

ITEM	17
MANAGER'S REPORT NO.	5
COUNCIL MEETING	1980 01 21

RE: REZONING APPLICATIONS

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

RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER PLANNING DEPARTMENT
 FROM: DIRECTOR OF PLANNING 1980 JANUARY 16
 SUBJECT: REZONING APPLICATIONS Our File: 02.263

RECOMMENDATION:

1. THAT Council set a Public Hearing for this group of rezonings on Tuesday, 1980 February 19, except where noted otherwise in the individual reports.

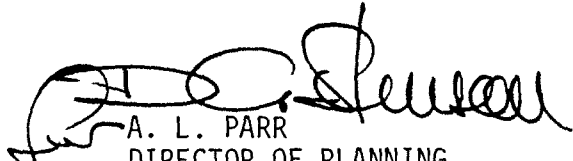
	<u>REPORT</u>	Page No.	Recommend. Page No.
Item #1 R.Z. 38/79	Application for the rezoning of - Lot A exc. Pcl. 1 Ref. Pl. 29411 & Lot B, Block 11, D.L. 10, Pl. 3320	303	304
From:	A2 Small Holdings District		
To:	M1 Manufacturing District		
Address: 6750 and 6766 Cariboo Road			
Item #2 R.Z. 40/79	Application for the rezoning of - Lots 9 and A, Blocks 1, 2 & 3, D.L. 97, Plans 3425 and 6177	309	311/312
From:	R5 Residential District and C4 Service Commercial District		
To:	RM3 Multiple Family Residential District		
Address: 6101 Kingsway			

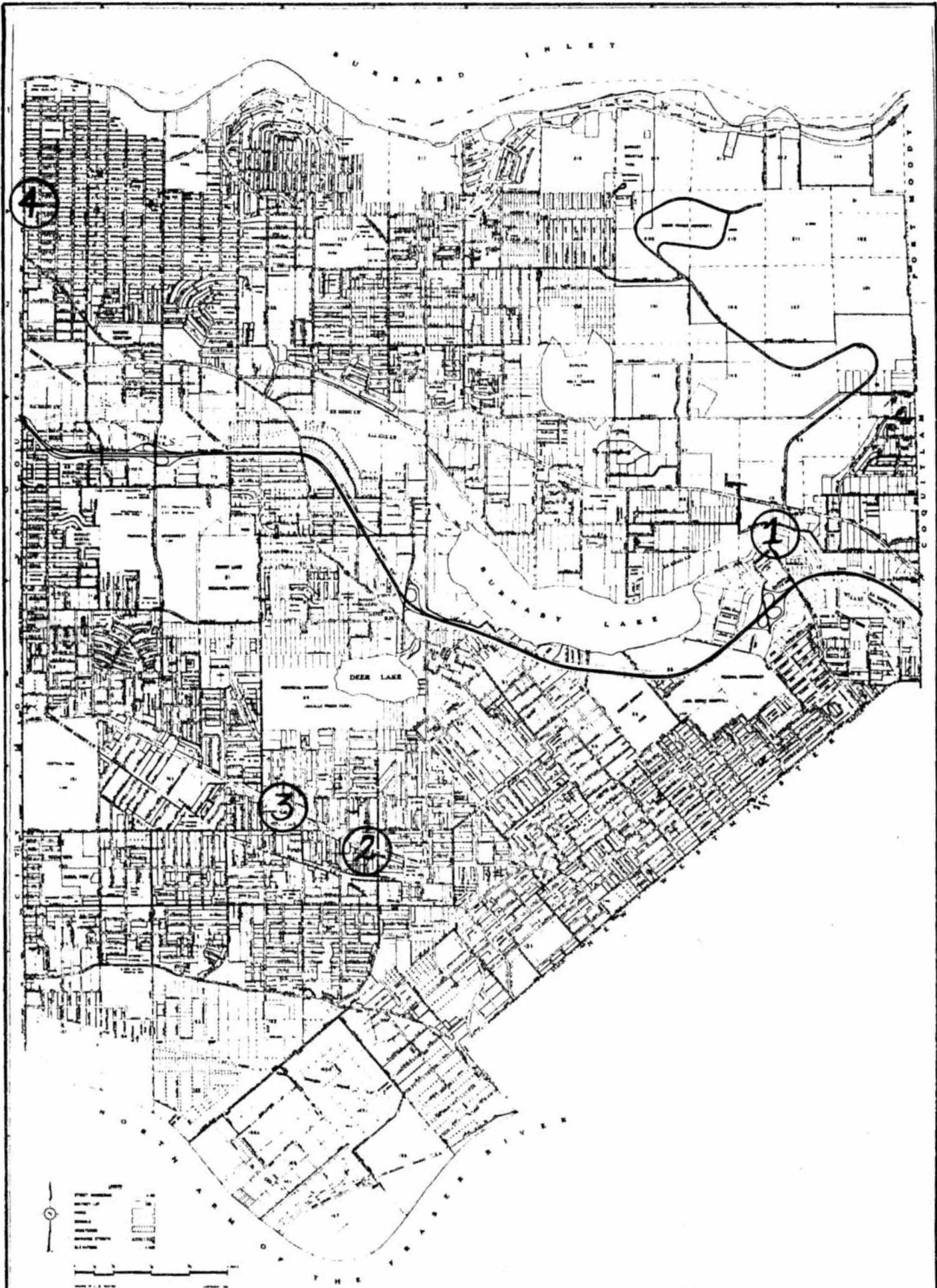


ITEM	17
MANAGER'S REPORT NO.	5
COUNCIL MEETING	1980 01 21

	Page No.	Recommend. Page No.
Item #3 R.Z.42/79		
Application for the rezoning of - Lot 6 exc. pt. on Pl. with B/L 30078, D.L. 94C, Plan 440; Lot 5 exc. pt. on Pl. with B/L 30078, D.L. 94C, Plan 7663	321	324
From: C4 Service Commercial District & R5 Residential District		
To: C4 Service Commercial District, C2 Community Commercial District & P8 Parking District		
Address: 5583 and 5549 Kingsway		

Item #4 R.Z.1/80		330	334
Application for the rezoning of - Lot 20, Blk. 8, D.L. 116N Pt., Plan 1236; Pc1. A Expl.P1. 12916 of Lot 19, Blk. 8, D.L. 116, Plan 1236; Lot 19 exc.W.18.7' Expl.P1. 12916 and exc. E.9", Blk. 8, D.L. 116, Pl. 1236; Lot 18 W $\frac{1}{2}$ & 19 E.9", Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 18E $\frac{1}{2}$, Blk. 8, D.L. 116, Plan 1236; Lot 17, 16 & 15, Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 14 exc. Sketch 9453, Blk.8, D.L. 116N $\frac{1}{2}$, Plan 1236; Pc1.A Expl.P1. 9453, S.D. 13 & 14, Blk.8,D.L.116N $\frac{1}{2}$, Plan 1236; Lot 13E $\frac{1}{2}$, Blk. 8, D.L.116, Plan 1236; Lot 12, Blk. 8, D.L. 116, Plan 1236; Lot 11, Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Lots 1,2,3,4 & 5, Blk. 8, D.L. 116, Plan 1236; Lot 6, Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 7, Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 8, Blk. 8, D.L. 116/186, Plan 1236; Lot 9, Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 10, Blk. 8, D.L. 116, Plan 1236.			
From: C3 General Commercial District and R5 Residential District			
To: CD Comprehensive Development District			
Address: 3703-07-09-13-19-21-31-55-57-63-65-85-91 East Hastings Street; 310 Boundary Road; 3706-24-34-36-56-76-86 Albert Street, and 311 Esmond Avenue.			


 A. L. PARR
 DIRECTOR OF PLANNING



COMPILED BY
THE PLANNING DEPARTMENT
SEPTEMBER 1966

BURNABY

DISTRICT MUNICIPALITY
BRITISH COLUMBIA

Date
1980 JANUARY



Burnaby Planning Department

Scale
1" = 1 MILE

REZONING KEY MAP

1980 JANUARY 21

Drawn By



Item Number



THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #38/79
1980 JANUARY 21

Item #1

1.0 GENERAL INFORMATION

- 1.1 Applicant: Mr. Doug Wilding
Block Bros. Realty Ltd.
401 North Road
Coquitlam, B.C. V3K 3V9
- 1.2 Subject: Application for the rezoning of -

Lot A exc. Pcl. 1 Ref. Pl. 29411 and
Lot B, Block 11, D.L. 10, Plan 3320

From: A2 Small Holdings District
To: M1 Manufacturing District
- 1.3 Address: 6750 and 6766 Cariboo Road
- 1.4 Location: The subject site is located on the east side of Cariboo Road approximately 30 m south of Government Street (refer to attached location Sketches 1 & 2).
- 1.5 Size: The site is irregular in shape with an area of approximately 7 953 m² (1.96 acres), with a 108 m (354.2 ft.) frontage on Cariboo Road.
- 1.6 Services: The Municipal Engineer has been requested to provide all relevant servicing information.
- 1.7 Applicant's Intentions: The applicant has requested rezoning in order to develop a warehouse facility (see attached letter of intent).

2.0 SITE OBSERVATIONS

The subject site is relatively flat with several major evergreen and deciduous trees, and occupied by two modest single family residences. To the north of the site lies the Burlington Great Northern Railway tracks and Government Street. Across Cariboo Road to the west lies the Continental Can facility and to the south lies a modest single family residence and the Brunette River. A portion of the Stormont Interchange is located to the immediate east beyond which lies an 8 acre parcel occupied by Love Kennels. Vehicular access to the site is from Cariboo Road which is developed to interim standards.

3.0 GENERAL DISCUSSION

- 3.1 The subject site is situated within an area south of the BNR tracks that is predominantly zoned A2 Small Holdings District and P3 Park and Public Use District with the exception of the Continental Can facility which is zoned M2 General Industrial District (refer to zoning sketch #2). The site is included in the Municipally-adopted Parks Acquisition Program as a third priority item and is designated for future park use in the Official Regional Plan. Cariboo Road represents the eastern limit of the Burnaby Lake Regional Nature Park (refer to sketch #3 attached).

3.0 General Discussion - cont'd.

3.2 On 1979 February 26, in consideration of a request to utilize the subject site for light industrial purposes, Council adopted a recommendation to not approve such development. In this regard, it was determined that use of the subject site and any property on Cariboo Road adjacent to or in close proximity to the Park should be complementary to the Park development plan because of its exposure from the road. In view of the third priority designation for park acquisition, the Planning Department was of the opinion that certain recreation-oriented facilities, such as racquet clubs, etc., could be developed by either public or private interests on the site. In so doing, development of this nature would act as an appropriate gateway to the park and would support the objective of completing a park trail link along the Brunette River. In addition, such development would ensure that a complementary land use along the eastern boundary of the Burnaby Lake Regional Nature Park would be undertaken.

3.3 The Planning Department advises that the circumstances associated with the subject site and its relationship with the adjacent Burnaby Lake Regional Nature Park have not changed since Council's previous consideration of light industrial development. We would recommend therefore that Council confirm its previous position on the inappropriateness of developing the site for industrial purposes and that, in view of the third priority park acquisition designation, continue to endorse the possibility of developing the site for recreation-oriented facilities.

4.0 RECOMMENDATION

4.1 THAT Council not give favourable consideration to the subject rezoning request.

9 PDS:1f

Attachments

cc: Parks and Recreation Administrator



December 20, 1979

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

Dear Sirs:

Re: Rezoning Application # 38/79

The intent or purpose of this rezoning application is to change the usage of two properties now occupied by older houses of little value and bordered by road, railway and freeway to one of higher and better usage- specifically- supplying office and warehouse space to companies interested in freeway access and central location.

The proposed structure would be approximately 40,000 square feet and have a value of approximately one million dollars.

One major tenant (a medical supply co.), is committed for 25% of this space.

