

ITEM	13
MANAGER'S REPORT NO.	15
COUNCIL MEETING	1980 02 25

RE: REZONING REFERENCE #40/79
 LOTS 9 AND A, BLOCKS 1, 2 AND 3, D.L. 97, PLANS 3425 AND 6177
 6101 KINGSWAY

Following is a report from the Director of Planning on Rezoning Reference #40/79.

RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER

DATE: 1980 February 20

FROM: DIRECTOR OF PLANNING

SUBJECT: REZONING REFERENCE #40/79
 Lots 9 and A, Blks. 1, 2 and 3, D.L. 97, Plans 3425 and 6177
 6101 Kingsway

RECOMMENDATION:

1. THAT By-Law No. 7469, Burnaby Zoning By-Law 1965, Amendment By-Law No. 3, 1980 be brought forward subject to the understanding that a further report will be submitted to Council on the matter of access prior to this by-law amendment being advanced to Third Reading.

1.0 INTRODUCTION

At the 1980 February 19 Public Hearing, Mr. J. R. Buzzelle, the Architect associated with the subject development proposal, and Mr. R. Gale, the owner-developer of the adjacent apartment building at 6187 Kingsway, appeared as delegations requesting Council consideration be given to permit temporary vehicular access to the site via Kingsway. In response to this request, Council directed the Planning Department to investigate this matter and provide any pertinent information to the 1980 February 25 Council meeting.

2.0 GENERAL INFORMATION

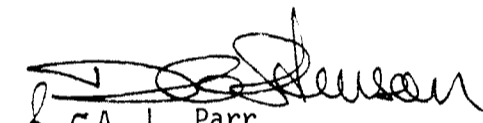
- 2.1 As outlined in Sections 3 and 4.2 of the rezoning report (attached), vehicular access to the subject site is intended to be obtained via the driveway and underground parking facility associated with the adjacent apartment site at 6187 Kingsway and that provisions

Continued....

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have been made to do so via an access easement (refer to sketch #6). Restricting direct vehicular access to Kingsway in this location has been recognized in view of the potential traffic problems that would be created.

- 2.2 Council is advised that since Kingsway is designated as a Provincial Arterial Highway, all driveway access thereto must be approved by the Ministry of Transportation and Highways. The Ministry's consideration of the adjacent apartment development as per RZ#56/73 led to the specific restrictions that have been outlined to date.
- 2.3 In view of the involvement and requisite approval of the Ministry of Transportation and Highways of this access matter, the Planning Department will contact the Ministry to evaluate the subject request. The conclusions of this evaluation will be presented to Council prior to Third Reading of the Zoning By-law amendment in the event that Council is prepared to advance the rezoning request to First and Second Reading at this time.


A. L. Parr,
DIRECTOR OF PLANNING

PDS/cg
Attach.

cc: MUNICIPAL ENGINEER

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT
REZONING REFERENCE #40/79

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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.

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. 131

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 set-back 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

