

ITEM SUPPLEMENTARY	11
MANAGER'S REPORT NO.	42
COUNCIL MEETING	1981 09 14

RE: REZONING REFERENCE # 96/81
BY-LAW NO. 7756

ITEM 3 o ON THE 1981 SEPTEMBER 14 AGENDA
REPLY TO AN INQUIRY MADE AT THE PUBLIC HEARING ON 1981 SEPTEMBER 09

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER SUPPLEMENTARY

FROM: DIRECTOR OF PLANNING PLANNING DEPARTMENT

SUBJECT: REZONING REFERENCE #96/81 1981 SEPTEMBER 10

Legal: Pcl. "A" Ref. Pl. 55081 D.L. 97
Pl. 55081; Lot 4 of Lot "A" Blk. 12
D.L. 97 Pl. 7976

Address: 6212 Kingsway and 7038 Randolph St.

From: C4 Service Commercial District &
M4 Special Industrial District

To: C7 Drive-in Restaurant District

RECOMMENDATIONS:

1. THAT Council confirm as a prerequisite condition of rezoning, the closure of the adjacent north-south lane and the dedication and construction of an east-west lane as described in this report.
2. THAT a copy of this report be sent to the applicant, Mr. G. Whiteley, Burger King Canada Inc., 10691 Shellbridge Way, Suite 130, Richmond, B.C. V6X 2W8

R E P O R T

Arising from the discussion of the subject rezoning request at the 1981 September 09 Public Hearing, Council requested further information regarding the required closure of the north-south lane adjacent to the site in exchange for the dedication and construction of a 20 foot lane adjacent to the south property line of the subject site as described in Section 3.4 of the attached rezoning report.

1.0 GENERAL DISCUSSION

1.1 As outlined in the rezoning report, it is extremely important from a traffic management point of view in this area of the Municipality to eliminate, wherever possible, vehicular access from lanes onto Kingsway and to provide appropriate vehicular circulation and secondary access for commercial properties fronting Kingsway via the development of east-west lanes that should run parallel to Kingsway.

This measure will assist in realizing the optimum vehicle volume potential of the arterial street by minimizing intersection points of conflict and by reducing the congestion of turning movements and mid-block vehicle entry points, thereby enhancing traffic safety and maximizing the flow efficiency of the arterial.


The successful application of such traffic management steps on existing arterial streets, where possible, will reduce the tendency of motorists to use secondary streets in the neighbourhoods for through movement, while minimizing the necessity of creating additional arterial corridors for through movement.

1.2 In this particular instance, the Planning Department has recommended that, in conjunction with this rezoning application, a portion of the existing north-south lane adjacent to the east property line of the subject site be closed in order to eliminate the lane intersection with Kingsway. This can be effected by consolidating the 20 foot lane allowance with the site, in exchange for dedication and construction of a lane connection extending westward to Randolph Ave. along the southerly 20 feet of the development site. This would be accomplished via a Road Exchange Bylaw (refer to attached Sketch #3). This requirement would clearly reflect the traffic management policy referred to above. It would also significantly reduce potential traffic conflicts generated by the proposed drive-in restaurant which is considered to be a high traffic volume generating use.

1.3 Council is advised that the majority of the commercial properties fronting the south side of Kingsway in the immediate vicinity of the subject site possess rear vehicular access from developed lanes (refer to attached sketch #1). As illustrated in sketch #3, closure of the north-south lane is intended to extend southwards to a point where access to lot 75, which fronts Kingsway, is maintained. However, the lane closure could be extended further south up to the proposed south property line of the subject site should it be determined that Lot 75 does not require lane access and that Lot 6 could function with lane access up to the southwesterly portion of its site. Closure of a greater portion of the lane in this fashion would therefore provide additional site area for the subject development proposal.

- 1.4 In view of the foregoing information, the Planning Department is of the opinion that the proposed lane closure and dedication and construction of a new east-west lane as described above is an important element to the effective management of traffic circulation and access in this immediate area and to the rezoning and redevelopment of the subject site. It is, therefore, recommended that Council confirm this requirement as a prerequisite condition of rezoning. In this regard, the Planning Department would be pleased to continue to work with the applicant towards the appropriate development of the site and will assist wherever possible to determine whether the required lane closure can be extended further south in order to provide additional site area for the development.