The result of approval of this rezoning will be better utilization of property than present use, improved aesthetic value and a substantial increase in taxes- helping reduce the level of residential tax.

In troubled financial times we can only look to all levels of government to provide the lead in encouraging areas of advancement and employment - this development is a step in providing this leadership.

If I may be of more assistance, please call.

Yours truly,

A handwritten signature in cursive script that reads "Doug Wilding".

Doug Wilding

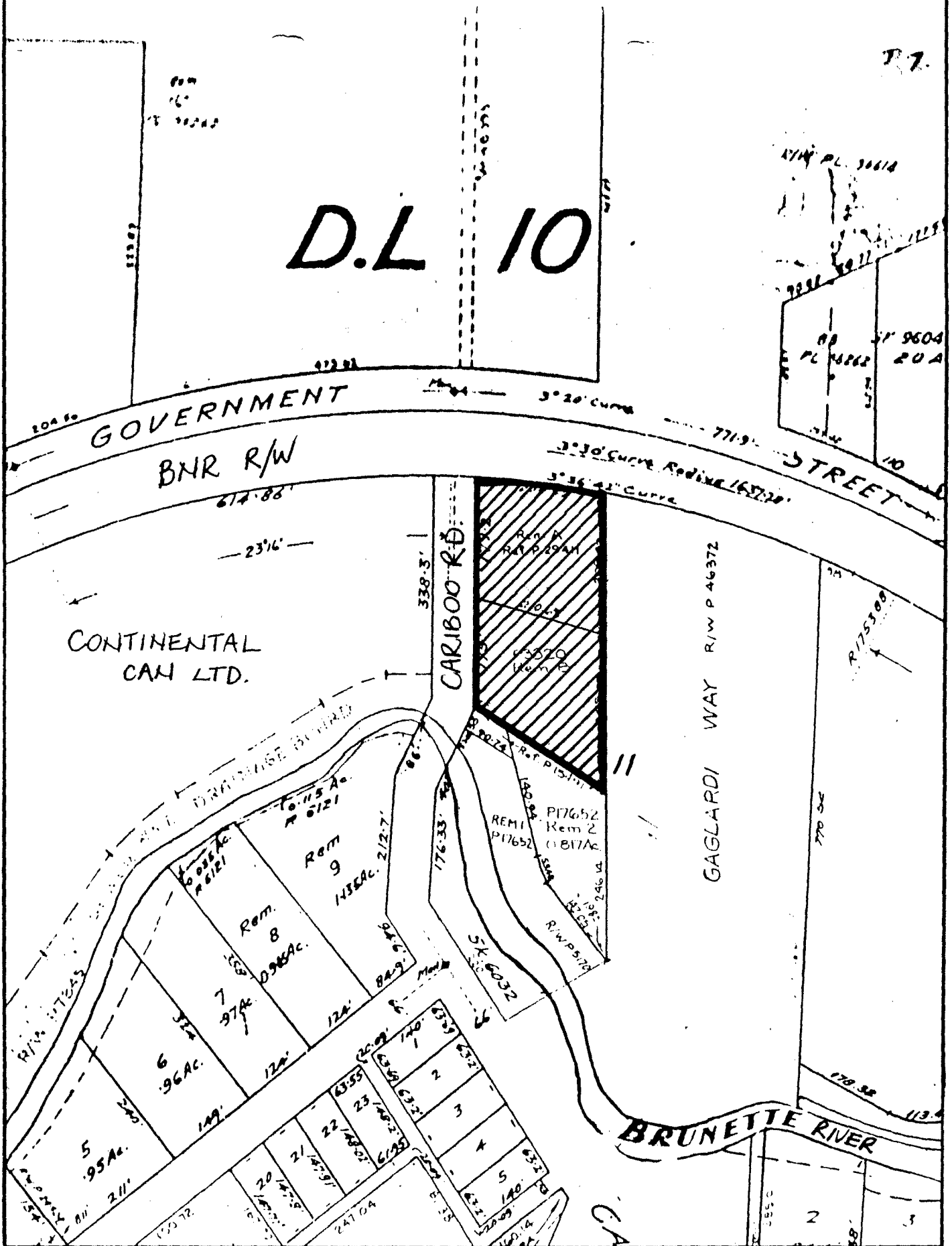
BLOCK BROS. REALTY LTD.

A DIVISION OF BLOCK BROS. INDUSTRIES LTD.

401 North Road, Coquitlam, B.C. V3K 3V9 / Telephone 939-7311



D.L 10



Date
1980 JAN



Burnaby Planning Department

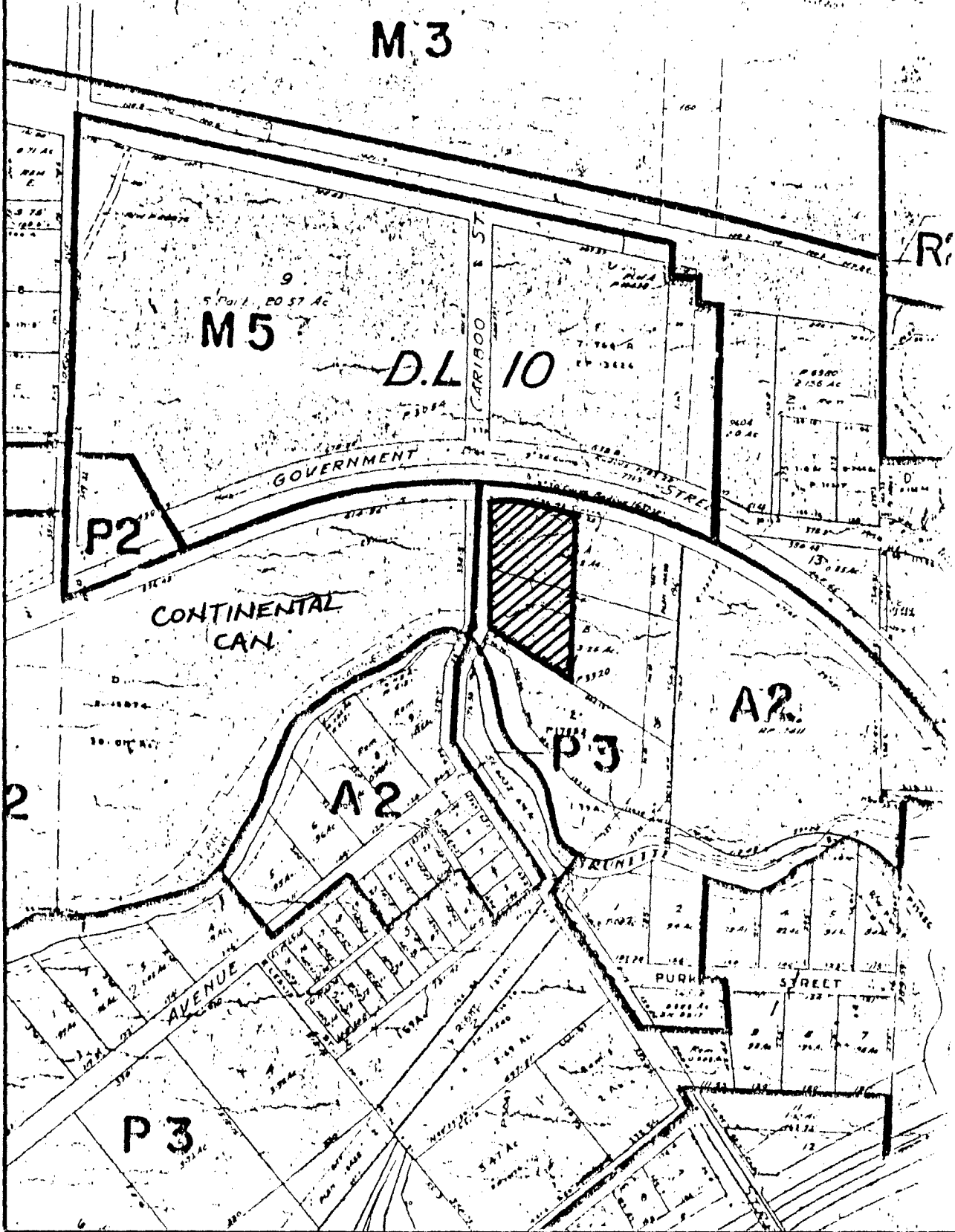


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SKETCH #1 RZ REF 38/79

Drawn By

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Date
1980 JAN



Burnaby Planning Department



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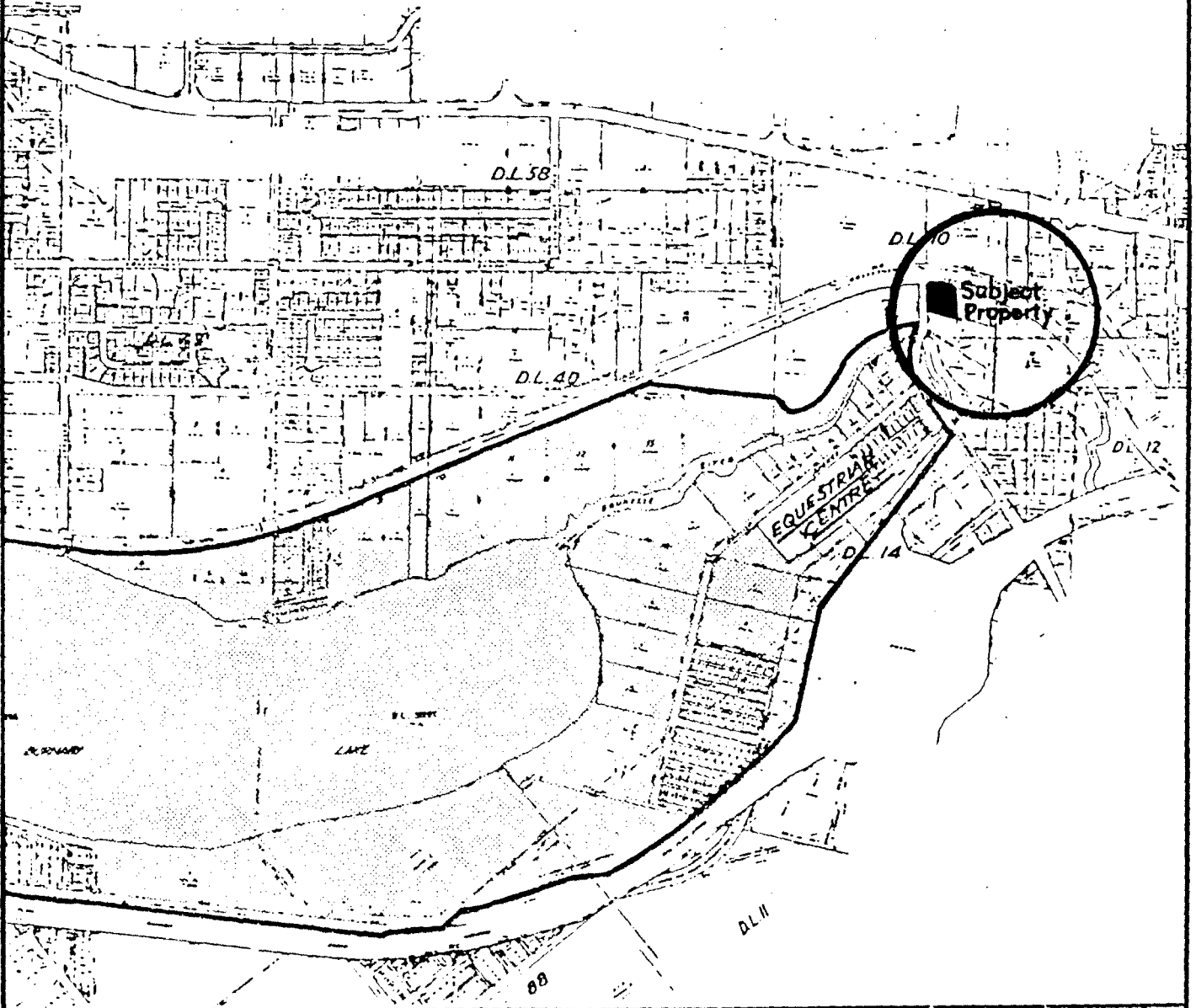
ZONING SKETCH #2

Drawn By



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BURNABY LAKE REGIONAL PARK

Date

1980 JAN



Burnaby Planning Department

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SKETCH # 3

Drawn By



THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #40/79
1980 JANUARY 21

Item # 2

1.0 GENERAL INFORMATION

- 1.1 Applicant: Mr. J. R. Buzzelle, Architect
#205 - 1965 West 4th Avenue
VANCOUVER, B.C. V6J 1M8
- 1.2 Subject: Application for the rezoning of -

Lots 9 and A, Blocks 1,2 and 3, D.L. 97,
Plans 3425 and 6177

From: R5 Residential District and
C4 Service Commercial District

To: RM3 Multiple Family Residential District
- 1.3 Address: 6101 Kingsway
- 1.4 Location: The subject site is located on the north side
of Kingsway between Gilley Avenue and Waltham
Avenue (refer to attached location sketches
1 and 2).
- 1.5 Size: The site is irregular in shape with an area of
5 029 m² (1.24 acres), a width of 79.3 m (260 ft.)
and an average depth of 64 m (210 ft.).
- 1.6 Services: The Municipal Engineer has been requested to
provide all relevant servicing information.
- 1.7 Applicant's Intentions: Rezoning has been requested in order to construct
a 3-storey apartment complex (see attached letter
of intent).