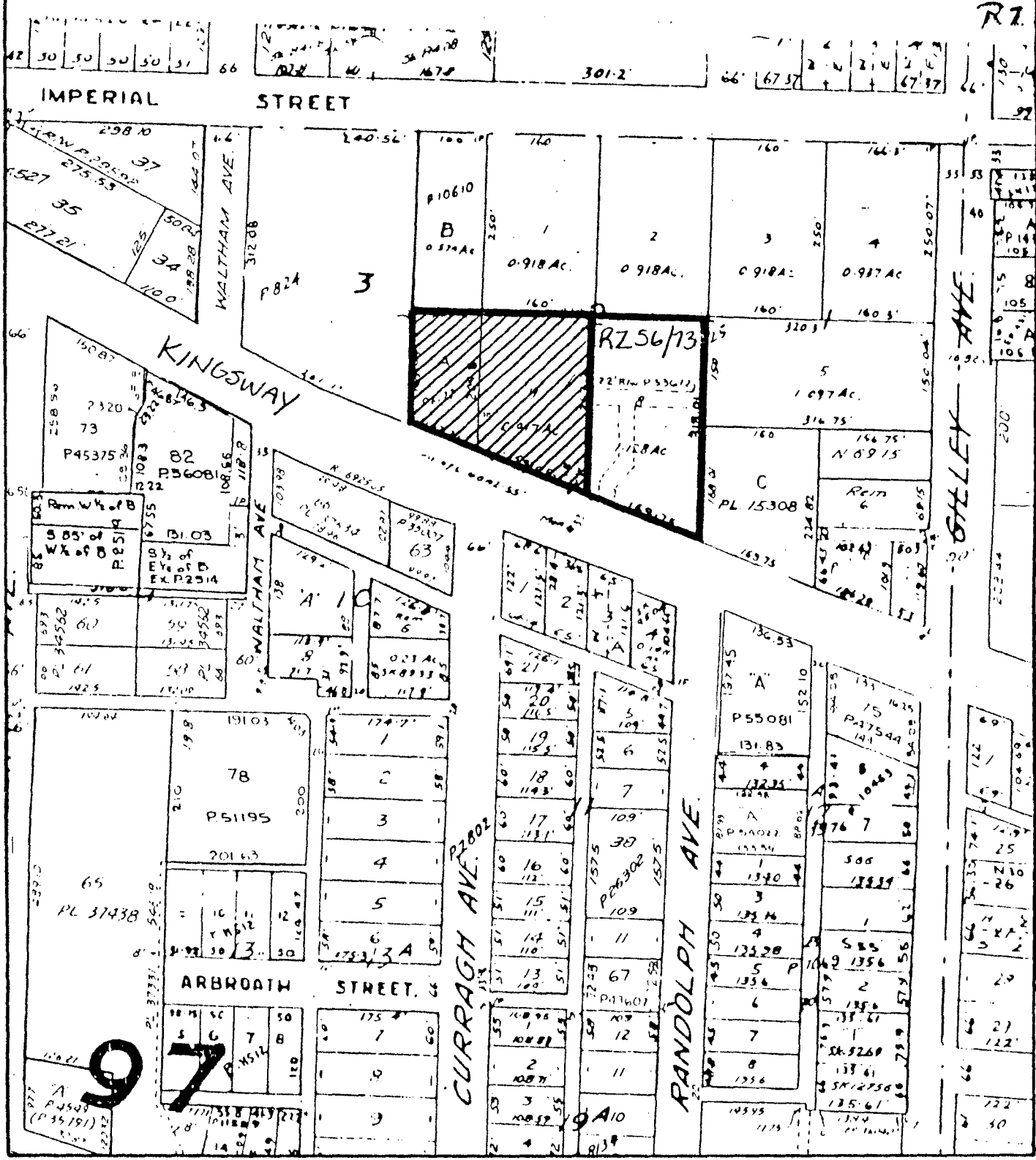
- 5.1 THAT Council request a rezoning bylaw be prepared and the rezoning advanced to a Public Hearing on 1980 February 19 at 19:30 h and the following be established as prerequisites to the completion of the rezoning:
 - a) The submission of a suitable plan of development incorporating the development 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.

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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.