PDS:bi
Attachments


A.L. PARR,
DIRECTOR OF PLANNING

THE CORPORATION OF THE DISTRICT OF
BURNABY

ITEM SUPPLEMENTARY 11
MANAGER'S REPORT NO. 42
COUNCIL MEETING 1981 09 14

PLANNING DEPARTMENT

REZONING REFERENCE #96/81
1981 July 27

Item # 4

1.0 GENERAL INFORMATION:

130

1.1 Applicant:

Mr. Glen Whiteley,
Burger King Canada Inc.,
10691 Shellbridge Way, Suite 130,
Richmond, B.C.
V6X 2W8

1.2 Subject:

Application for the rezoning of:

Legal Pcl. "A" Ref. Pl. 55081 D.L. 97 Pl.
55081; Lot 4 of Lot "A" Blk. 12 D.L. 97
Pl. 7976

From:

C4 Service Commercial District &
M4 Special Industrial District

To:

C7 Drive-In Restaurant District

1.3 Address:

6212 Kingsway and 7038 Randolph Street.

1.4 Location:

The site is located at the southeast corner of
Kingsway and Randolph Ave. (refer to attached
sketches 1 & 2).

1.5 Size:

The site is irregular in shape with an area of
approximately 2145.5 m² (23,095 sq. ft.), a
width of 40.3 m (132.35 ft.) and an average
depth of 53.2 m (174.5 ft.).

1.6 Services:

The Municipal Engineer has been requested to
provide all relevant servicing information.

1.7 Rezoning
Intention:

The intent of the proposed rezoning bylaw is to
permit the establishment of a Burger King Drive-
In Restaurant on the subject site.

2.0 SITE OBSERVATIONS:

The subject site is presently occupied by an older concrete block building fronting Kingsway and an older single family residential building. Located to the north of the site across Kingsway is a motel, a newer three storey apartment building and office-display facilities for Lindel Cedar Homes Ltd. To the east lies a Speedy Muffler Outlet and an industrial building which fronts Gilley Ave. To the west across Randolph Ave. lies a two storey commercial building fronting Kingsway and an industrial facility fronting Randolph Ave. To the south lies a new two storey industrial building. Access to the site is from Randolph Ave. which is constructed to an interim standard.

3.0

GENERAL DISCUSSION:

3.1 The subject site is located along that portion of Kingsway that is occupied by a variety of low profile, automobile oriented service-commercial uses, the majority of which possess a C4, Service Commercial designation and where several drive-in restaurants possessing C7 zoning have been established. The density and nature of these uses provide a logical transition and complimentary service function related to the Apartment Study Areas to the north and east (Area "N" & "O" and the Metrotown Area to the west which are intended to provide more intensive and diversified urban activities.

3.2 The applicant has requested rezoning in order to establish a Burger King Drive-In Restaurant facility. The site appears to offer a suitable location for this facility due to its high degree of exposure and accessibility offered by its Kingsway location. The Planning Department is of the opinion that the

Metrotown Area.

proposed use is consistent with the land use objectives for this immediate area and would provide suitable upgrading of the site. Council will recall that a Wendy's Drive-In Restaurant was recently established two blocks to the west of the subject site at the corner of Waltham Ave. and Kingsway.

- 3.3 It is important to note that the subject facility will generate considerable traffic movements at this location and will require abundant off-street parking. As a result, it will be extremely important for the applicant to take considerable care in siting vehicular access and parking in order to minimize any potential problems. Council is also advised that a dedication of 4.95 m (16.5 ft.) along Kingsway adjacent to the subject site will be required for road widening purposes. The applicant will also be required to upgrade Randolph Ave. adjacent to the site to a full Municipal standard.
- 3.4 The Planning Department advises that the existing lane located to the immediate east of the site which intersects with Kingsway presents a hazard to the Kingsway traffic flow in this area. As such, it is desirable to eliminate lanes that intersect with Kingsway and provide wherever possible another means of secondary access to those properties fronting Kingsway. Council may refer to sketch #1 which illustrates that the majority of properties fronting the south side of Kingsway in the general area of the site obtain secondary access via a rear lane to the south. In view of this situation, it would be appropriate for a portion of the existing north-south lane to be closed and consolidated with the site in exchange for the dedication and construction of a 20 ft. lane adjacent to the south property lane. (refer to sketch #3) This can be accomplished through the introduction of a Road Exchange Bylaw. The closure of the lane will occur as far south as possible adjacent to the site without eliminating existing lane access to those properties fronting Gilley Ave. to the east. Lane traffic will therefore be directed west towards Randolph Ave. as opposed to Kingsway.

