

RE: REZONING REFERENCE NO. 52/85 - 8720 GOVERNMENT ROAD

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER
1985 JULY 19

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #52/85
8720 GOVERNMENT ROAD
(SEE ATTACHED SKETCHES)

RECOMMENDATION:

1. THAT a rezoning bylaw be prepared and advanced to First Reading on 1985 August 12 and to a Public Hearing on 1985 September 10 at 19:30 h, and that the following be established as prerequisites to the completion of rezoning:
 - a) The submission of a suitable plan of development.
 - b) The dedication of lands for park/open space as outlined in Section 4.3 of this report.
 - c) The dedication of any rights-of-way deemed requisite.
 - d) The deposit of sufficient monies to cover the costs of all services necessary to serve the site to include the road and park/trail upgrading as outlined in Section 4.4 of this report 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.
 - e) 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.
 - 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 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.
 - g) The subdivision of the subject site in order to create the proposed development site, and the parcels to be deeded to the Municipality at no cost for park purposes as illustrated on the attached sketch #3.

- h) The granting of any necessary easements.
- i) The approval of the Ministry of Transportation and Highways to the rezoning application.
- j) The retention of as many mature specimen trees as possible on the site.

1.0 GENERAL INFORMATION:

1.1 Applicant:

Mr. Bernhard Van Dyk,
Van Dyk and Sons Contractors Ltd.,
4845 Colbrook Court,
Burnaby, B.C., V5G 3Y3

1.2 Subject:

Application for the rezoning of:
6.279 acre portion of Parcel B, Ref. P1.
17411, Blk. 12, D.L. 10, Pl. 3054

From: A2 Small Holdings District
To: P10 Recreational Vehicle Park
District

1.3 Address:

8720 Government Road

1.4 Location:

The subject site is located on the south side of Government Road immediately east of Gaglardi Way (refer to attached sketches 1 & 2).

1.5 Size:

The site is irregularly shaped with an area of 2.67 hectares (8.78 acres).

1.6 Services:

The Director Engineering has been requested to provide all relevant servicing information.

1.7 Rezoning Intention:

The intent of the proposed rezoning bylaw amendment is to permit the development of a recreation vehicle park on the subject site.

2.0 SITE OBSERVATIONS:

The subject site is presently occupied by a single family dwelling and a number of other structures associated with the existing kennel operation. Much of the site has been cleared of major trees and a natural watercourse runs through its eastern portion. Vehicular access to the site is from a driveway that runs from Cariboo Road along the northern edge of the Brunette River on GVSDD property under the Gaglardi Way bridge structure and turns northwards within the Gaglardi Way right-of-way. To the north of the site lies the Burlington Northern Railway right-of-way all which is a residence and church and a new industrial facility all fronting Government Road. The Gaglardi Way/Stormont Overpass lies to the immediate west of the site beyond which are several modest residential structures fronting Cariboo Road. The Brunette River and several residences on large properties are located to the south. To the east lies the BNR railway right-of-way and undeveloped properties.

3.0 BACKGROUND INFORMATION:

- 3.1 On 1980 November 17, Council gave favourable consideration to Rezoning Reference #46/80 which involved a proposal to develop light industrial uses on the subject property based on the M5 Light Industrial District. The rezoning bylaw amendment was advanced to Third Reading on 1981 November 23 and was subsequently withdrawn.
- 3.2 On 1985 May 27, Council received a report from the Recreational Vehicle Park Committee at which time a number of recommendations were approved including:
- (1) a draft Zoning Bylaw Amendment Schedule for a Recreational Vehicle Park use
 - (2) a draft Recreational Vehicle Park Bylaw
 - (3) that these bylaws be reviewed by the Municipal Solicitor and prepared in a finalized form, and that the zoning Bylaw Amendment Schedule be advanced to a Public Hearing at an early date, and
 - (4) that all future applications for zoning for Recreational Vehicle Parks proceed as Comprehensive Development proposals
- 3.3 The Zoning Bylaw Amendment covering the new P10, Recreational Vehicle Park District was advanced to a Public Hearing on 1985 July 09 and to Second and Third Reading on 1985 July 15. This Bylaw Amendment and the Recreational Vehicle Park Bylaw are expected to receive Final Adoption on 1985 July 29.

4.0 GENERAL DISCUSSION:

- 4.1 The subject site forms an integral part of the Burnaby Lake-Central Valley Park System and is located at the confluence of two major proposed park trails (refer to Sketch #2). The Brunette River is located to the immediate south of the subject site and Stoney Creek flows within the easterly portion of the site.
- 4.2 Pursuant to the Park Acquisition Program, the ultimate need of the subject site for park/open space purposes was confirmed by the Parks and Recreation Commission on 1978 November 01. Subsequently, on 1980 March 11 the Commission approved the acquisition of the subject site on a two-staged basis. Stage I included a strip of land along Stoney Creek and the Brunette River with Stage II including the acquisition of the remaining portion of the property. Stage II acquisition was subsequently deleted.
- 4.3 In consideration of the previous industrial development proposal and rezoning application, Council adopted as a prerequisite condition of rezoning that the applicant dedicate a 50 ft. wide strip adjacent to the south property line along the Brunette River. This was considered necessary in order to provide an appropriate park experience on both sides of the primary park/trail and to screen and buffer the trail from any development of the site (refer to Sketch #3). Dedication of 150 ft. strip for park/trail development adjacent to Stoney Creek was also required. These dedication requirements were and continue to be important elements of the park/trail development program and thus should be confirmed as a prerequisite condition of rezoning.