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Date
 1980 JAN

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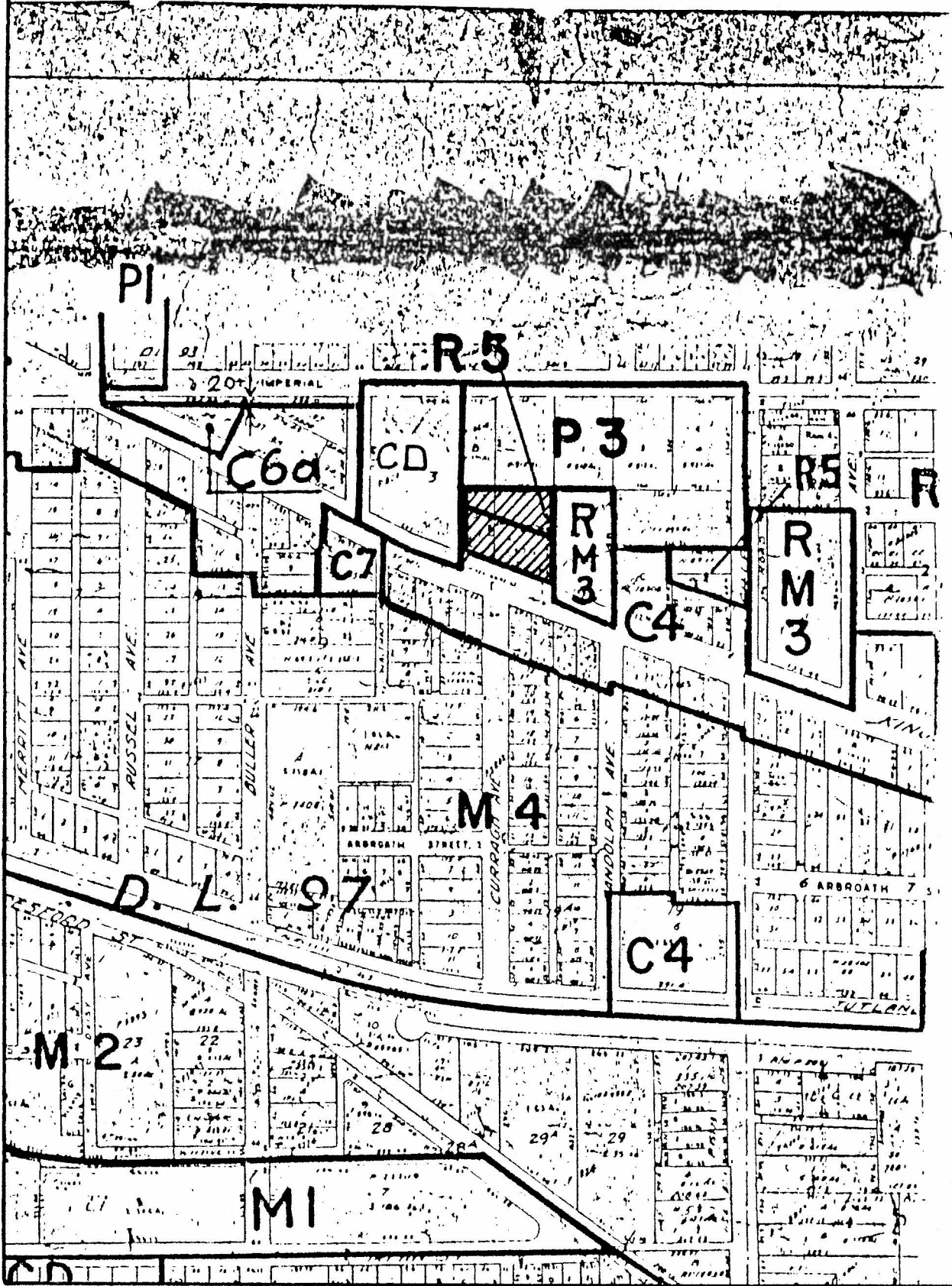


