drawn By	

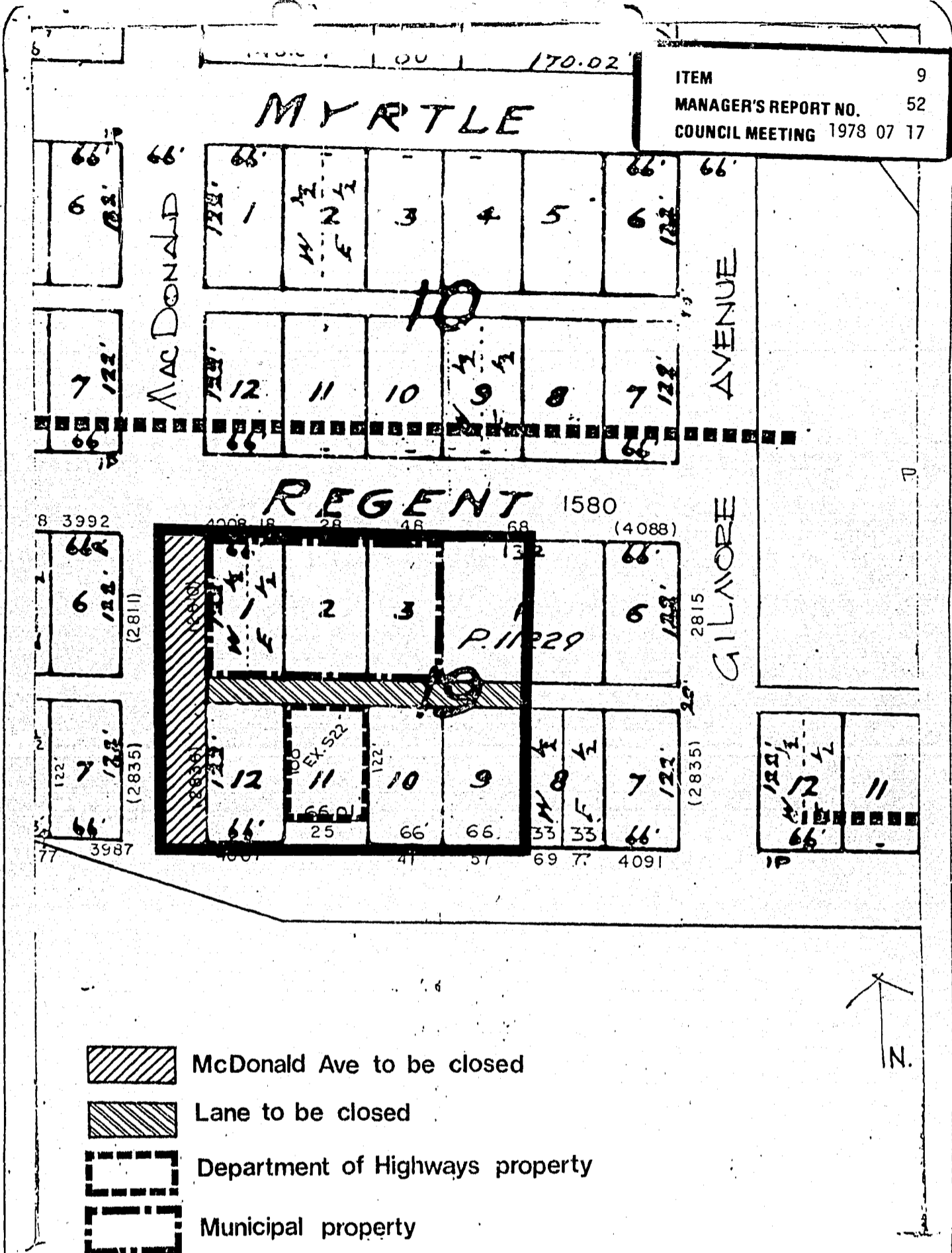


Burnaby Planning Department



MYRTE STREET AREA STUDY  
SITE CONFIGURATION

SKETCH #3



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Date  
 MAY 1977

Scale  
 1" = 200'

