

ITEM 8
MANAGER'S REPORT NO. 17
COUNCIL MEETING 1982 03 15

RE: TWO LETTERS FROM ARMITAGE LUMBER LTD.,
3841 CANADA WAY, BURNABY, B.C. V5G 1G6
ENQUIRY OF CANADIAN TIRE CORPORATION TO DEVELOP A STORE ON THE
CANADA WAY SITE
(ITEM 10, REPORT NO. 5, 1982 JANUARY 25)
(ITEM 6, REPORT NO. 9, 1982 FEBRUARY 8)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Planning and Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1982 MARCH 10

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: LETTER FROM ARMITAGE LUMBER LTD.
3841 CANADA WAY

RECOMMENDATION:

1. THAT a copy of this report be sent to:
 - (a) Mr. R. Armitage, President, Armitage Lumber Ltd., 3841 Canada Way, Burnaby, B.C., V5G 1G6.
 - (b) Mr. Vernon Forster, Vice-President, Canadian Tire; Pacific Associate Stores Ltd., 4150 McConnell Drive, Burnaby, B.C., V5A 3A8.

SUMMARY:

This report relates the response to the enquiry of Canadian Tire Corporation to develop a store on the Canada Way site, including the process used to evaluate the various locations identified by the tire company as well as alternative sites. The Loughheed/Rosser site was among those introduced by Canadian Tire for consideration.

A review was conducted of the land use policies for the Canada Way/Smith Avenue and Loughheed/Rosser areas, and comments have been provided to Council on both sites. An analysis of a third area proposed by Canadian Tire will be presented 1982 March 22. Throughout the review process the Planning Department's position was that the tire company might elect to pursue any of the sites.

In view of Canadian Tire's recent application to rezone the site at Loughheed and Rosser Avenue it appears that they favour locating at that site; the rezoning application is to be presented to a Public Hearing on 1982 April 06.

REPORT

Appearing on the 1982 March 15 agenda is a letter from Mr. Ron Armitage, President of Armitage Lumber Limited, concerning his property at 3841 Canada Way.

In response to Mr. Armitage's submission, the following points are offered, to provide Council with an overview of the process that has been followed in examining the locations put forward by Canadian Tire Corporation, in discussing alternative sites, and in reviewing the land use plans for the respective areas:

1. The first planning report dealing with this topic arose from Canadian Tire's enquiry on the Canada Way site. Although a very preliminary submission was made for a building permit, no application for Preliminary Plan Approval had been received, nor has any P.P.A. application been made to date. The report, presented to Council 1982 January 25 (Item 10, Manager's Report No. 5), identified staff's concerns about the potential conflict that would be presented by the proposed use if it were developed. These conflicts were foreseen in the light of the current review of the land use and development plan for that area (as referenced in a previous report submitted to Council on 1982 January 18, written on 1982 January 13, concerning a different development matter.)
The report on the Canadian Tire enquiry sought direction, and recommended that the company be advised of the Municipality's intention to pursue development of the subject site as a consolidated medium density apartment site. Council tabled consideration of the report and instructed staff to enter into discussions with the tire company in order to submit a further report.
2. At the request of the Mayor the Commercial-Industrial Development Coordinator met with the Mayor and principals of Canadian Tire on 1982 January 25. Canadian Tire had expressed an interest in locating a store in the areas of Canada Way and Smith Avenue, Loughheed and Rosser, or Hastings and Sperling. Staff was asked to examine zoning and to identify suitable sites in those areas. The possibility of locating in the Loughheed and Rosser area was introduced by the company's representatives, along with other sites, and not by Burnaby.
3. Planning staff met on 1982 January 26 to carry out the requested study. The staff reviewed the relative merits of Canadian Tire's proposals for the Canada Way and Loughheed areas, in the context of a review of the area plans and zoning, and alternative sites were also explored. Following an examination of the land use perspectives including present policies, impact on existing and future uses, traffic generation, access, and other aspects, conclusions were drawn and conveyed concerning sites in both areas.

With reference to the Canada Way and Smith location, alternative sites were identified (some of which had been discussed with Canadian Tire months previous), but the conclusions included a discussion of improved site configurations involving the Armitage Lumber site if the decision were made to proceed on the basis of Canadian Tire's initial proposal. Concerning the Loughheed area, a review of the land use objectives for the area led to the conclusion that a secondary support commercial area

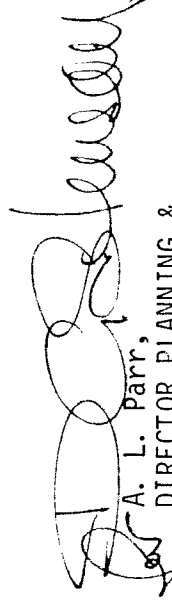
could be justified south of the Loughheed Highway. In this context, the proposal by the tire company to consider the Loughheed and Rosser site was re-examined, resulting in qualified support for that use.

4. These conclusions were reported to Council in the subsequent planning report (Item 6, Manager's Report No. 9; 1982 February 08). The report was tabled following a delegation by Mr. Vernon Forster of Canadian Tire who requested that consideration be delayed for two to three weeks to enable his company to carry out further discussions with the Planning Department concerning their proposed development.
The Planning Department's view throughout the area review process had been that Canadian Tire might elect to pursue development on either site however it now appears that the Company intends to pursue their plans in the Loughheed area, in view of their application to rezone the site at Rosser Avenue (RZ Ref. #15/82). This application is to be presented to a Public Hearing on 1982 April 06.
5. The report on the Community Plan Area 8 which was promised forms a separate submission. It deals with the overall development and land use goals for the area from Boundary Road to Gilmore Avenue, and from the Trans Canada Highway to a line generally corresponding to the edge of the established single and two family area south of Canada Way. It has been developed as a product of an overall area plan review process, should be considered by Council in that context.
6. It should be noted that adoption of a community plan as a statement of policy does not have the effect of changing the zoning of the land; consequently Mr. Armitage's businesses would not be made non-conforming. Implementation of community plans normally takes place through the development process, via rezoning with an attendant Public Hearing upon application by an owner or a developer acting on the written authority of the owner(s).
7. Planning staff as instructed have met recently to consider the Hastings and Sperling area which Canadian Tire had also identified as a possible store location. Following completion of this process a report will be submitted to Council (expected 1982 March 22).

It is hoped that the foregoing will clarify some of the points arising from Mr. Armitage's letter and will provide a perspective on the area review and location analysis process to date.

This is for the information of Council.

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A. L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