2.0 SITE OBSERVATIONS

Three single-storey commercial buildings and a modest two-storey residential structure are situated on the site. Blue Flame Propane occupies one of the commercial buildings, whereas Canadian Tire Sales and Pay'N Save Oil have vacated their respective facilities. Much of the site is covered with an asphalt parking surface while several mature evergreen trees worth preserving are situated adjacent the residential building in the northeast portion. Vehicular access is from Kingsway which is developed to full Municipal Standards.

A new three-storey apartment complex is located to the east of the site and the Windsor Elementary School is located to the north. To the south across Kingsway are several automobile-oriented commercial businesses and to the west is the three-storey Douglas Drummond residential complex.

3.0 BACKGROUND INFORMATION

The subject site is situated within Area "N" of the 1969 Apartment Study and has been designated for medium density apartment development. For Council's reference, the apartment complex located to the immediate east and developed pursuant to Rezoning Reference #56/73 was the subject of considerable evaluation and related reports which are relevant to the subject request.

3.0 Background Information - cont'd.

Upon initial consideration of R.Z. #56/73, Council concluded that a further review should be made of the development proposal in the context of the immediate area with specific reference to the questions of site configuration for further apartment development, the future use of the Windsor School properties, and vehicular circulation and access.

Subsequently, Council adopted a guideplan for the block bounded by Imperial Street, Waltham Avenue, Kingsway and Gilley Avenue which outlined three alternative redevelopment schemes, each of which related to the disposition of the Windsor School site (refer to sketches 3, 4 and 5 attached). Upon working further with the applicant and his architect, a suitable plan of development which incorporated the conditions and design criteria related to the approved guideplan was achieved. The following requisite development conditions were satisfied by the rezoning applicant (R.Z. #56/73) at that time and relate specifically to the subject rezoning:

- (a) Vehicular access to the site was granted from Kingsway at the southwest corner on an interim basis until such time as a more suitable access other than from Kingsway is available. A restrictive covenant was utilized to ensure that the Kingsway access would be terminated when practicable.
- (b) To eliminate the need for direct Kingsway access to the apartment site to the west (the subject site), thereby minimizing potential traffic problems, an easement over Lot 8 in favour of Lot 9 was registered to provide a driving aisle through the underground parking structure of the building to the adjacent site (refer to sketch #6 attached). This easement was so located to accommodate vehicular access through Lot 8 from Kingsway as well as from the east in the event of the development of an east-west cul-de-sac from Gilley Avenue. Upon achievement of another more appropriate means of access (other than Kingsway), a portion or all of the easement, depending on the specific access solution, would be cancelled.
- (c) In order to provide for the implementation of alternatives #2 or #3 which would involve the relocation of the Windsor School such that appropriate access to the site is obtained via a loop road or a cul-de-sac from the north, siting of the apartment building was required to reflect potential road development and as such observe an 85-foot setback from the north property line (refer to sketch #6).
- (d) The proposed structure and parking layout was designed to accommodate the alternative vehicular movement patterns associated with the three configuration schemes.

4.0 GENERAL DISCUSSION

- 4.1 The subject development proposal is consistent with the land use policy for this area and will further implement the development objectives of the Apartment Study. Appropriate medium density apartments have recently been developed on sites to the immediate east and west; whereas, the subject proposal will significantly enhance the visual appearance of the site to the advantage of the general area and, specifically, to the adjacent apartment residents.

4.0 General Discussion - cont'd.

Additional development as proposed will also increase the resident population in this area and provide additional support of the existing commercial enterprises located nearby. Apartment residents at this location will also be situated on major public transit routes with good access to local and regional shopping facilities and public parks.

- 4.2 Pursuant to the adopted development guideplan for this area and the specific conditions outlined in Section 3, the proposed apartment will be required to restrict its vehicular access to the existing driveway on Lot 8 to the immediate east for which an access easement has been provided. The siting of the apartment building and, specifically, the rear yard setback must reflect the possibility of future cul-de-sac or loop road development from the north through the Windsor School site (as per sketch #6). The building and underground parking facilities must be designed to accommodate access and vehicular movement patterns associated with the three possible configuration schemes.
- 4.3 The landscape plan required in the suitable plan of development must incorporate as many of the existing mature tree specimens as possible. In this regard, a tree survey plan will be expected to be submitted.
- 4.4 Pursuant to the adopted noise policy regarding residential development, it is necessary that the applicant commission an acoustical study to be conducted by an engineer having a recognized specialty in acoustics and his recommendations incorporated into the suitable plan of development, Preliminary Plan Approval application drawings and construction drawings such that compliance with the Council adopted HUD criteria is ensured.

5.0 RECOMMENDATIONS

- 5.1 THAT Council request a rezoning bylaw be prepared and the rezoning advanced to a Public Hearing on 1980 February 19 at 19:30 h and the following be established as prerequisites to the completion of the rezoning:
 - a) The submission of a suitable plan of development incorporating the development conditions outlined in Sections 4.2 through 4.4 of this report.
 - b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
 - c) 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.

5.0 Recommendations - cont'd.

- 5.1 d) The dedication of any rights-of-way deemed requisite.
- e) Should the subject facility be strata titled, all applicable condominium guidelines as adopted by Council shall be adhered to by the applicant.
- f) The deposit of a \$1,125 per unit levy to go towards the acquisition of proposed neighbourhood parks.
- g) The preservation of as many existing mature trees as possible on the site.
- h) The consolidation of the net project site into one legal parcel.
- i) The preparation of an acoustical study of the site as per Section 4.4 of this report and the incorporation of the study recommendations in the suitable plan of development, the Preliminary Plan Approval application drawings and construction drawings.
- j) 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.

A
PDS:lf
Attachments

December 20th, 1979

J. R. Buzzelle m.r.a.i.c.

ARCHITECT

205 - 1965 WEST 4th AVE., VANCOUVER, B.C.
V6J 1M8

PHONE: 733-8220

Mr. P. Sanderson
Planning Department
The Corporation of the District of Burnaby
4949 Canada Way
Burnaby, B. C.
V6G 1M2

Dear Mr. Sanderson:

Re: Rezoning Reference #40/79
6101 Kingsway
Lots 9 & A, Blocks 1, 2 & 3, D.L. 97
Plans 3425 and 6177

Reference to your letter dated December 14th, 1979 your file
02.264 R.Z #40/79.

Application Fee

As requested find enclosed cheque amounting to \$590.00.

Letter of Intent

It is the Owner's intent to develop the above noted property for multiple family units. The project shall consist of approximately 100 one bedroom units. The exterior design shall be organic in character meaning the use of B. C. woods, cedar shakes and brick. The projects shall have 100% underground parking. The entire site shall be landscaped to the approval of all the interested parties. Separate studies shall be completed in order to control energy loss in the buildings, also interior exterior acoustic control.

Council Meeting January 21st, 1980

It is understood that should Council be in agreement at this meeting, the writer shall receive an outline of requisite conditions of rezoning.



... 2

Mr. P. Sanderson
Planning Department
The Corporation of the District of Burnaby

Public Hearing February 19th, 1980

Should the project receive the various Public Hearings it may be assumed rezoning is granted.

Final Approval by Mid April

Should all the interested parties be satisfied, it may be assumed construction could commence on approximately April 20th, 1980.

Yours very truly,

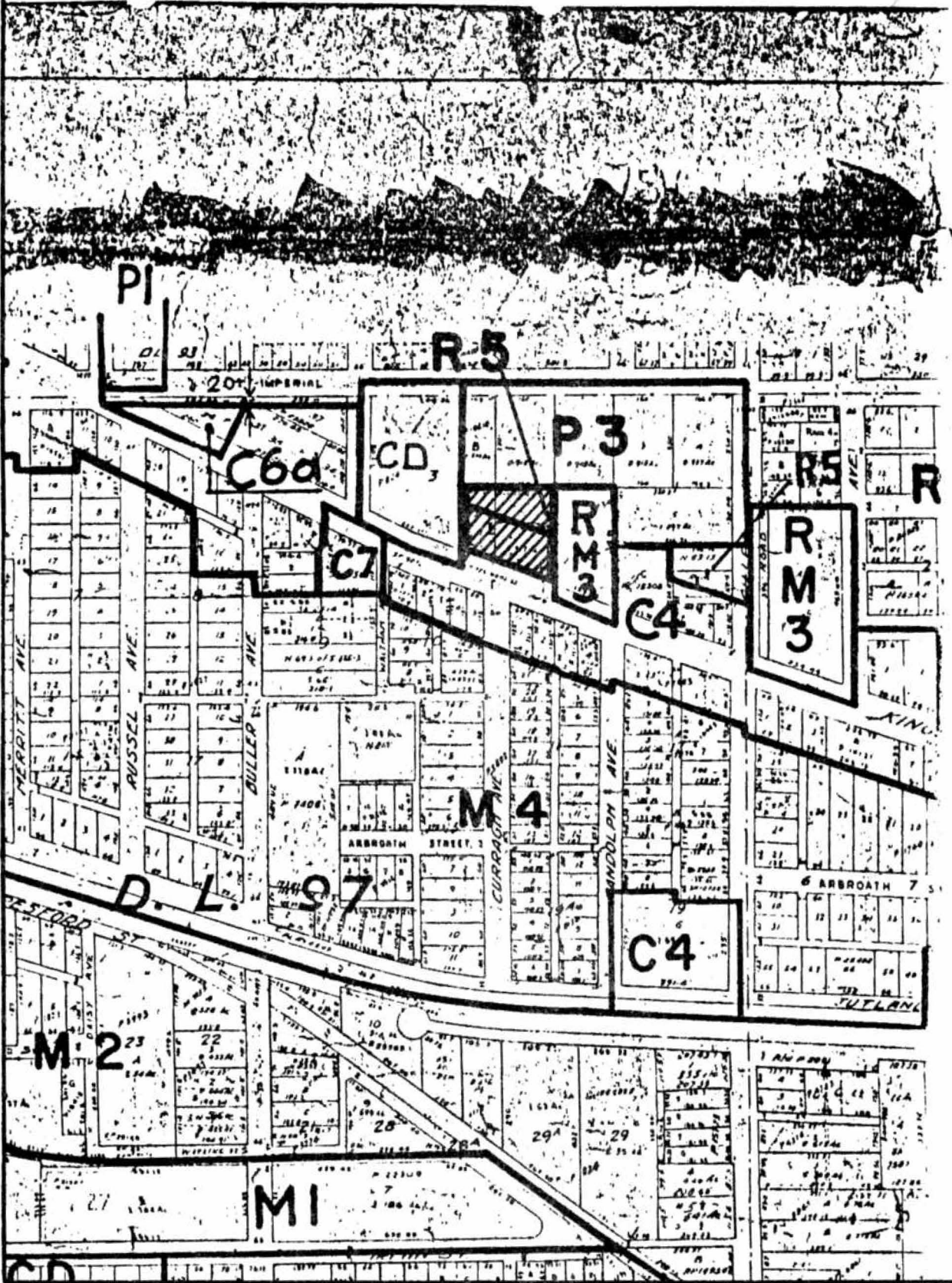

J. R. Buzzelle, M.R.P.I.C.

JRB/jj

c.c. Mr. Robert G. Brodie
Chairman & Chief Executive Officer
Pay-N-Save Gas Stations Ltd.
Subsidiary of Merit Oil Co. Ltd.
Suite 111, 4400 Dominion Street
Burnaby, B. C.
V5G 4G3