Drawn By  
 SG



Burnaby Planning Department



# SKETCH 4

ITEM	5	ANALYSIS REPORT OF	12
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Re: PROPOSED SALE OF MUNICIPAL PROPERTY  
 LOTS 1, 2 AND 3, BLK. 19, D. L. 69, PLAN 1321 TOGETHER WITH  
 REDUNDANT ROAD AND LANE ALLOWANCES  
 4008, 4018, 4028 AND 4048 REGENT STREET

#B

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Following is a report from the Land Agent regarding the sale of properties on Regent Street. For a comprehensive statement on the development of these and adjacent properties in the area, please refer to the attached report which was considered by Council on May 24, 1977 (Item #4, Rezoning Reference #21/77).

RECOMMENDATION:

1. THAT Lots 1, 2 and 3, Block 19, D.L. 69, Plan 1321 and the redundant road and lane allowances referred to in the attached Planning report be sold to Mr. David M. Mercier for \$103,005.00.

\* \* \* \* \*

To: MUNICIPAL MANAGER  
 MUNICIPAL TREASURER  
 MUNICIPAL ENGINEER  
 MUNICIPAL SOLICITOR  
 DIRECTOR OF PLANNING

OCTOBER 7, 1977

From: LAND AGENT  
 4008-4018-4028-4048 Regent Street  
 Subject: Proposed Sale of Lots 1-2-3, Blk. 19, D.L. 69, Pl. 1321 Together with Redundant Road and Lane Allowances

The above mentioned properties were the subject of the Planning Department's report to Council dated May 24, 1977, Rezoning Reference #21/77.

In accordance with Council's instructions, we have negotiated the sale of the Municipal land and redundant road and lane allowances subject to consolidation with adjoining properties in accordance with the terms and conditions set out in the Planner's report.

Approximate area of the Municipal land including road and lane allowances, 38,150 sq. ft.

Total area after consolidation, 78,408 sq. ft.

Preliminary servicing requirements, costs estimated by Engineering as follows:

Roads	\$44,000
Sanitary Sewers	55,000
Storm Sewers	39,000
Waterworks	7,500
Street Lighting	6,000
Direct Costs	\$151,500

Plus inspection fees etc. Total estimate - \$160,000

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Report to Council

October 7, 1977

Comparable property sales:

1. 3975 Regent Street  
Location - block west of subject  
Sold in January 1977 - \$3.05 per sq. ft.  
Area - 1.18 acres.
2. 2544 Douglas Road  
Location - Good - Trackage.  
Sold recently - \$2.62 per sq. ft.  
Area - 2.465 acres.
3. Municipal Land Sales on Still Creek.  
\$3.32 per sq. ft.

Applying a valuation of \$3.32 per sq. ft. - value of the assembled site with road etc. - \$260,314.56

Less allowance for services - \$160,000.00

Indicated value of site - \$100,314.56 or \$1.27 per sq. ft.

We have received an offer to purchase the said property from Mr. David M. Mercier for the sum of \$2.70 per sq. ft. or \$103,005.00.

Recommendation:

For the reasons related above, we feel the offer is reasonable and we would recommend acceptance.

*E.W. Grist*  
E.W. Grist  
LAND AGENT

FAE/mh

PLAN 1321

PROPOSED ZONING: M

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MYRTLE ST.

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GENERAL LOCATION OF WATERCOURSE

REGENT ST. ROAD 'A'

McDONALD AVE. ROAD 'B'

GILMORE AVE.

GRANDVIEW HIGHWAY ROAD 'C'

TRANS CANADA HIGHWAY

Date	1978/JULY
Scale	1:1200
Drawn By	



Burnaby Planning Department



SKETCH # 5