

RE: REZONING REFERENCE NO. 45/85
3807, 3825 AND 3841 CANADA WAY

ITEM	SUPPLEMENTARY	12
	MANAGER'S REPORT NO.	73
	COUNCIL MEETING	85/11/18

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

* * * * *

1985 NOVEMBER 13

TO: MUNICIPAL MANAGER

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #45/85

ADDRESS: 3807, 3825, AND 3841 CANADA WAY

LEGAL: LOTS 8,9,10,11,12, BLK 45, D.L. 69
PLAN 1321; LOT 37, D.L. 69, PLAN 39292

FROM: C4 SERVICE COMMERCIAL
TO: CD COMPREHENSIVE DEVELOPMENTAL DISTRICT (BASED UPON
C2 ZONE GUIDELINES)

(ATTACHED SKETCHES) 1 AND 2

RECOMMENDATIONS:

Should Council determine that the submitted application should be put to a Public Hearing the following procedure is recommended:

1. THAT Council make the necessary adjustment/amendment to Community Plan Area 8 as outlined in Section 4.1 of this report.
2. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 1985 November 25 and to a Public Hearing on 1985 December 17 at 19:30 h.
3. THAT the following be established as prerequisites to the completion of the rezoning
 - a) The submission of a suitable plan of development.
 - b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to Municipal standards and constructed in accordance with the Engineering Design. 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. 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.
- e) The consolidation of the net project site into one legal parcel.
- f) The granting of any necessary easements.
- g) The dedication of necessary rights-of-way.
- h) The approval of the Ministry of Transportation and Highways.

REPORT

1.0 REZONING INTENTION

The intent of the proposed rezoning bylaw amendment is to permit the development of a single storey strip commercial development with approximately 1500 m² (15,600 sq. ft.) of retail space with surface parking.

2.0 BACKGROUND

On 1985 July 15, Council received an initial report from the Planning and Building Inspection Department concerning the possible rezoning of the subject site. Council authorized the Department to work with the applicant in the preparation of a suitable plan of development on the understanding that a further more detailed report will be submitted at a later date.

The applicant has now submitted a plan of development which he requests be forwarded to a Public Hearing.

3.0 GENERAL COMMENTS

3.1 This site is situated in the Community Plan Eight Area. The revised plan for this area was adopted by Council in 1982 and provides for through lot consolidations between Canada Way and Norfolk Street to the north to permit a mix of residential and commercial use.

- The existing building on the site was utilized for a garden shop and lumber yard until mid 1984 and has since been vacant.

3.2 Community Plan

In recommending through lot consolidation in this block the Community Plan recognizes the need to obtain a good relationship between the commercial and residential uses in the block

between Norfolk and Canada Way. An urban type of mixed use development with partial underground parking for the commercial uses and then residential levels above street level was proposed to reduce the conflicts which could result if a strip commercial development were to be placed along Canada Way with the Norfolk Street frontage being used for residential redevelopment independently.

The shallowness relative of the lot depths between the two streets (approximately 65 m or 215 ft.), the absence of a lane and the need for a road widening of 10 feet to accommodate a left turn storage lane on Canada Way results in a situation where the development of a commercial site on the front would leave a future apartment site on the north half of the block which is shallow (30.5 m or 100 ft.) and would be less attractive for apartment redevelopment. The proximity of a commercial building to the rear of the residential lots would not make it practical to reduce the rear yard setback for the residential site. (There is a 6.0 m normally required rear yard setback under the C2 zoning, however, in this case, 3.0 m is proposed under the CD zoning.)

In terms of land use, the majority of this lot, except for the west 36.5 m, faces new residential development across Canada Way to the south. In this circumstance it is not normally considered desirable from a land use point-of-view to encourage new street-oriented commercial redevelopment with the surface parking, lights, diverse grouping of buildings and signs across from existing apartments. The development of strip commercial uses along this long block face will primarily be automobile oriented as the site extends some distance down the hill well to the east of the main existing and future pedestrian commercial core of the Community Plan Eight Area which lies along Canada Way primarily in the block between Smith Avenue and Boundary Road.

3.3 DEVELOPMENT ALTERNATIVES

Over the past several months, staff and the developer have discussed a range of possible alternative site assembly patterns including:

- a) Assembly of the frontage of both Canada Way and Norfolk Street so that the full block could be divided into two through block sites (with the same through lot assembly configuration as called for in the existing Community Plan); however, rather than have mixed uses on each of the two sites, one site to the west would be developed for commercial use while the lot to the east adjacent the park is developed for future residential use. The west six lots would provide a nearly square site which could be rezoned to CD/C2 for a low scale commercial development with access to Smith and Canada Way. The east half of the block would be redeveloped as a future RM3 residential site bounded by Canada Way, the park, and Norfolk Street.