Date
1980 JAN



Burnaby Planning Department

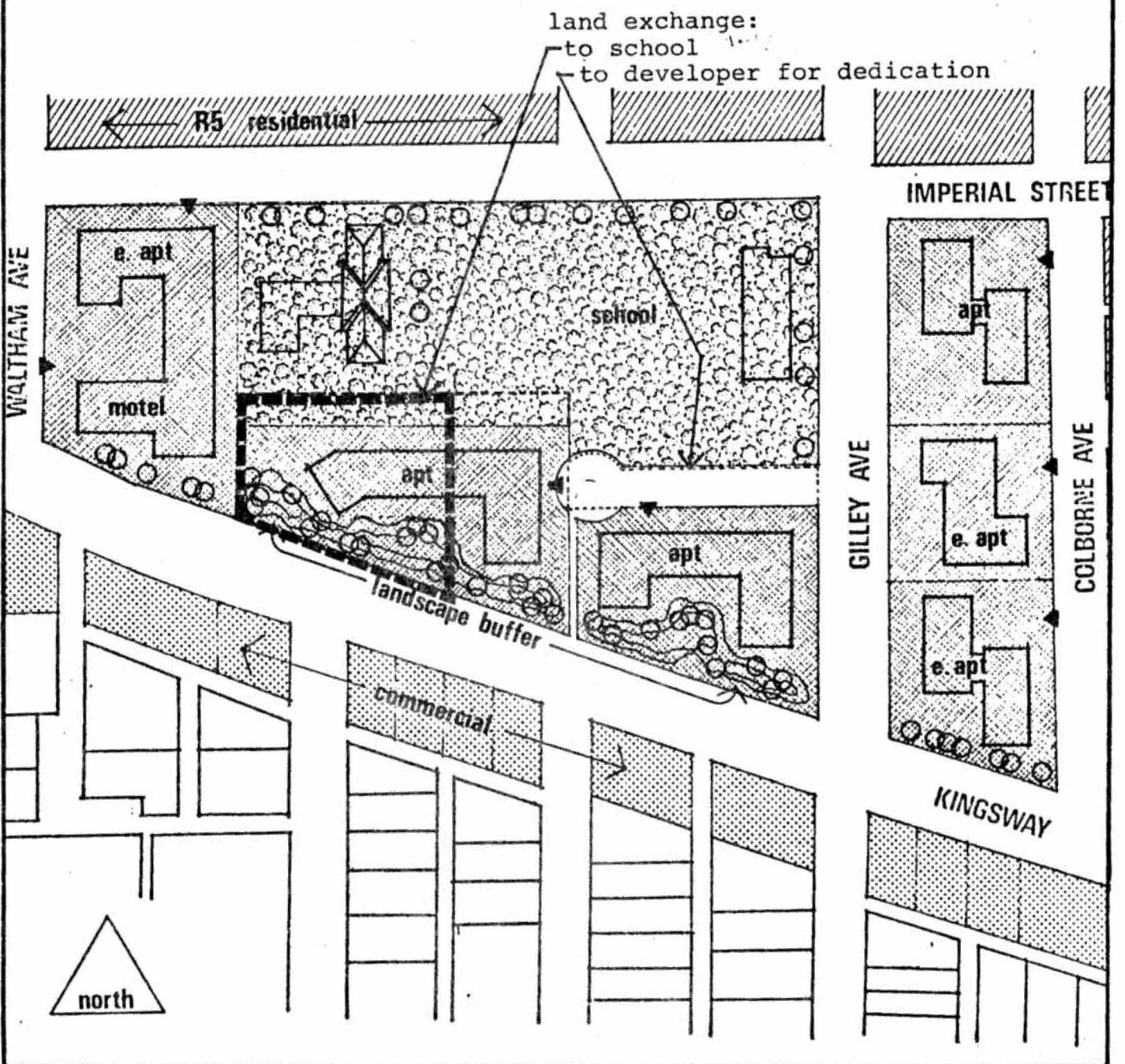


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ZONING SKETCH #2

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Date
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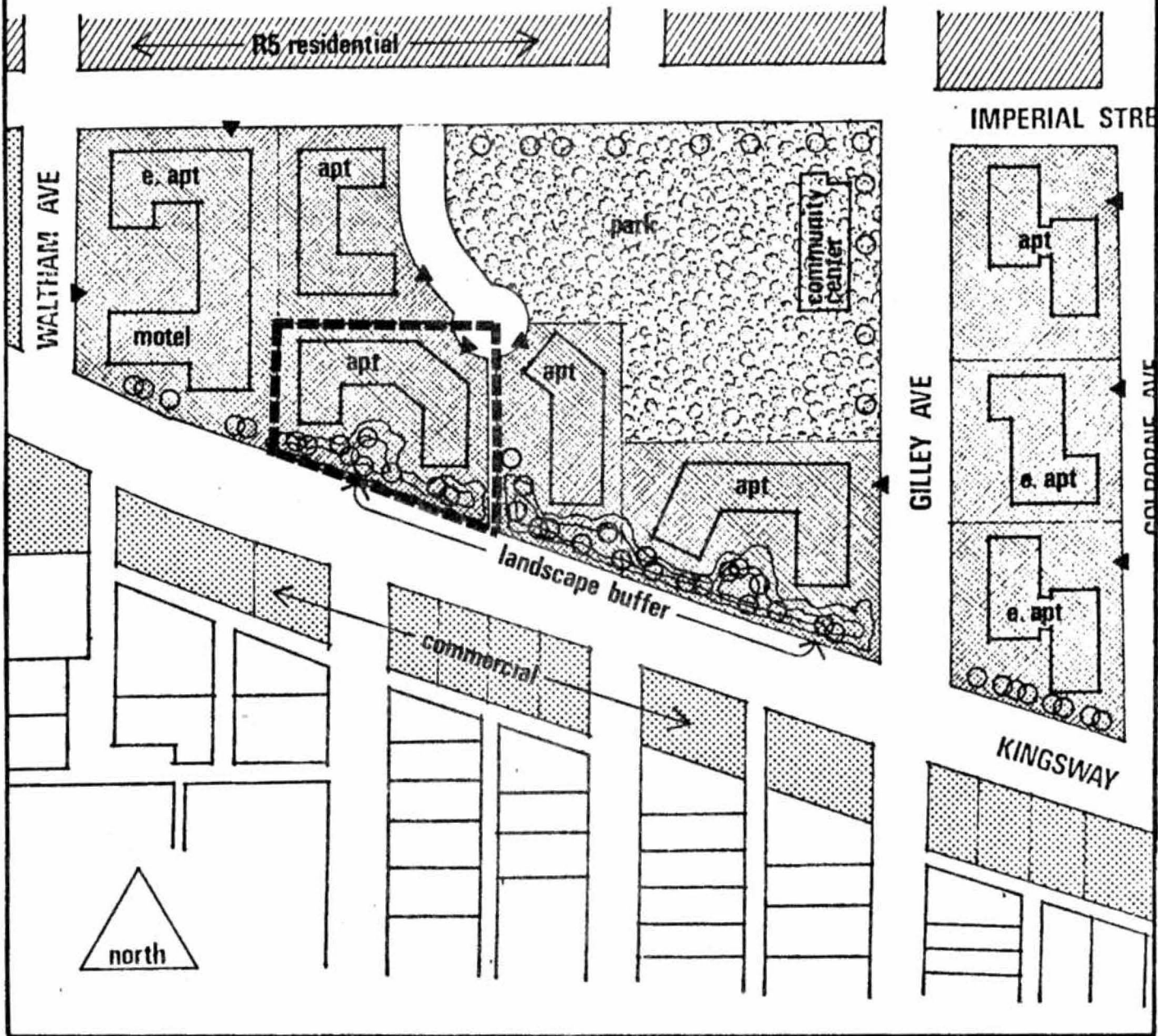


Burnaby Planning Department

ALTERNATIVE #1

SKETCH # 317





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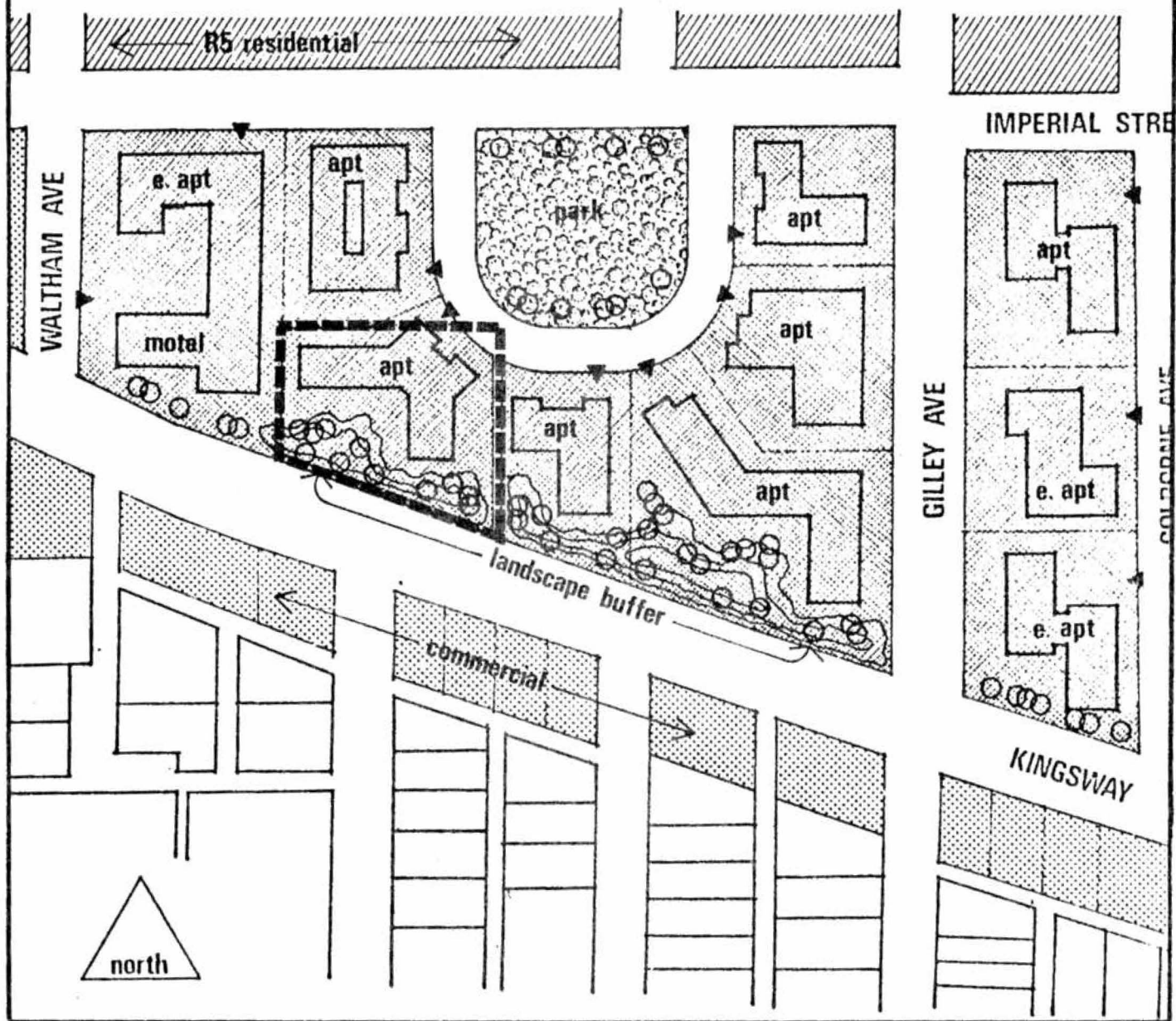
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ALTERNATIVE #2