Burnaby Planning Department



SKETCH # 1 RZ REF # 40/79

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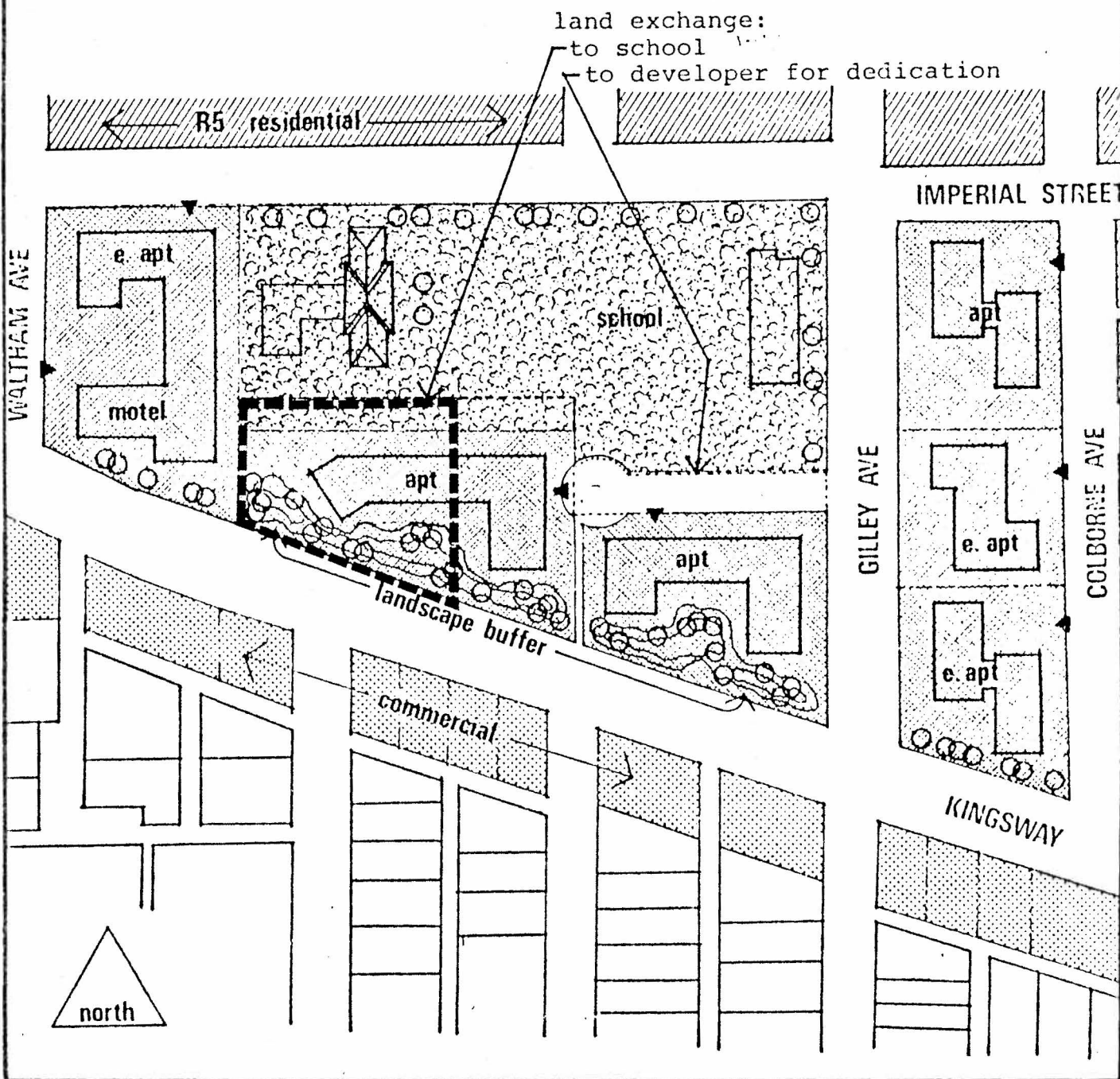
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ZONING SKETCH #2