This option (a) is considered the best land use approach by staff but is not supported by the developer.

This would necessitate purchase of the three residential lots on Norfolk. This option would provide a better ultimate use of land and would provide a better shaped commercial site in a location at the corner of Canada Way and Smith Avenue and would provide a relationship to residential development in the area both now and in the future, in a manner similar to the new commercial development on the southwest corner of Canada Way and Smith which presents a satisfactory rear face to Laurel Street. In this case, no vehicle access for the commercial use to Norfolk Street would be necessary.

b) Pursue redevelopment under the existing C4 zone which permits automobile oriented service commercial uses. This option is not attractive in that the uses would conflict with the existing and future residential uses to the south and north. The location of the site and the requirement for a 6.0 m (19.69 ft.) front yard setback do not render this site highly attractive for C4 redevelopment in most instances.

This approach is not desirable from either a planning point of view or the developer's perspective.

c) Permit the assembly of an "L" shaped commercial site with portions of the Norfolk frontage included with the Canada Way frontage. This would permit a larger commercial site however, no general agreement which met basic development standards was achieved.

d) Permit the redevelopment of the entire Canada Way frontage only for a single storey commercial strip shopping area with surface parking in the front as currently proposed by the developer.

This proposal provides a long linear commercial presence along Canada Way which extends the commercial use east from Smith Avenue to Broadview Park.

4.0 STATEMENT ON THE DEVELOPMENT PROPOSAL

The Planning and Building Inspection Department is not generally supportive of street oriented strip commercial rezoning of land particularly in Community Plan areas where considerable apartment redevelopment capacity is anticipated. The Smith Avenue/Canada Way corner is the entrance to the apartment area to the north. While it is always desirable to provide commercial services near higher density areas, a more urban solution with shops related to the pedestrian activity provides a better relationship to the nearby residential uses and a better quality image is created if parking, loading and garbage facilities can be placed at the rear where screening can better be provided.

4.1 Amendment to the Community Plan

If the current development is to be supported, it will be necessary to amend the Community Plan to permit the block bounded by Canada Way, Norfolk Street, Smith Avenue and Broadview Park to be divided in half with the Canada Way strip designated as a CD (based upon C2 uses) zoned area with a future RM3 strip along the Norfolk Street frontage which is presently developed with older houses.

5.0 NOTES PERTAINING TO THE REDEVELOPMENT

5.1 Servicing requirements:

The applicant will be required to provide all services necessary to service the site.

5.2 Dedications:

A tapered road widening of 3.0 m (10 ft.) is necessary along the frontage of the lot to provide for a future left turn lane at the Canada Way Smith Avenue intersection along with a 3.0 m corner truncation at Smith Avenue.

- 5.3 Easements
Any necessary service easements are to be provided.
- 5.4 Ministry of Transportation and Highways
The approval of the Ministry to the rezoning is required.
- 5.5 Screening and Site Planning
A 1.8 m (6 ft.) wood screen fence will be required to be provided along the north (residential) and east (Broadview Park) property lines of the site. On the east side, the fence height is to be lowered to 1.2 m (4 ft.) in the front yard setback area.
- The rear yard of 3.0 m (10 ft.) is to be landscaped with a line of coniferous trees or hedge material to screen this side of the site. No access for vehicles, garbage services, or loading is to be provided along the north side of the site, facing the existing residents or future RM3 development.
- 5.6 All loading garbage and utility meter areas are to be screened and integrally designed.
- 5.6 Building Design and Finishes
The design of the building is to be compatible with recent residential developments in the area. Use of brick on all sides with stucco on the facia has been provided in the submission.
- 5.7 Signage and Lighting
An integral comprehensive sign plan is to be provided. A plan showing the lights on the site is necessary as part of the suitable plan to avoid glare to nearby residences.

6.0 DEVELOPMENT PROPOSAL SUBMITTED


- 6.1 The approximate gross area of the site is 4,615 m² (49,674 sq. ft.)
- 6.2 The gross floor area of the building is 1500 m (15,600 sq. ft.)
The height of the building is one storey and the site will be graded to follow the natural ground levels.
- 6.3 Parking required 32 spaces
provided 46 spaces
Loading required 2 spaces
provided 2 spaces
- 6.4 Exterior materials
Exterior walls are to be giant brick on all four sides with stucco panels above the window level to serve as a parapet.