ITEM 9
 MANAGER'S REPORT NO.
 COUNCIL MEETING Dec



Date

1980 JAN

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Burnaby Planning Department

ALTERNATIVE #3

SKETCH #5





THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
Rezoning Reference #42/79
1980 January 21

Item #3

1.0 GENERAL INFORMATION

- 1.1 Applicant: Mr. R. C. Lee
Ledingham Construction Ltd.
1758 "A" West Eighth Avenue
Vancouver, B.C. V6J 1V6
- 1.2 Subject: Application for the rezoning of:

Lot 6 Exc. Pt. on Pl. with B/L 30078, D.L.94C,
Plan 440; Lot 5 exc. pt. on Pl. with B/L 30078,
D.L.94C, Plan 7663.
- From: C4 Service Commercial District and
R5 Residential District
To: C4 Service Commercial District, C2 Community
Commercial District and P8 Parking District.
- 1.3 Address: 5583 and 5549 Kingsway
- 1.4 Location: The subject site is located on the northwest
corner of Kingsway and Elgin Avenue (refer
to attached Sketches #1 and #2).
- 1.5 Size: The site is irregular in shape with an area
of approximately 8 965 m² (2.213 acres), a
width of 73.2 m (240 ft.) and an average
depth of 108.9 m (357 ft.).
- 1.6 Services: The Municipal Engineer has been requested
to provide all relevant servicing information.
- 1.7 Applicant's Intentions: Rezoning has been requested in order to
develop a Canadian Tire Retail facility and
a retail/office complex (refer to attached
letter of intent).

2.0 SITE OBSERVATIONS

The subject site is presently occupied by Luxor Auto Wrecking Ltd., Purves Ritchie Ltd., a construction equipment rental company, and a well-maintained single family residence which fronts Elgin Avenue. Both the auto wrecking and the construction equipment operations include small industrial/office facilities with the majority of their respective sites being utilized for outdoor storage. Vehicular access is presently from Kingsway which is constructed to full standards and Elgin Avenue which is to interim standards on the west side. Located to the west of the site is a relatively new two-storey commercial building with surface parking to the rear and three well-maintained single family residences fronting Denbigh Avenue. Several commercial facilities are located to the south across Kingsway and single family residences of varying age and condition are located to the north fronting Elgin Avenue and Denbigh Avenue. To the east lies the Imperial Place commercial complex which comprises retail/office/restaurant facilities adjacent to Kingsway with a large surface parking area located to the rear.

3.0 GENERAL DISCUSSION

- 3.1 The subject site is located on the north side of Kingsway in an area which can best be characterized as an automobile-oriented service commercial strip. Development in this area is dependent upon high visual exposure, good vehicular access and relatively large sites which permit abundant off-street parking facilities. Service Commercial outlets, such as the Beaver Home Centre, Canada Safeway and Imperial Place are typical of the larger facilities found in the immediate area; whereas, many automotive specialty shops (such as Speedy Muffler), restaurants, etc., represent the smaller commercial facilities of this kind.
- 3.2 This commercial area of Kingsway is also located approximately three blocks east of the eastern boundary of Metrotown in which higher concentrations of pedestrian-oriented retail, commercial, office and residential uses are intended to be developed. The Kingsway/Edmonds area centre which is also intended to have higher concentrations of development is located approximately 1.5 kilometres to the east. As such, those Kingsway-fronting properties situated between these proposed commercial/residential core areas (excluding Apartment Area "N") are intended to provide low intensity convenient commercial services to the nearby residents located on the north and south sides of Kingsway and to compliment the existing and future office/commercial uses found in the Metrotown and Kingsway/Edmonds areas.
- 3.3 For Council's reference, Imperial Place, a fairly new commercial complex developed as per Rezoning Reference #59/72 is located immediately east of the subject site between Elgin Avenue and Dufferin Avenue (refer to sketch #2 attached). This facility extends approximately 97 metres (318 feet) north of Kingsway and includes two individual single storey buildings which accommodate a number of offices, retail outlets and restaurants with abundant surface parking facilities. The buildings are located adjacent to Kingsway with the parking surface to the rear (north). The southerly two-thirds of the site is zoned C2 Community Commercial District and the northerly one-third P8 Parking District. The P8 designation was utilized in part to restrict commercial activities from infringing upon the adjacent residential uses. This complex is regarded as being quite successful from a planning perspective and in many ways illustrates some of the concepts intended to be used in the subject proposal. This facility also represents the recent trend of commercial development on this immediate area that involves larger parcels which extend approximately 350 feet north of Kingsway.
- 3.4 The applicant proposes to construct three separate buildings on the two lots which are intended to be maintained under separate ownership. The buildings and parking surfaces will be designed and sited so that they will function as one integrated complex. Lot 5 (the easterly of the lots) is proposed to be zoned C2 and will accommodate two separate buildings; the larger building located adjacent to Kingsway and the other near the north property line with surface parking between. These buildings are intended to be occupied by a combination of retail and office uses. The westerly Lot 6 is intended to be zoned C4 to accommodate the Canadian Tire facility and P8 to cover the surface parking area located within the northern portion of the lot (refer to sketch #3). The P8 designation will preclude commercial expansion of Canadian Tire in a northerly direction which could have a negative impact on the adjacent homes. Vehicular access will be from Kingsway and from Elgin Avenue only. Access from Kingsway is subject to the approval of the Ministry of Transportation, Communications and Highways.

3.0 General Discussion - cont'd.

- 3.5 A landscape buffer will be provided adjacent the west and south property lines where existing single family residences are located. The Canadian Tire facility proposes to locate their automobile service bays on the east side of their building where visibility from Kingsway and adjacent residences will be negligible. The northerly building proposed for Lot 5 is situated near the north property line which will also assist in screening much of the commercial activity and parking from the adjacent homes. However, in order to ensure that a high development standard is achieved in this proposal, the Planning Department would recommend that the applicant be required to incorporate the following design criteria into the suitable plan of development:
- a) The facilities should be designed as one integrated complex with a consistent architectural theme throughout. Exterior building materials and architectural features should reflect the site's urban setting without supergraphics and other advertising techniques often associated with suburban strip commercial developments.
 - b) Commercial activities should be primarily oriented towards Kingsway and the northerly building proposed for Lot 5 must present a passive interface with the residences to north.
 - c) No vehicular access will be permitted from the lane which is situated to the immediate north and presently undeveloped.
 - d) Landscape buffering around the perimeter of the site must provide an effective screening element for the adjacent single family residences.
- 3.6 The applicant will be required to **complete** Elgin Avenue adjacent the site to full Municipal Standards (the east half has been previously upgraded via R.Z.#59/72).
- 3.7 The applicant will be required to register a reciprocal access and parking easement over the two sites in order to ensure that the project functions as an integrated complex.

4.0 CONCLUSIONS

The Planning Department considers that the subject proposal furthers the land use objectives of the immediate area and is consistent with the redevelopment trends that have recently taken place along Kingsway. The proposed facilities will provide useful service facilities to the residential population in the area and will effectively compliment the existing and future commercial activities on Kingsway and in Metrotown. The proposal will also result in the significant upgrading of the site which should present a suitable interface with the adjacent residences.

5.0 RECOMMENDATION:

- 5.1 THAT Council request that a rezoning bylaw be prepared and advanced to a Public Hearing on 1980 February 19 at 19:30 h, and 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 3.5 of this report.
 - b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site including the upgrading of Elgin Avenue to full Municipal Standards as outlined in Section 3.6. 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.
 - c) 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.
 - d) 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.
 - e) The dedication of any rights-of-way deemed requisite.
 - f) The granting of any necessary easements.
 - g) The registration of a reciprocal access easement for parking and access purposes as described in Section 3.7.

9 PDS:1f

Attachments

PDS



LEDINGHAM

January 3rd, 1980

Mr. J. Hudson,
Municipal Clerk,
Corporation of Burnaby,
4949 Canada Way,
Burnaby, B.C.

Dear Sir:

Re: Rezoning Application # 42/79

Further to our application for rezoning of:

5583 Kingsway - Block 5 of Lot 94 Gp. 1 Plan 7663 N.W.D. - to C-2

and

5549 Kingsway - Lot 6 of Lot 94 Gp. 1 Plan 440, except
part thereof shown on Plan with Bylaw
30078 N.W.D. - to C-4

We wish to confirm our intent for the property should the rezoning application be approved.

The two properties would be developed individually but with an overall comprehensive plan orientated to vehicular access. The Westerly property is proposed for a Canadian Tire Retail outlet of approximately 12,000 square feet and ancillary parking. Canadian Tire is a large national retailer who engages in the retail sales and installation of automotive components; and the retail sales of hardware, plumbing and electrical supplies, tools, home improvement and related products, small appliances and some sporting goods. A complete product list has been submitted to the planning department for their analysis. Canadian Tire is currently expanding into British Columbia and this store will be the first in Burnaby. Their warehousing facility which will service all lower mainland stores is under construction in Burnaby. If required, further history and background on Canadian Tire or their operation is available upon request.

A multi-tenant retail complex is proposed for the Easterly property. The development would contain approximately 18,000 square feet of single story retail, together with the necessary code parking. Although no firm commitments have been received, discussions are under way with a number of prospective tenants fitting into Burnaby's C-2

.... /2



LEDINGHAM

-2-
Municipal Clerk
Corporation of Burnaby

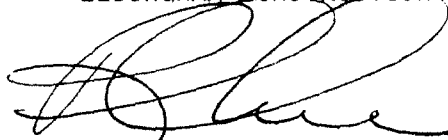
zoning.

It is our intent to work closely with the Burnaby Planning Department to create an acceptable project. To this end we will be discussing the layout and completing the conceptual design during the rezoning procedure to allow them to fully assess this application.

We trust that this gives you the information you require to process the application. If you require anything further please contact the writer at your convenience.

