

ITEM 9  
MANAGER'S REPORT NO. 16  
COUNCIL MEETING 85/02/25

RE: REZONING REFERENCE NO. 88/84  
PARCEL "B", REF. PL. 2552 OF LOT 35 OF DL 94,  
GRP. 1, PL. 720 NWD; PARCEL "A", REF. PL. 4158  
OF LOT 35 OF DL 94, GRP. 1, PL. 720 EXCEPT S. 10 FT.  
AND PARCEL 1, REF. PL. 33213 NWD  
6726 AND 6776 ROYAL OAK AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1985 February 20

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #88/84

Parcel "B", Ref. Pl. 2552 of Lot 35 of D.L. 94, Grp. 1, Pl. 720 N.W.D.; Parcel "A", Ref. Pl. 4158 of Lot 35 of D.L. 94, Grp. 1, Pl. 720 Except S. 10' and Parcel 1, Ref. Pl. 33213 N.W.D.

From: M4 Special Industrial District  
To: C4 Service Commercial District

Address: 6726 and 6776 Royal Oak Avenue

RECOMMENDATION:

THAT this report be received for the information of Council.

REPORT

1.0 BACKGROUND INFORMATION

- 1.1 Notwithstanding the negative recommendation of the Planning & Building Inspection Department as outlined in the rezoning report considered on 1985 January 21, Council determined to advance the subject application to a Public Hearing.
- 1.2 On 1985 January 28 Council received a further report (attached) which outlined the prerequisite conditions of rezoning which included criteria to be incorporated into the suitable plan of development in response to certain design and access considerations associated with the specific development site.

1.3 On 1985 February 11 Council meeting, Mr. Bruno Freschi, the applicant's architect, appeared as a delegation and raised several questions regarding the prerequisite conditions of the rezoning. Arising from discussion of the matter, Council requested further information regarding several items of concern.

1.4 The rezoning bylaw amendment was subsequently advanced to a Public Hearing on 1985 February 19, at which time representations concerning the prerequisite conditions were made by the applicant.

## 2.0 GENERAL DISCUSSION

2.1 In response to the questions raised at the 1985 February 11 Council meeting and the concerns expressed at the 1985 February 19 Public Hearing, this Department provides the following information.

2.2 In reference to the question regarding properties where the Municipality has required dedications for future road widening at or near street intersections as a prerequisite condition of rezoning, Council is advised that such dedication requirements have been applied in numerous development sites throughout the Municipality. The following are a few recent examples:

- a) RZ#73/81 - Burlington Square, southwest corner of Kingsway and Royal Oak Ave. - dedicated 5.029 m (16.5 ft.) adjacent to Kingsway and 4.267 m (14 ft.) adjacent to Royal Oak Ave.
- b) RZ#30/83 - commercial centre, corner of Sixth St. and Tenth Ave. - dedicated 10 ft. adjacent to both Tenth Ave. and Sixth St. with a 10 ft. corner truncation.
- c) RZ#72/83 - commercial centre, Canada Way and Smith Ave. - dedicated 5 ft. adjacent to Canada Way with a 10 ft. corner truncation.
- d) RZ#59/84 - Esso Gas Station/Convenience Store (proposed), southwest corner of Willingdon Ave. and E. Hastings St. - require a 10 ft. dedication adjacent to E. Hastings St. with a 6 ft. corner truncation.

2.3 In response to the request for examples of developments in the vicinity of the subject site where off-street parking in front of the building has been avoided, thereby enabling the building to enjoy a desirable pedestrian orientation to the street, the following are examples of properties so developed:

- a) 6632 Royal Oak, an office building, which is primarily to the rear of the building with some parking on the side.
- b) 5204 Kingsway (at Royal Oak), Bank of B.C. building - all parking provided to the rear of the building.
- c) 5175 Kingsway (at Royal Oak), Seven Eleven store - all parking provided to the side of the building.
- d) 5605 Kingsway, Imperial Square - all parking provided to the side and rear of the buildings.

- e) 5201 Rumble St. (at Royal Oak Ave.), Toronto Dominion Bank Building - all parking at the rear of the building.
- f) 5278 Kingsway, General Paint store - all parking to the rear of the building.
- g) 6692 Royal Oak Ave. (at Lane St.), Laurie's Tune-Up Centre - no parking in front of the building adjacent to Royal Oak.

The subject property can similarly be developed with off-street parking located to the side or rear of the building. Essentially, this Department is of the opinion that parking in front of the building adjacent to Royal Oak is inappropriate in view of the established streetscape along Royal Oak in this vicinity where little or no off-street parking is evident in front of the buildings. Further, it should be noted that this Department has not at any time required that parking for this proposal necessarily be located to the rear of the building within the eastern portion of the site.