7.0 SUMMARY:

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A development proposal has been submitted which conflicts with the lot assembly and land use concept proposed in the Community Plan 8 for this developing apartment area. A number of development criteria are proposed in this report to reduce the impact of the development on present and future nearby residences should Council determine that the Community Plan is to be amended to permit this rezoning.

In light of the fact that staff have worked with the developer for some time and further negotiations at this level would not be productive, a process is provided for Council to proceed with the rezoning if it is determined that the current development proposal should be advanced.



A. L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

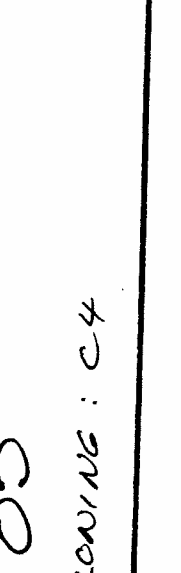
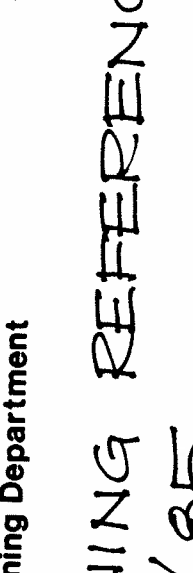
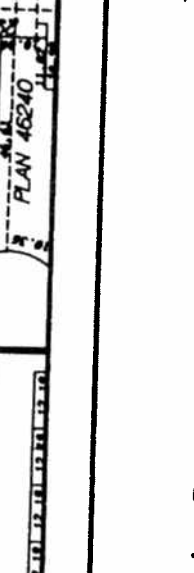
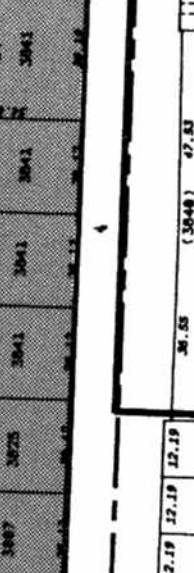
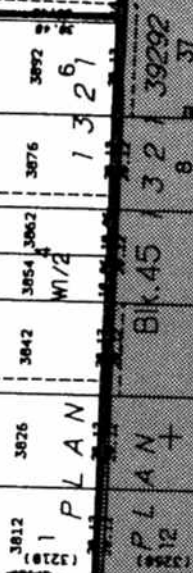
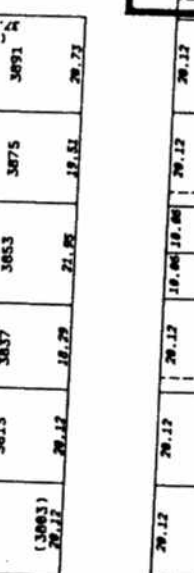
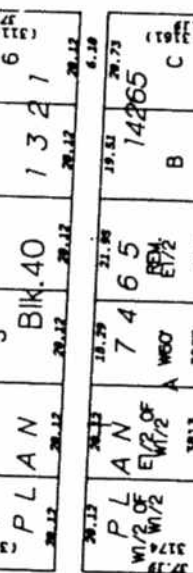
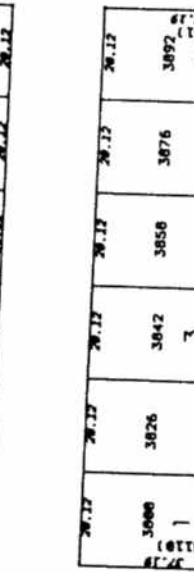
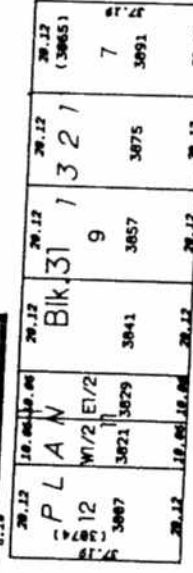
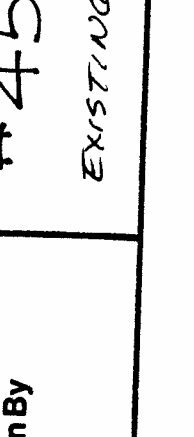
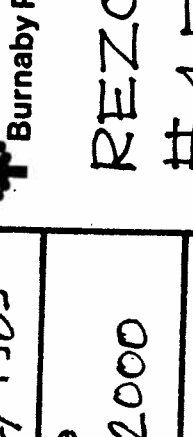
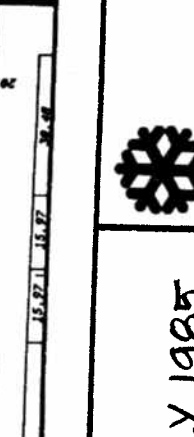
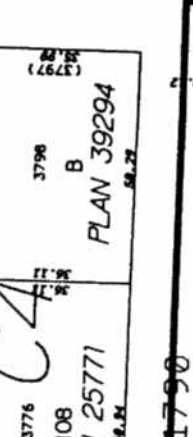
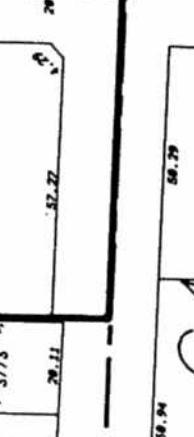
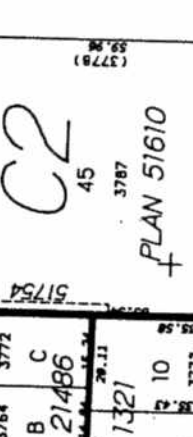
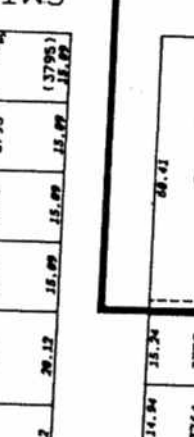
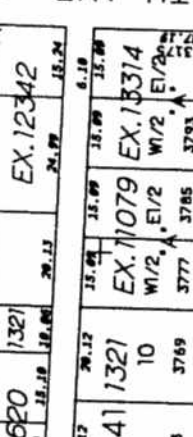
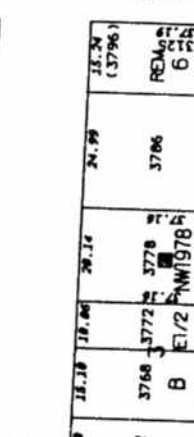
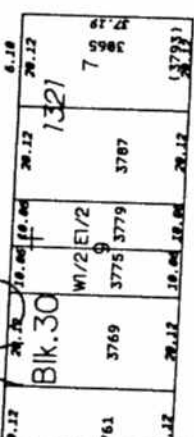
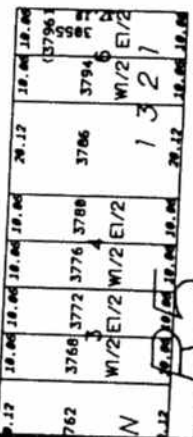
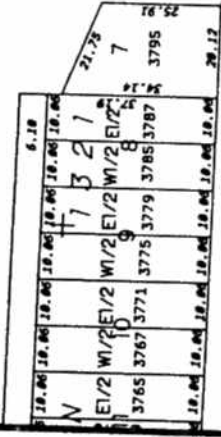
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Atts.