Yours truly,

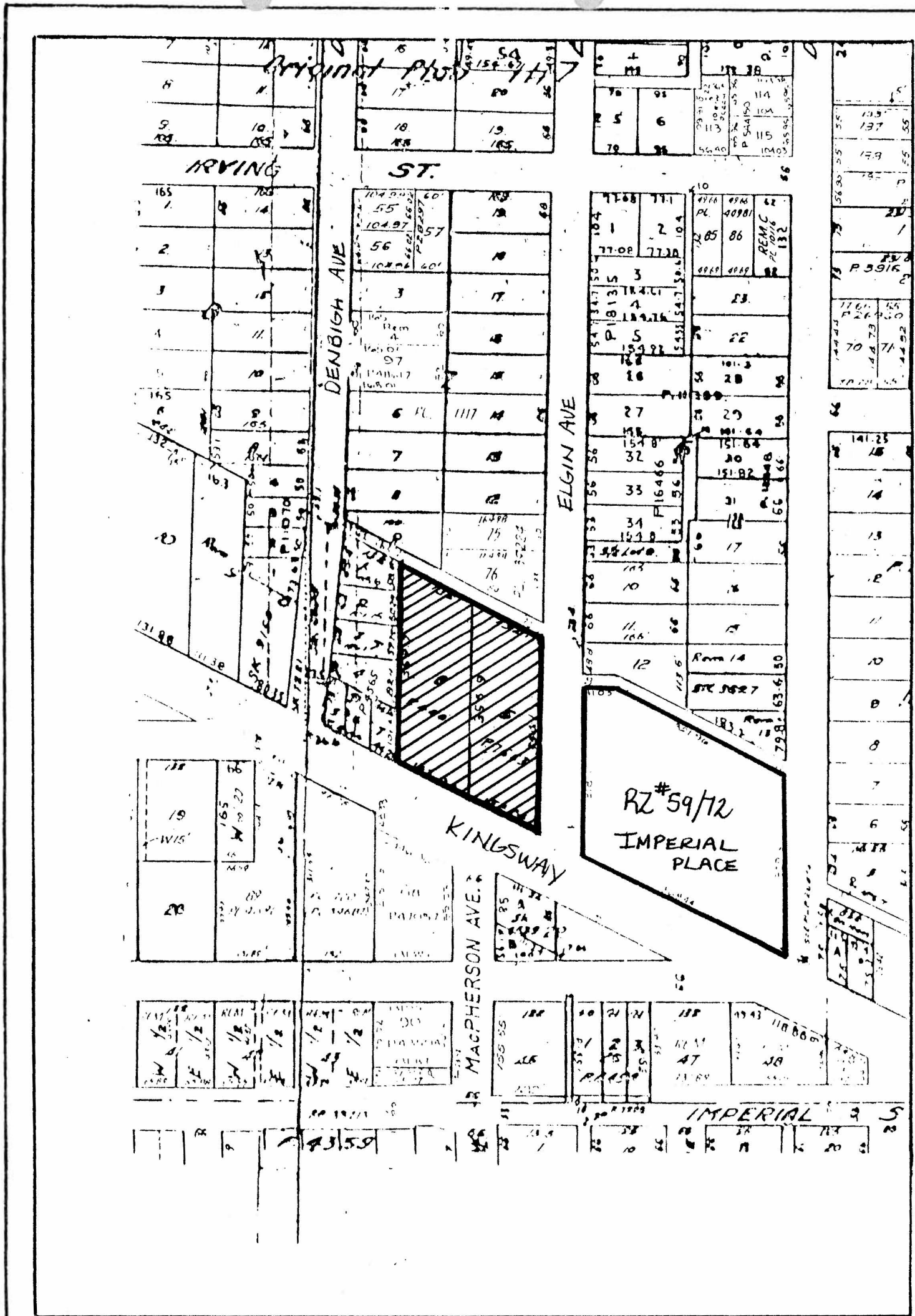
LEDINGHAM CONSTRUCTION LTD.



R.C. Lee,
Project Manager

RCL/ns





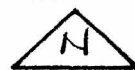
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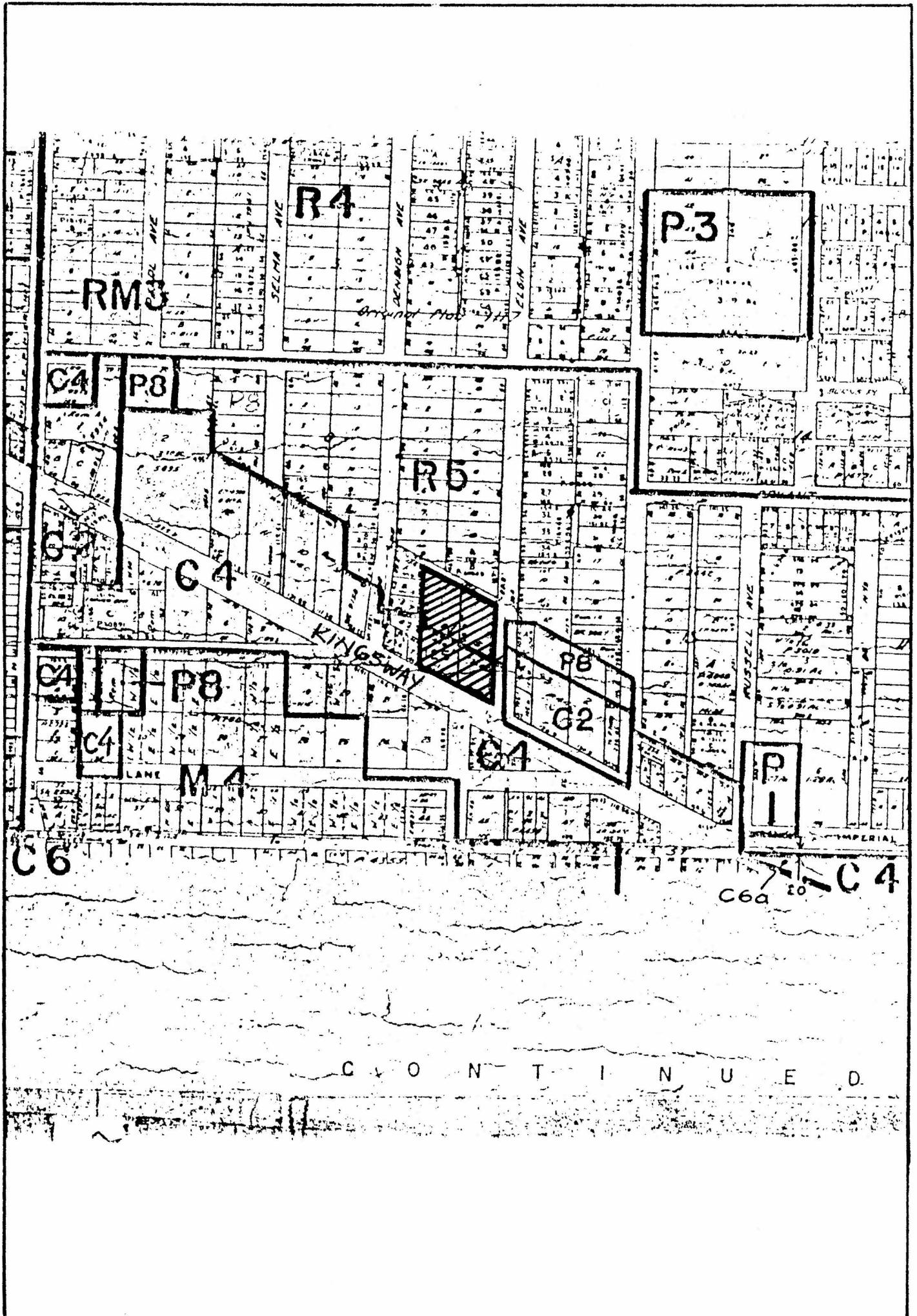


Burnaby Planning Department



SKETCH # 1 RZ REF # 42/79





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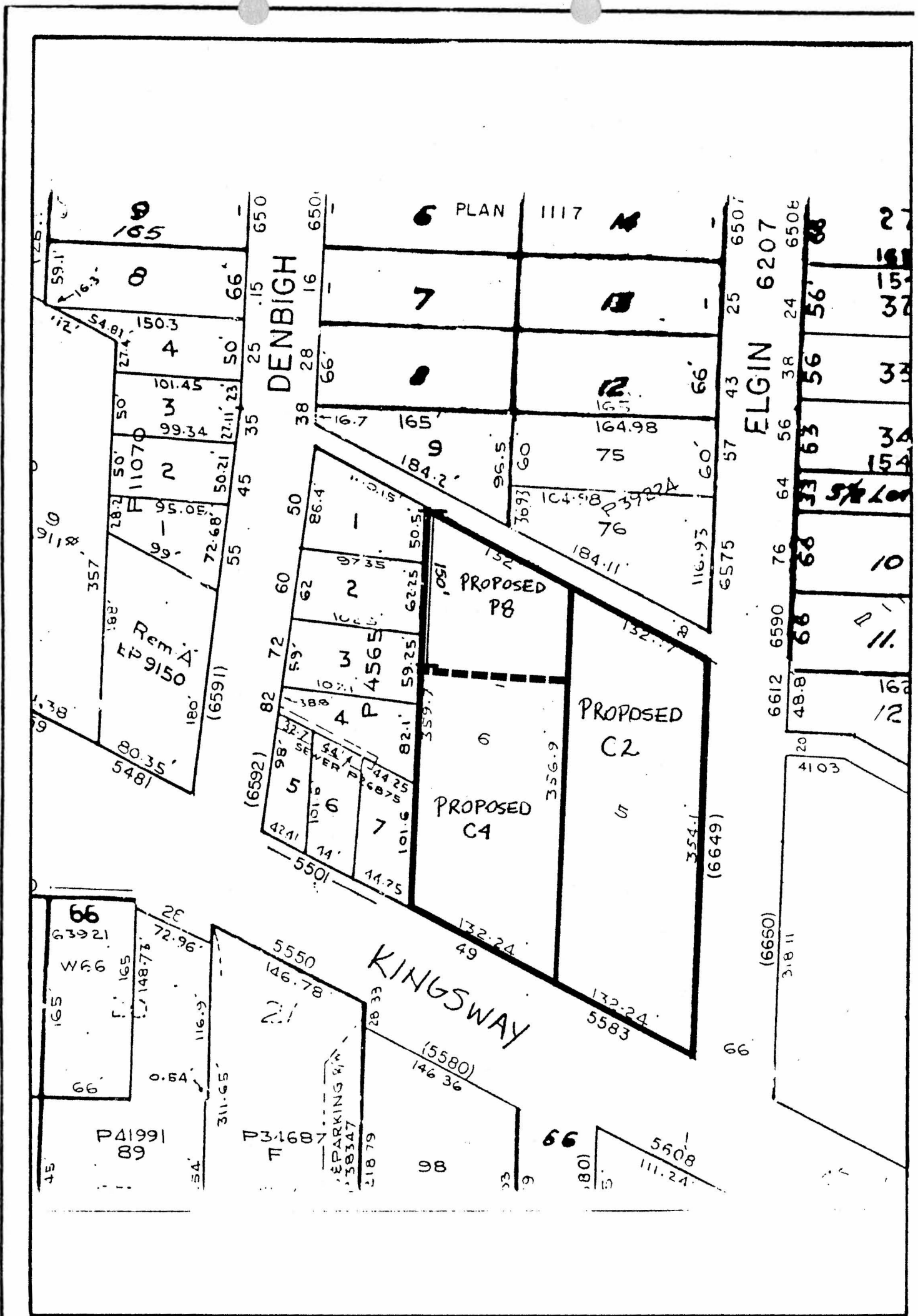


Burnaby Planning Department



ZONING SKETCH #2





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Burnaby Planning Department



SKETCH #3



THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #1/80
1980 January 21

Item #4

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Bosa Bros. Construction Ltd.
4585 East Hastings Street
BURNABY, B.C. V5C 2K3
- 1.2 Subject: Application for the rezoning of -