4.0

CONCLUSION:

The Planning Department considers that the proposed drive-in restaurant provides an appropriate commercial use of the site which will suitably serve the needs of the surrounding residential and commercial population and complements the existing variety of commercial and industrial uses in the immediate area. The site offers excellent exposure and access in support of this type of business and is not likely to present an interface problem with its adjacent land uses. This Department therefore recommends that this rezoning be favourably considered by Council.

5.0

RECOMMENDATIONS:

- 5.1 THAT Council authorize the introduction of a Road Exchange By-law according to the terms outlined in Section 3.4 of this report, contingent upon the granting by Council of Second Reading of the subject Rezoning Bylaw.
- 5.2 THAT a rezoning bylaw be prepared and advanced to First Reading on 1981 August 10 and to a Public Hearing on 1981 September 09 at 19:30 h, and that the following be established as prerequisite conditions to the completion of rezoning:
- a) The submission of a suitable plan of development reflecting the concerns outlined in Section 3.3.
 - b) The granting of any necessary easements.
 - c) The deposit of sufficient monies to cover the costs of all services necessary to serve the site. All services are to be designed and constructed to the approval of the Municipal Engineer to include the upgrading on Randolph Ave. adjacent to the site. One of the condi-

tions for the release of occupancy permits will be the completion of all requisite services.

- d) 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.
- e) The dedication of any rights-of-way deemed requisite to include the 16.5 ft. dedication adjacent to Kingsway for future road widening.
- f) 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 By-law. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property, the Fire Prevention Office may issue an order to demolish such improvements and remove the resultant debris prior to Third Reading.
- g) The consolidation of the net project site into one legal parcel.
- h) The completion of the requisite Road Exchange Bylaw as outlined in Section 3.4 of this report.

APD
PDS/mdw

Attachments.

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MANAGER'S REPORT NO.	42
COUNCIL MEETING 1981 09	14

BURGER KING CANADA INC./10691 SHELLBRIDGE WAY, SUITE 130, RICHMOND, B.C. V6X 2W8 TEL. (604) 278-9318

June 9th, 1981

Corporation of Burnaby,
4949 Canada Way,
Burnaby, B.C.
V5G 1M2

Attention: Mr. P. Sanderson,
Planning Department

Re: Rezoning Application
6212 Kingsway & 7038 Randolph St.

Dear Mr. Sanderson:

Please consider the enclosed application for the rezoning of the subject properties to C7 in order to permit the operation of a drive-in Burger King restaurant, complete with a drive-thru.

As requested, the enclosed documentation includes two copies each of the following:

- Preliminary Site Plan, Drawing #SK4
- Building Elevations, Drawing #A2-9, coloured
- Building Perspective, coloured rendering
- Rezoning Application, your form #9539
- Deputized agent letter, your form #6917

I would greatly appreciate your consideration of this application at your earliest convenience.

Please forward a receipt for the enclosed \$580.00, application fee payment.

If you require further information, please contact the writer by phone.

Yours truly,

BURGER KING CANADA INC.