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Date

1980 JAN



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Scale

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ALTERNATIVE #1

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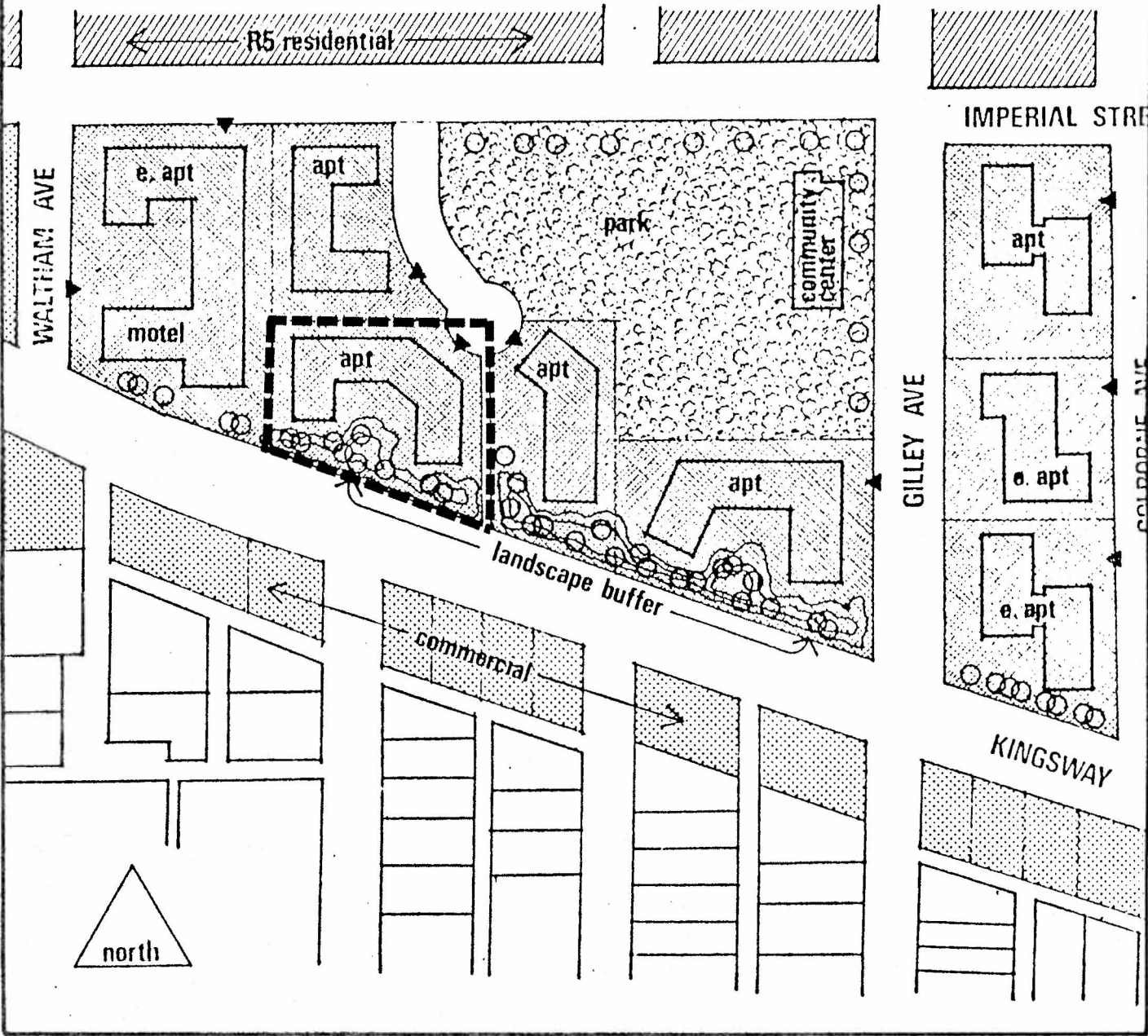
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SKETCH #3