Lot 20, Blk. 8, D.L. 116N Pt., Plan 1236;
Pcl. A Expl.P1. 12916 of Lot 19, Blk. 8,
D.L. 116, Plan 1236; Lot 19 exc.W.18.7'
Expl.P1. 12916 and exc. E.9", Blk. 8, D.L.
116, Pl. 1236; Lot 18 W $\frac{1}{2}$ & 19 E. 9", Blk. 8,
D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 18 E $\frac{1}{2}$, Blk. 8,
D.L. 116, Plan 1236; Lot 17, 16, 15, Blk. 8,
D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 14 exc. Sketch
9453, Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Pcl. A
Expl.P1. 9453, S.D. 13 & 14, Blk. 8, D.L.
116N $\frac{1}{2}$, Plan 1236; Lot 13 E $\frac{1}{2}$, Blk. 8, D.L.
116, Plan 1236; Lot 12, Blk. 8, D.L. 116,
Plan 1236; Lot 11, Blk. 8, D.L. 116N $\frac{1}{2}$,
Plan 1236; Lots 1, 2, 3, 4 & 5, Blk. 8,
D.L. 116, Plan 1236; Lot 6, Blk. 8, D.L. 116N $\frac{1}{2}$,
Plan 1236; Lot 7, Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236;
Lot 8, Blk. 8, D.L. 116/186, Plan 1236; Lot 9,
Blk. 8, D.L. 116N $\frac{1}{2}$, Plan 1236; Lot 10, Blk. 8,
D.L. 116, Plan 1236.
- From: R5 Residential District and
C3 General Commercial District
- To: CD Comprehensive Development District
- 1.3 Address: 3703-07-09-13-19-21-31-55-57-63-65-85-91 East
Hastings Street; 310 Boundary Road; 3706-24-34-
36-56-66-76-86 Albert Street, and 311 Esmond
Avenue.
- 1.4 Location: The subject site is the entire block bounded by
Hastings Street, Boundary Road, Albert Street and
Esmond Avenue.
- 1.5 Size: The site is rectangular in shape with an area of
approximately 12 109.9 m² (2.99 acres), with a
frontage of approximately 152.4 m (500 ft.) on
Hastings and Albert Streets and 80.47 m (264 ft.)
on Boundary Road and Esmond Avenue.
- 1.6 Services: The Municipal Engineer will be requested to
provide all relevant servicing information.
- 1.7 Applicant's Intentions: The applicant has requested rezoning in order to
develop 213 apartment units in 2 towers and
47,193.5 sq.ft.of commercial space (see attached
letter of intent).

2.0 SITE OBSERVATIONS

The site is currently occupied by a few single family dwellings. To the west, across Boundary Road, are a variety of commercial developments fronting on Hastings Street. To the south-east are more commercial developments on Hastings Street. To the north are single family homes and in the abutting block to the north-east are three-storey apartment buildings along Albert Street. The site slopes fairly steeply down from Albert to Hastings, and less steeply from Esmond to Boundary.

3.0 BACKGROUND

Council on 1979 October 22 abandoned Rezoning Reference #38/77A, a previous rezoning application for the development of this site, largely due to concerns with the height and density of development. At that time, Council indicated it would consider a scaled down development and that no moratorium on development was to be imposed while the Community Plan for the area is under review. We have now received a revised development proposal which is the subject of this report.

4.0 GENERAL COMMENTS

- 4.1 The subject site is within Community Plan Three, wherein it is designated as suitable for RM5 High Density Development with an approximate unit count of 380 units. It is also indicated in the Community Plan that the site is proposed to develop with limited commercial use on a lower level to serve the occupants of the development. The floor space of the commercial area has been increased in this and past proposals as it is the most appropriate use along Hastings. The construction of new offices and shops will assist in revitalizing the Hastings Street frontage by upgrading the level of economic activity and the appearance of this area.
- 4.2 The Municipal Engineer will be requested to provide an updated estimate of services for this site. Services will include street tree planting around the site, upgrading of Albert to include an 11 m (36') pavement with curb and gutter on the north side from Boundary to Esmond; upgrading of water, provision of combined sewers and undergrounding of existing overhead telephone and hydro lines presently located in the lane allowance and on Esmond Avenue.
- 4.3 The sale of the redundant lane allowance between Hastings and Albert will involve the introduction of a road closing bylaw for this parcel. The area of the lane is 939 m² (10,000 sq.ft.). A highway exchange for a bus bay on Hastings Street of 153 m² (1,646 sq.ft.) will be pursued with the balance of the lane area being sold to the developer at cost to be determined by the Municipal Solicitor prior to the introduction of the Highway Exchange Bylaw.
- 4.4 A noise study will be required for the subject site to ensure compliance with the adopted guidelines.
- 4.5 A development cost charge of \$1,080.00 per unit will be required to go towards the acquisition of neighbourhood parks.
- 4.6 The comments of the Fire Department will be obtained with respect to fire truck access and hydrant locations.
- 4.7 As with the earlier proposal, the developer informs us that this project will be a strata-titled development. Although it is intended that the project units be rented initially, individual or blocks of units may be sold and resold to various owner/occupiers or to investors under the strata title regulations at any time.

5.0 DEVELOPMENT PROPOSAL:

- 5.1 The applicant has submitted a new development proposal which is a scaled down version of his earlier proposal (R.Z.#38/77A).
- 5.2 Access to underground parking is from Boundary Road and Esmond Avenue. Only access to surface parking is provided from Albert Street.
- 5.3 The height of the towers has been reduced from 19 and 21 storeys to 13 and 15 storeys plus possible penthouse unit lofts. The height of the podium level has been reduced by the removal of one-half of a level on the western portion of the site.
- 5.4 Development statistics are outlined below for both this scheme and the earlier scheme for comparison purposes.

	<u>Rezoning Ref. #1/80</u>	<u>Rezoning Ref. #38/77A</u>
Net Development Site:	12 109.9 m ² (130,214 sq.ft.) (2.99 acres)	Same
Floor Area Ratio:	1.812 (1.845 with penthouse loft option)	2.55
Site Coverage (from aerial view calculating landscaped decks as open space):	15%	15%
Height:	Two Towers - 13 and 15 storeys plus possible loft space for penthouses	Two Towers - 19 and 21 storeys
Unit Mix:	1 B.R. - 52 @ 65.9 m ² 1 B.R. - 75 @ 78.375 m ² + Den to 79.65 m ² 2 B.R. - 78 @ 84.1 m ² 2 B.R. - 8 @ 107 m ² + Penthouse	1 B.R. - 80 @ 65.1 m ² 1 B.R. - 114 @ 78.0 m ² + Den 2 B.R. - 114 @ 84.5 m ²
	<hr/> TOTAL: 213 UNITS <hr/>	<hr/> TOTAL: 308 UNITS <hr/>
Parking: Residential	266 spaces (based upon 1.25 spaces per unit)	462 spaces (based upon 1.5 spaces per unit)
Commercial	94 spaces (based upon 1 stall/46.45 m ²) Figures include 43 spaces on surface.	129 spaces (additional parking to accommodate future commercial expansion) Figures include 28 spaces on surface.

Item #4
Rezoning Reference #1/80
1980 January 21 - Page 4

Development Statistics cont'd.	<u>Rezoning Ref. #1/80</u>	<u>Rezoning Ref. #38/77A</u>
Commercial Floor Area:	4 389.0 m ² (47,193.5 sq.ft.)	3 900 m ² (41,935 sq.ft.)
Potential Future Office	635 m ² (6,828 sq.ft.)	2 750 m ² (29,590 sq.ft.)

6.0 ANALYSIS OF DEVELOPMENT AND CONCLUSION:

6.1 In principle, this currently proposed development represents an improvement over the past development proposal in response to comments raised at the Public Hearing, while continuing to adhere to the adopted Community Plan in that the scale of the development has been reduced. The height has been reduced which will lessen the shadowing effect. The number of units has been reduced which will lessen the population density and the traffic impact. The presently proposed commercial space has increased; however, the ultimately proposed commercial space is much less. The overall density of built-form has been significantly reduced from a floor area ratio of 2.55 to one of 1.812 or 1.845.

However, the proposed scheme has some significant problems which must be resolved prior to forwarding to a Public Hearing. The proposed parking ratio of 1.25 is contrary to the Council policy which states that a ratio of 1.5 is required for strata title high rises. The applicant must clearly state an intent to develop a rental project only or, alternatively, increase the ratio to 1.5. The large parking structure has only one exit from each level. It would be desirable to link the two levels to ease traffic circulation and for increased safety associated with alternate means of exit. Forty-three parking spaces are now shown on the surface. The currently proposed layout with this number of spaces produces an undesirable amount of asphalt, and results in an unacceptable access to Esmond in relation to the adjacent access to underground parking. The layout must be altered or the number of surface spaces reduced to make this aspect acceptable. Loading vehicles are currently shown to back onto Boundary Road resulting in a hazardous situation which did not occur in the past scheme. This aspect must be amended. A number of lesser details, such as the effective screening of surface parking and parking garage elevations, increased planting areas and resolution of retaining wall situations, must also be resolved to bring this proposal up to the standard expected of other developments in the Municipality.

We are confident that all of the problems can be satisfactorily resolved, and that we can then recommend this project. However, until they are resolved, we cannot recommend advancement to a Public Hearing.

Item #4
Rezoning Reference #1/80
1980 January 21 - Page 5

7.0 RECOMMENDATION:

- 7.1 THAT Council authorize the Planning Department to work with the applicant towards a suitable plan of development based upon the statistics outlined in Section 5.0 of this report, and resolution of the concerns outlined in Section 6.0 of this report on the understanding that a further report will be submitted which recommends advancement of this project to a Public Hearing.
- 7.2 THAT a copy of this report be sent to the North Burnaby Residents' Association.


CBR:1f

Attachments

77 = 1/80



Bosa Bros

January 8, 1980

BY HAND

The Corporation of the District of Burnaby
Planning Department
4949 Canada Way
Burnaby, British Columbia

ATTENTION: MR. A. PARR, DIRECTOR OF PLANNING

Dear Sirs:

RE: SUBDIVISION REFERENCE #107/77 - DL116
HASTINGS STREET AND BOUNDARY ROAD -
X REF: R.Z. #38/77A, R.C. #23/77

We confirm that we will be making a zoning application to rezone the above noted property to RM-5CD.

We propose to construct 213 apartment/condominiums units in two high rise towers as well as 49,000 square feet of commercial/retail space.

Please contact us if you require any further information or explanations at this time.

Yours truly,

BOSA BROS. CONSTRUCTION LTD.

✓Natale Bosa

PLANNING DEPARTMENT NOTE:

The floor area of 47,193.5 sq.ft. noted in the report is the up-to-date figure based upon the latest architectural drawings received.