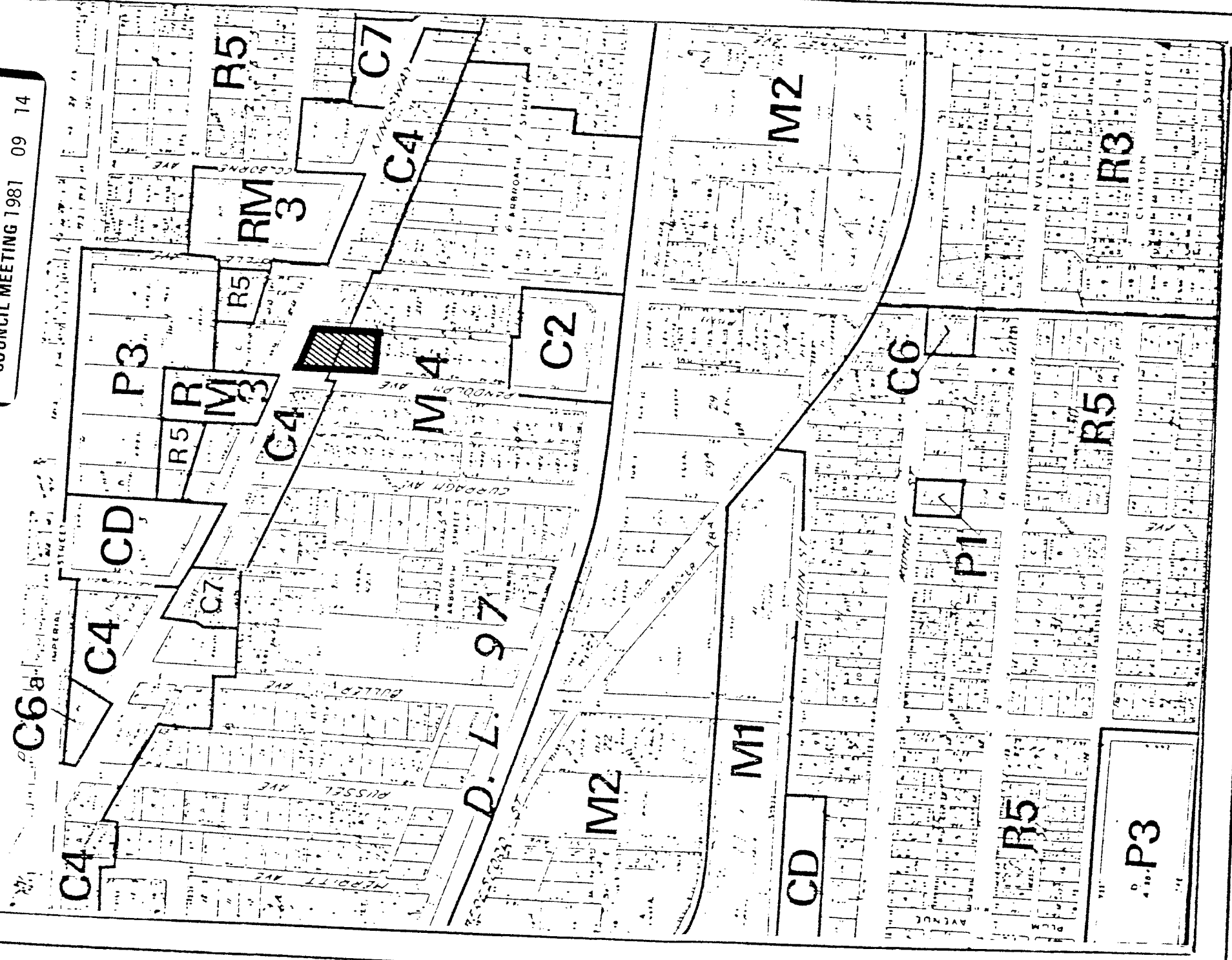
Glenn Whiteley
Glenn Whiteley,
Site Engineer

c.c.: P. Calore
D. Koster
G. Mullan

GW/sm
Enc.

® Registered Trade Mark, Burger King Corporation.