ITEM SUPPL 12
 MANAGER'S REPORT NO. 73
 COUNCIL MEETING 85/11/18

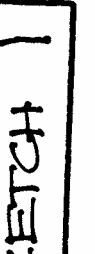
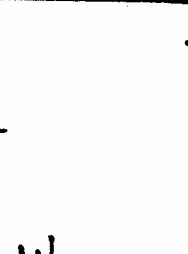
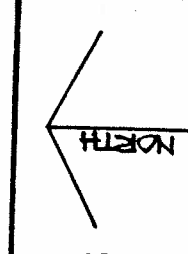
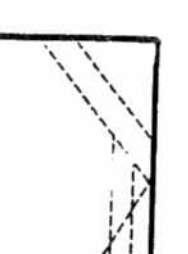
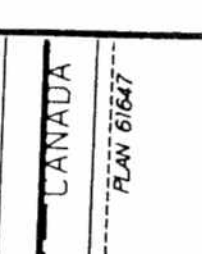
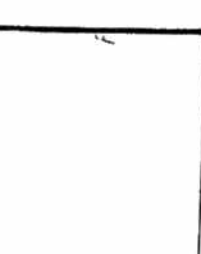
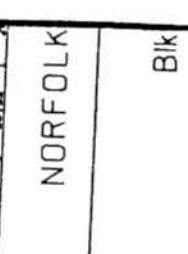
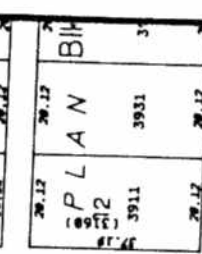
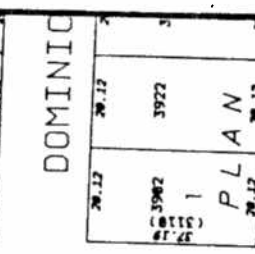
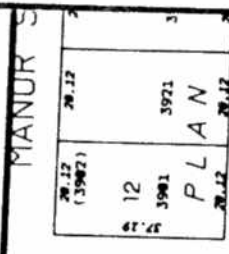
TRANS CANADA HW