CBR:lf 80 01 17

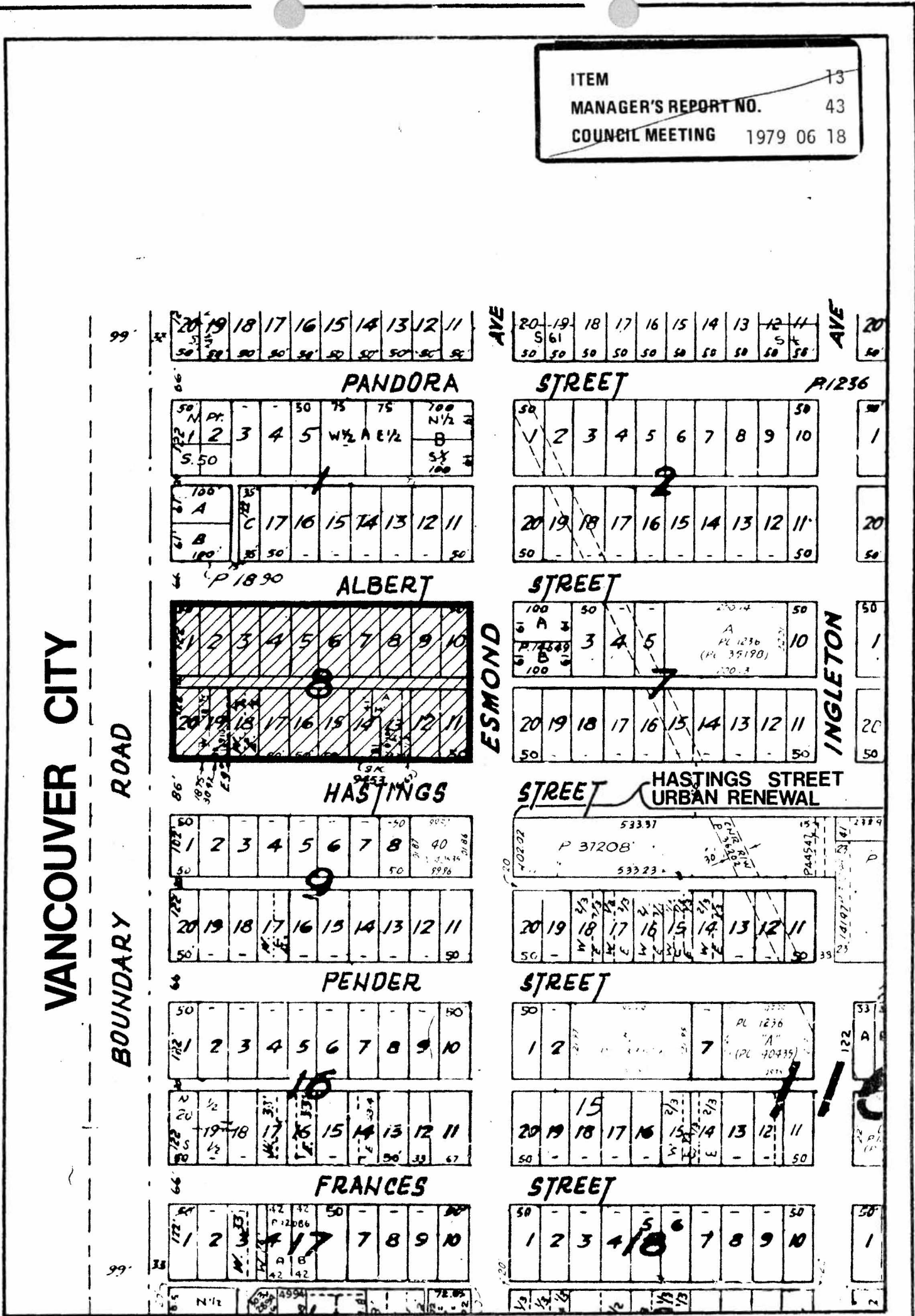
NB:ses



Bosa Bros. Construction Ltd., 4585 East Hastings Street, Burnaby, British Columbia V5C 2K3
Telephone 291-0621



ITEM 13
 MANAGER'S REPORT NO. 43
 COUNCIL MEETING 1979 06 18



ate
 JUNE 1979
 scale
 1" = 200'
 drawn By
 J.C.

 Burnaby Planning Department

 SUBJECT SITE
 R.Z. 1/80



FIGURE 1. 336

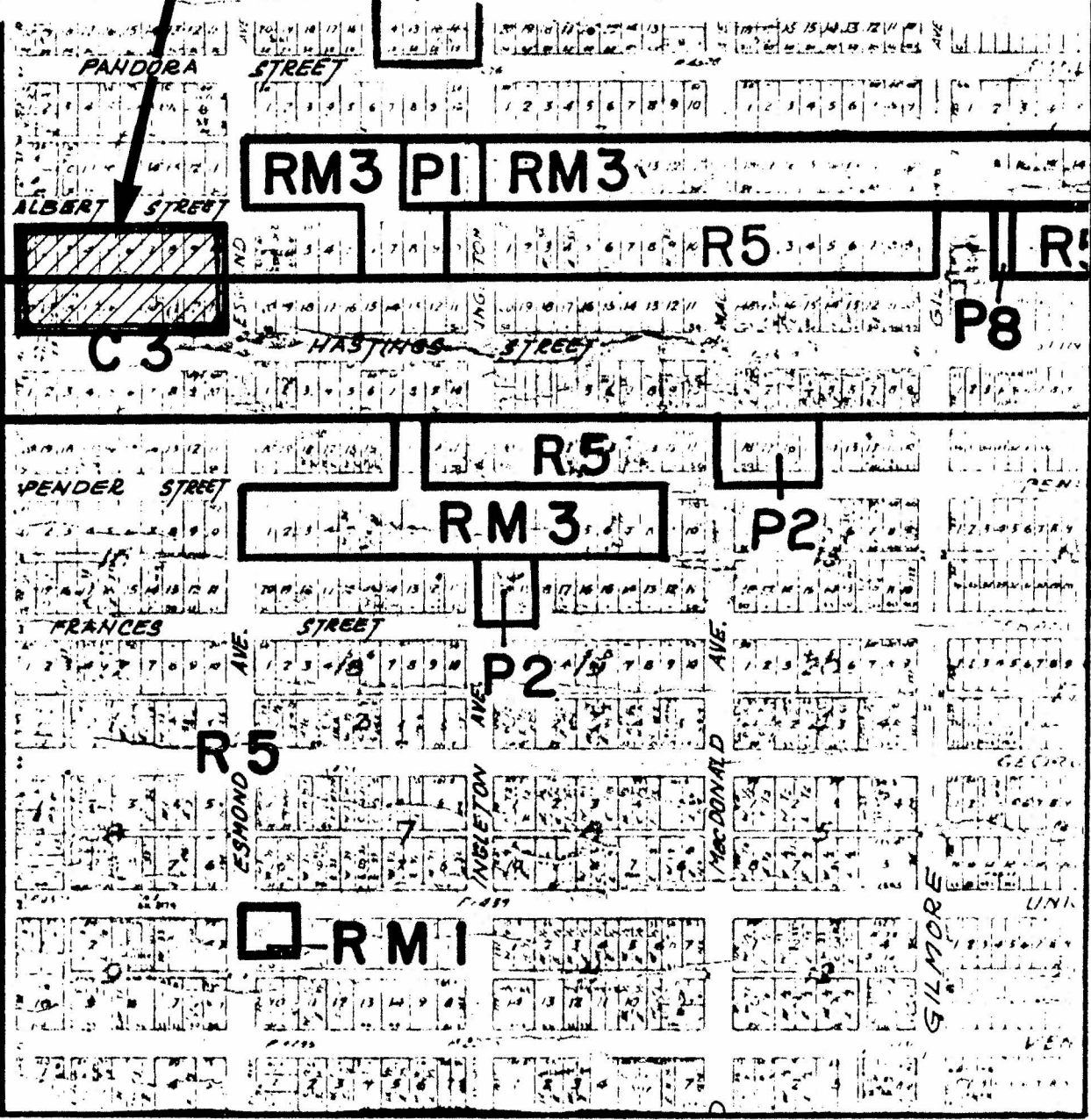


ITEM 13
 MANAGER'S REPORT NO. 43
 COUNCIL MEETING 1979 06 18

SUBJECT SITE P1

VANCOUVER CITY

BOUNDARY ROAD

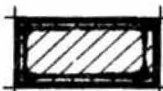


JUNE 1979



Burnaby Planning Department

1" = 400'



SUBJECT SITE R.Z. 1/80
 & EXISTING ZONING



J.C.




FIGURE 2.

ITEM	13
MANAGER'S REPORT NO.	43
COUNCIL MEETING	1979 06 18

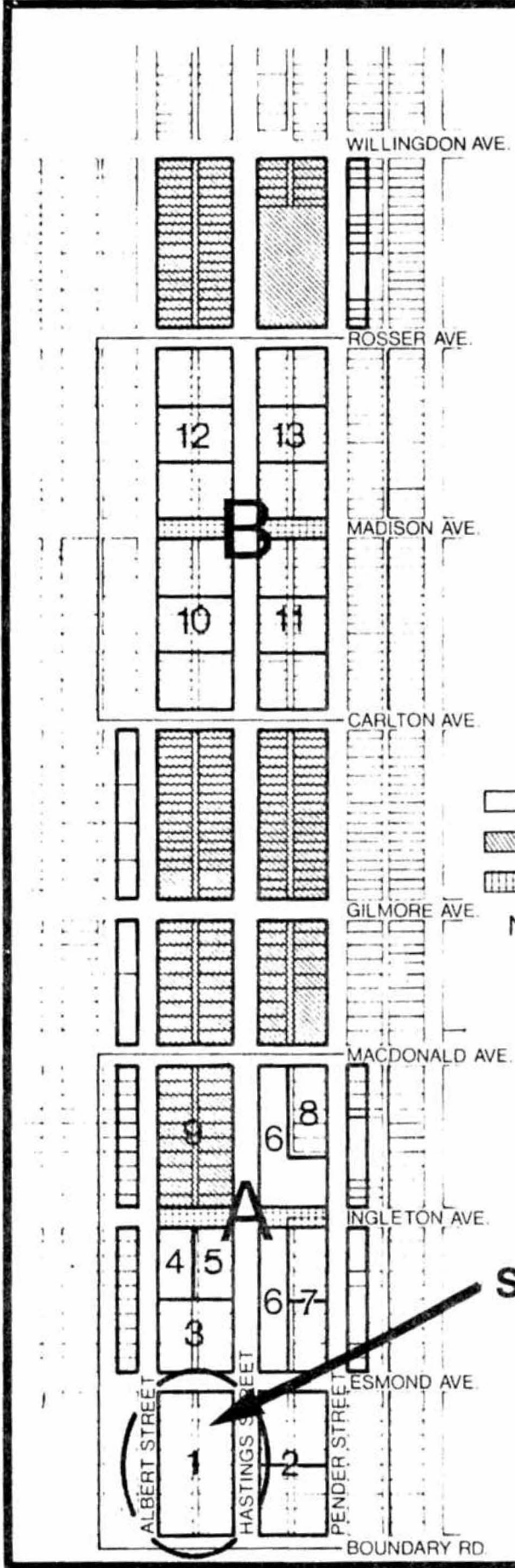
Proposed RM5 High Density Apartment Sites

- 1 - Site Area - 3.03ac.; Max. FAR - 2.2; Approximate Total Units 380; Population Density - 280 People/ac. (Approximate)
- 2 - Site Area - 2.80 ac.; Max. FAR - 2.2; Approximate Total Units 360; Population Density - 290 People/ac. (Approximate)
- 3 - Site Area - 1.55ac.; Max. FAR - 2.2; Approximate Total Units 190; Population Density - 280 People/ac. (Approximate)
- 7 - Site Area - 1.55ac.; Max. FAR - 2.2; Approximate Total Units 190; Population Density - 280 People/ac. (Approximate)
- 8 - Site Area - 0.91ac.; Max. FAR - 2.2; Approximate Total Units 100; Population Density - 250 People/ac. (Approximate)
- 10 - Site Area - 3.50ac.; Max. FAR - 2.2; Approximate Total Units 445; Population Density - 290 People/ac. (Approximate)
- 11 - Site Area - 3.40ac.; Max. FAR - 2.2; Approximate Total Units 430; Population Density - 290 People/ac. (Approximate)
- 12 - Site Area - 3.43ac.; Max. FAR - 2.2; Approximate Total Units 440; Population Density - 295 People/ac. (Approximate)
- 13 - Site Area - 3.47ac.; Max. FAR - 2.2; Approximate Total Units 445; Population Density - 295 People/ac. (Approximate)

- 4 - Existing RM3 Apartment Site
- 5 - Proposed C3 Commercial
- 6 - Hasting Street Urban Renewal Area
- 9 - Proposed C3 High Density Commercial

-  Existing & Proposed RM3 Medium Density
-  Proposed C3 Commercial
-  Major Pedestrian Links

Note: See revised subarea plan for the Urban Renewal Precinct adopted by Council on 78/01/23.



Ref. Date: June 1969

COMMUNITY PLAN THREE

Date
JUNE 1979



Burnaby Planning Department

Scale
N.T.S.

REZONING REFERENCE #1/80

Drawn By
J.C.