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 MANAGER'S REPORT NO. 42
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Date

1981 JUNE

Scale

1:4800

Drawn By

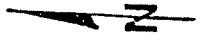


Burnaby Planning Department

REZONING REFERENCE #96/81



subject site



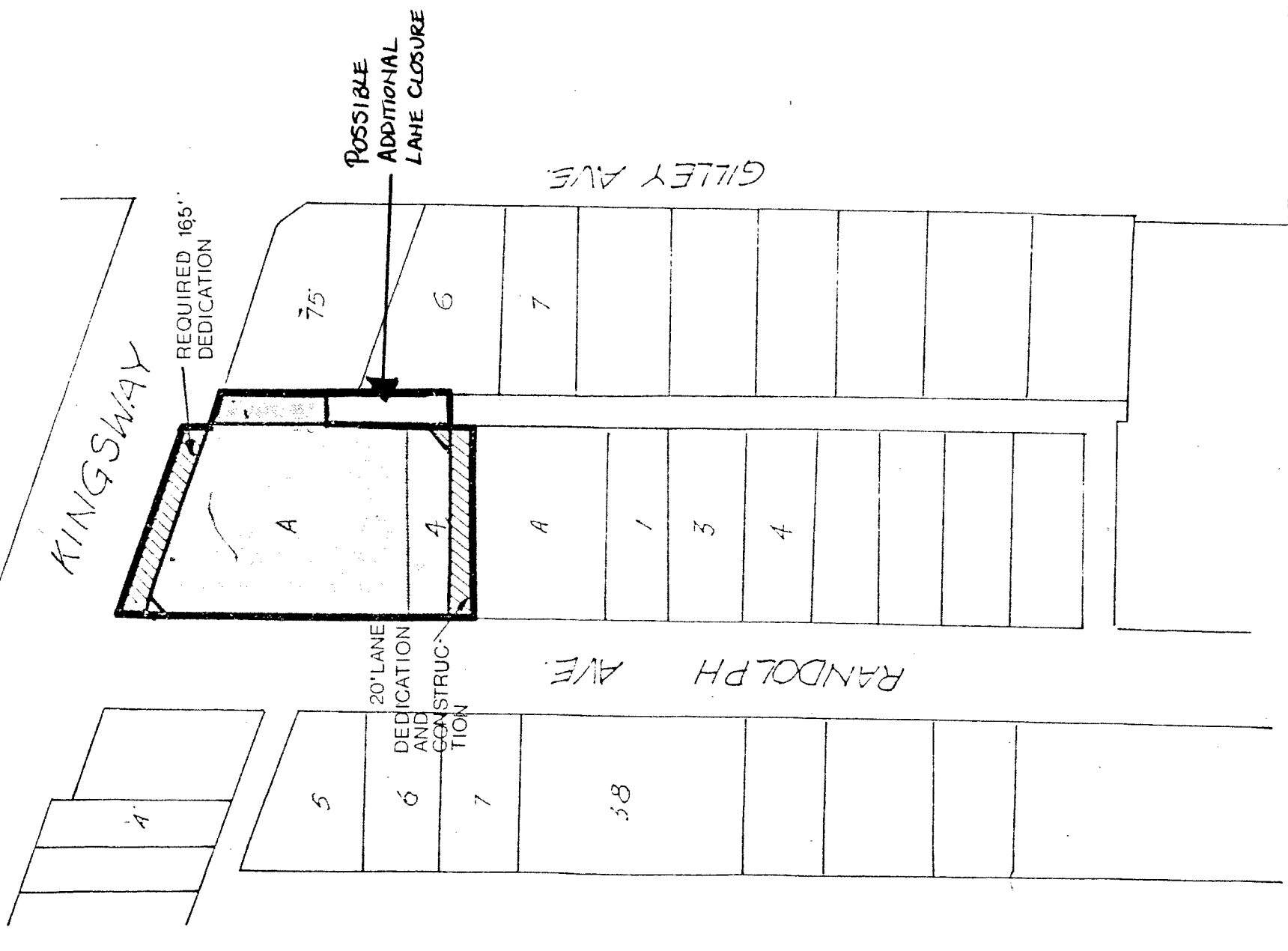
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135

sketch #2

ITEM SUPPLEMENTARY 11
 MANAGER'S REPORT NO. 42
 COUNCIL MEETING 1981 09 14

136



Date

1981 JUNE





Burnaby Planning Department

Scale

1" = 100'

REZONING REFERENCE #96/81

Drawn By

 lane closure
 subject site

sketch # 3