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SMITH AVE. 5205

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JULY 1985

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Burnaby Planning Department

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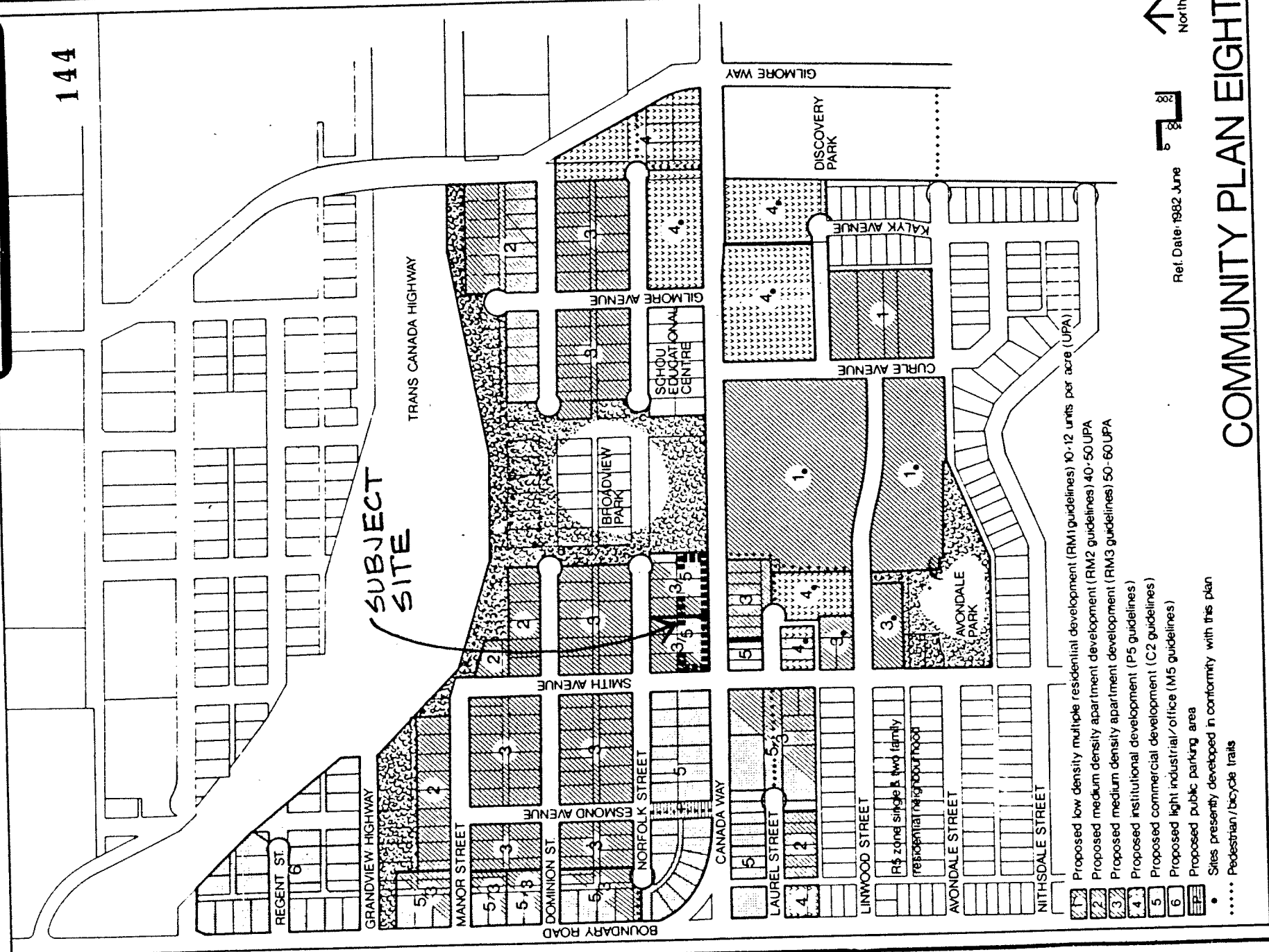
REZONING REFERENCE
 #45/85

EXISTING ZONING: C4

SKETCH 1

ITEM SUPPL 12
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Ref. Date: 1982 June

COMMUNITY PLAN EIGHT

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JULY 1985

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REZONING REFERENCE

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 SKETCH 2