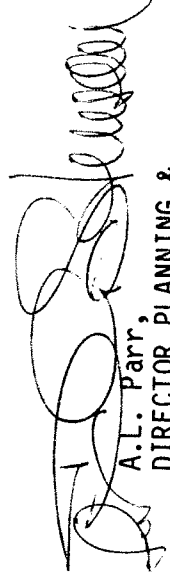
2.4 In reference to the 10 ft. road dedication requirement adjacent to Royal Oak and the appropriate means of vehicular access, Council will refer to the attached sketch which illustrates the proposed future upgrading of the Royal Oak Ave./Imperial St. intersection. In this regard, Royal Oak Ave. at the Imperial St. intersection is intended to include two through traffic lanes both north and southbound, a northbound and southbound left turn lane and a southbound right turn lane. This development standard is required to accommodate the anticipated increased traffic volumes on these arterials. Improvements to this intersection on Royal Oak Ave. north of Imperial St. adjacent to the subject property are expected to be made within the next five years to ten years depending upon the rate of redevelopment in the area.

In consultation with the Director Engineering, the proposal to access the site from Imperial St. on a right turn in and out basis would thus be inappropriate given the potential hazards of eastbound vehicles on Imperial St. attempting to turn left within a very short distance from the signal at the Royal Oak intersection. This situation, if it were allowed to arise, would lead to increased danger of traffic accidents and increased congestion, and should be avoided.

In view of these impending road improvements, the development should be required to observe the full landscaping and building setback requirements of the bylaw relative to the new property line resulting from the dedication, in order to avoid knowingly producing a non-conforming and substandard site landscaping development when the actual physical improvements are made.

PDS/js

cc: Director Engineering

  
A.L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

RE: REZONING REFERENCE #88/84  
6726 and 6776 ROYAL OAK AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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MANAGER'S REPORT NO. 8  
COUNCIL MEETING 85/01/28

ITEM 16  
MANAGER'S REPORT NO. 16  
COUNCIL MEETING 85/02/25

TO: MUNICIPAL MANAGER 1985 JANUARY 23

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #88/84

Parcel "B", Ref. Pl. 2552 of Lot 35 of D.L. 94,  
Grp. 1, Pl. 720 N.W.D.; Parcel "A", Ref. Pl.  
4158 of Lot 35 of D.L. 94, Grp. 1, Pl. 720 Except  
S. 10' and Parcel 1, Ref. Pl. 33213 N.W.D.

From: M4 Special Industrial District  
To: C4 Service Commercial District

Address: 6726 and 6776 Royal Oak Avenue

RECOMMENDATION:

1. THAT a rezoning bylaw to cover the above referenced rezoning application be prepared and advanced to First Reading on 1985 February 04 and to a Public Hearing on 1985 February 19 at 19:30 h, and that the following be established as pre-requisites to the completion of rezoning:
- a) The submission of a suitable plan of development incorporating the design criteria outlined in Section 1.3 of this report.
  - b) The deposit of sufficient monies to cover the cost 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 and constructed to the approval of the Director Engineering. One of the conditions for the approval of the Director Engineering is the completion of the following:
    - c) The installation of electrical telephone and 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.

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- e) The consolidation of the net project site into one legal parcel
- f) The granting of any necessary easements.
- g) The dedication of any rights-of-way deemed requisite to include the dedications adjacent to Royal Oak Avenue for future road widening.