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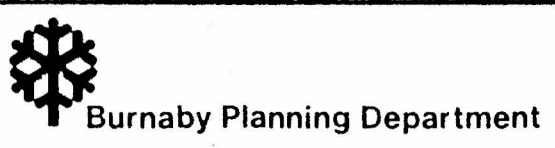
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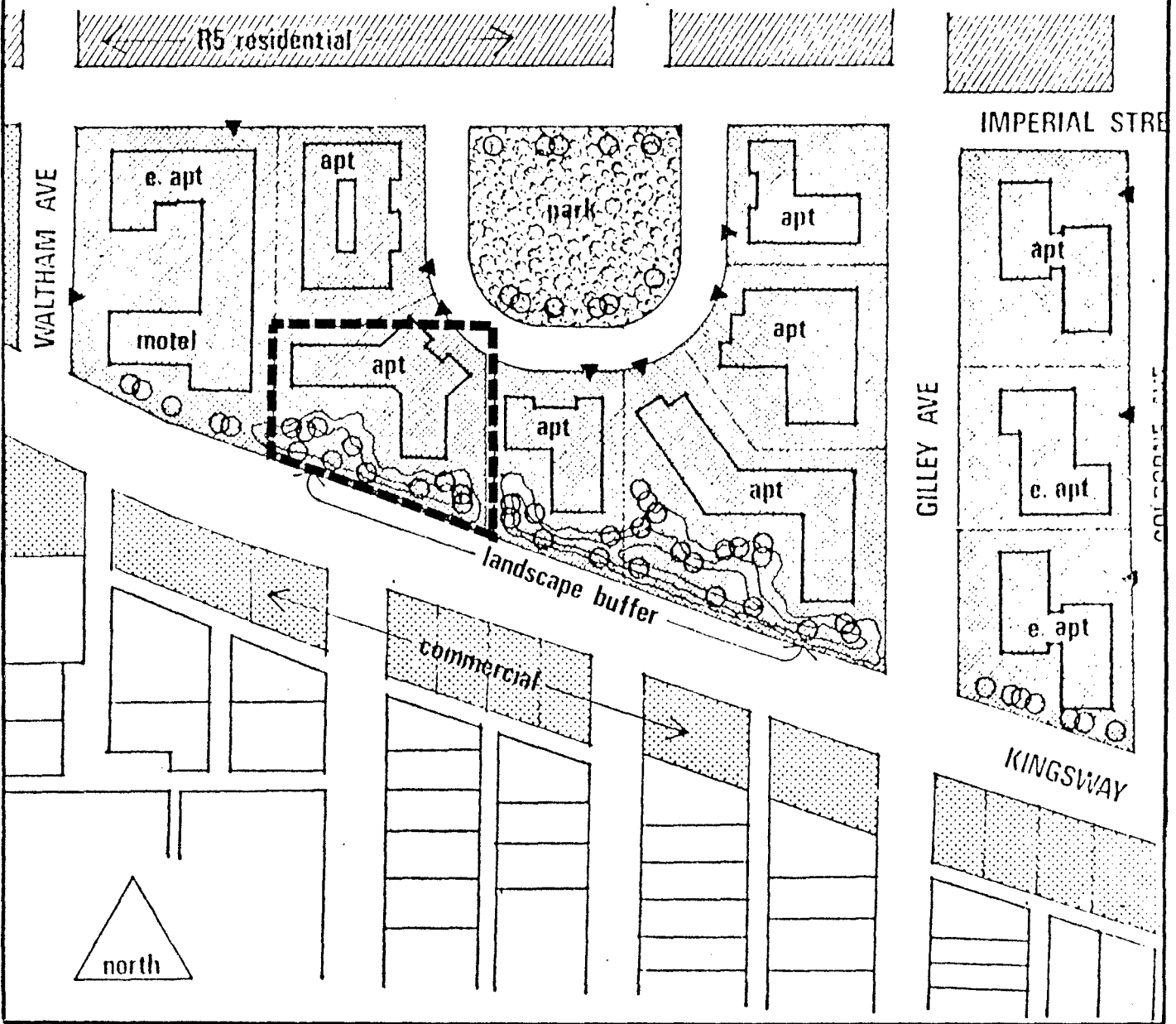


ALTERNATIVE #2

SKETCH #4

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ALTERNATIVE #3

SKETCH #5

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87.8 60' 167.8 301.2 66' 67.5

REET

IMPERIAL ST.

139

(60.8)

6118

42

6166

6230

340.867

P6115
C
0.574A

ALTERNATIVE #2

542.5

2

3

191.0

824
3
2.065 Ac

100'

161.1

ALTERNATIVE #3

6011
6C77

P6177
A

9
0.317 Ac

22' R/W P. 53672

ACCESS EASEMENT

ALTERNATIVE #1

8
R256/13

180'

KINGWAY

6010
179.48'

66
1337634
0.39 Ac
178.46'

6032
92.88'

65
135007
92.17'

66'

(6951)

691

A
P2804

8
71.7

85
P2804
EP8953

6
126.8'

85
87.7

66
117.69'

67
169.75'

69
159.31'

6138
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Date
1980 JAN

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Burnaby Planning Department



SKETCH #6