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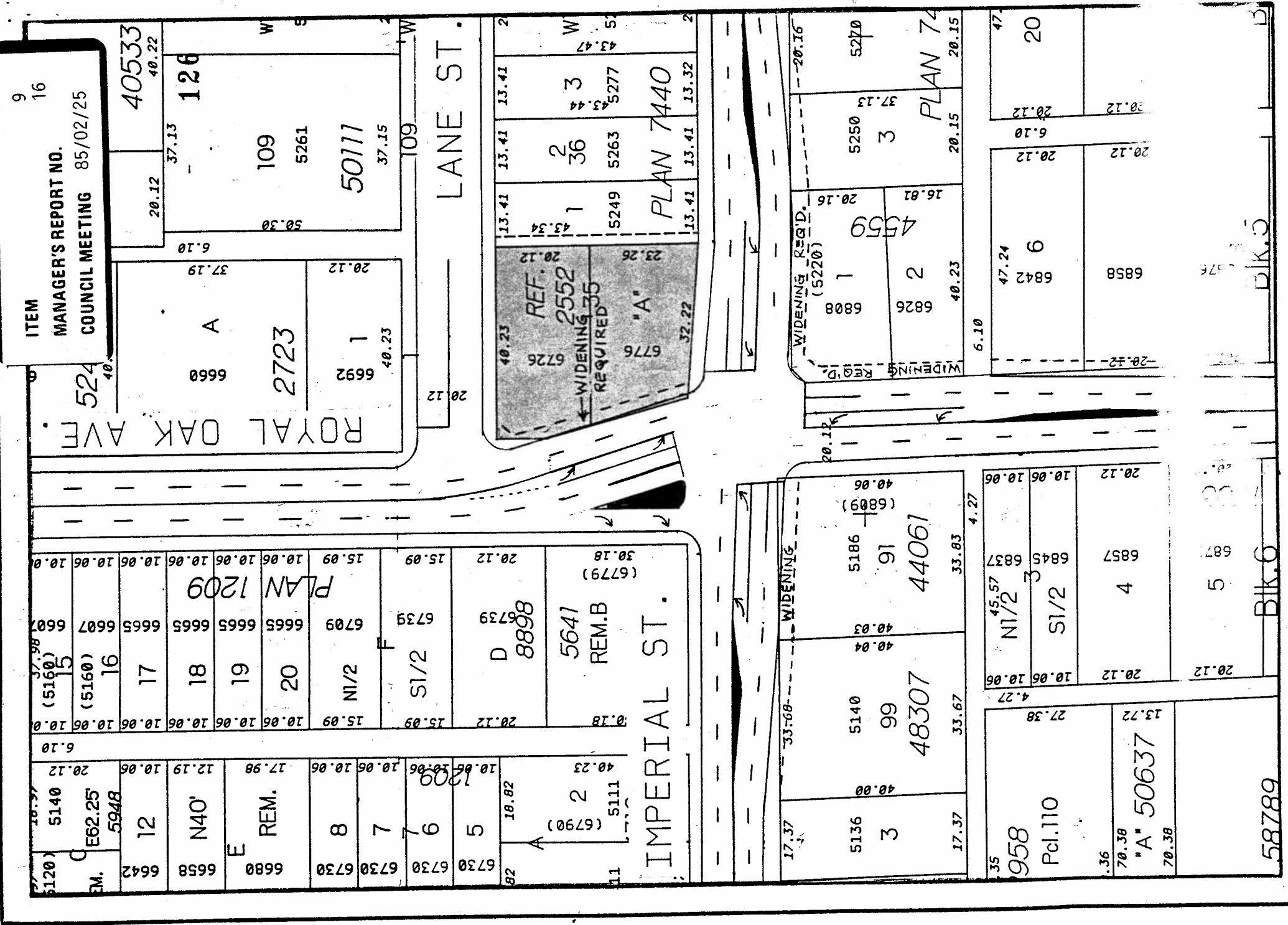
REPORT

1.0 GENERAL DISCUSSION:

- 1.1 Notwithstanding the negative recommendation of the Planning & Building Inspection Department as outlined in the rezoning report considered on 1985 January 21, Council determined to advance the subject application to a Public Hearing.
- 1.2 Pursuant to the policy of Council regarding the processing of rezoning applications, it is necessary to establish the prerequisite conditions of rezoning associated with the subject application and instruct that a Bylaw be prepared and advanced accordingly.
- 1.3 In order to ensure that the proposed commercial facility properly relates to the adjacent multiple family residential uses across Royal Oak Avenue to the west, and provides for an appropriate pedestrian orientation to Royal Oak Avenue as a continuation of the existing commercially developed properties fronting Royal Oak closer to Kingsway, it will be necessary that the following design criteria be incorporated into the required suitable plan of development:
  - a) No surface parking should be provided in front of the building on the west side of the site adjacent to Royal Oak Avenue. All surface parking should be appropriately screened from adjacent streets. As a result, the proposed building should be sited close to Royal Oak Avenue (in observance of the required 20 ft. setback) with the development of a landscaped pedestrian courtyard on the west side of the building.
  - b) All vehicular access to the site should be from Lane Street only in order to maintain the efficient operation of the Royal Oak/Imperial Street intersection.
- 1.4 In order to provide for the future widening of Royal Oak Avenue and specifically to accommodate a left turn lane, it will be necessary to dedicate the west 10 ft. of the site with a 5 ft. corner truncation at the intersection of Lane Street and Royal Oak.

*APL*  
PDS/g1

*[Signature]*  
A. L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION



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Burnaby Planning Department

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RZ # 88/84 - REQUIRED ROAD WIDENING