4.4 Approval from the Ministry of Transportation and Highways to this rezoning is required. Vehicular access to the site was examined through the previous industrial rezoning application but will require further re-examination to take into consideration any new circumstances and the proposed new use of the subject property. The following access guidelines are based on the requirements for the previous rezoning application:

- a) The provision of a driveway from Cariboo Road along the north side of the Brunette River following the existing driveway to the west property line of the subject site then north within the Gagliardi Way right-of-way following the existing driveway adjacent to the Gagliardi Way embankment on into the site at a point approximately 1/3 to 1/2 way up the west property line, where the developer proposes to access his site.
- b) A 24 foot project driveway width standard with curbs is proposed. This driveway should be aligned with a minimum of 3 feet clearance from any bridge abutment or columns. Suitable turning radii should be provided to accommodate all vehicles destined for the site.
- c) A continuous 6 foot high quality wood fence should be placed 3 feet south of the driveway curb from Cariboo Road to the point at which the driveway turns northward to provide an adequate separation from the public park trail for visual and safety reasons. Some natural shrubbery and hedging should be provided on the south side of the wood fence against the fence to provide some visual softening of the fence on the park side.
- d) A 12 foot wide chipwalk to accommodate combined pedestrian, cycling and equestrian use should be placed a minimum 3 feet away from the wood fence. The chipwalk should be located suitably distant from the top of the river bank (say 3 to 6 feet) to avoid any danger to pedestrians, equestrians or cyclists slipping down the steep slope.

The total width requirement to accommodate the driveway, fence, walkway, and outlined limiting separations for safety and landscaping may require local adjustment under the Gagliardi Way overpass to recognize the constraints imposed by the existing bridge structure.

The property in the area of the proposed access road off Cariboo Road is owned by the Greater Vancouver Sewerage and Drainage District (GVSSD) (6790 Cariboo Road) and by the Province (6780 Cariboo Road). Agreement must be obtained from the GVSSD and the Province by the developer to secure this project's legal access.

4.5 Within the park areas to be dedicated, it is proposed that the applicant be required to provide landscaping and trail upgrading. A full landscaped screen must be provided at the perimeter of the net site abutting the park trail dedication areas to provide an appropriate interface with the adjacent park lands. Well developed landscaping within the site to include good quality evergreen materials to provide privacy between the recreation vehicle parking spaces and shade tree planting throughout the site to produce a parklike setting will be expected.

4.6 The applicant will also be required to provide appropriate measures to ensure that the environmentally fragile Brunette River system is protected from any harmful runoff from the site and from silting effects during construction work on the project. In this regard grease interceptors will be required on all storm drainage services on the site subject to the approval of the Environmental Health Inspector, and measures approved by the Federal and Provincial authorities will need to be observed during the construction phase to prevent the introduction of excessive silt to the watercourses during construction operations.

5.0 DEVELOPMENT PROPOSAL:

5.1 The applicant has requested rezoning in order to develop a recreational vehicle park on the subject site. Rezoning to the CD Comprehensive Development District based on the P10, Recreational Vehicle Park District is required. The applicant has submitted a plan of development which is basically suitable for presentation to a Public Hearing.

5.2 The applicant has submitted preliminary drawings describing his proposal for a 217 unit recreational vehicle park on the site. The proposed development plan provides as follows:

5.2.1 Site area:

gross	8.78	acres
park dedication	2.503	acres
net site area	6.279	acres

5.2.2 Recreational vehicles to be accommodated:

177 self-propelled units ranging from 18 ft to 42 ft in length, in RV spaces ranging from 560 sq. ft. to 1,274 sq. ft. in area.

40 trailer units plus towing vehicle spaces ranging from 22 ft to 34 ft in length, in RV spaces ranging from 1,007.5 sq. ft. to 2,040 sq. ft. in area.

5.2.3 Recreational vehicle spaces:

217 spaces; minimum width 20 ft; minimum area 560 sq. ft., greatest area 2,040 sq. ft.; average RV space area overall for all units on the site; 815.7 sq. ft.

5.2.4 Service building:

Principal service building consisting of office/reception area, ancillary grocery store (approx. 1,000 sq. ft.), caretaker's suite, indoor pool and hot tub, lounge, laundry facilities, men's and womens washroom and showers, storage, and public telephones.

Secondary service building providing additional men's and womens facilities.

5.2.5 Outdoor recreational area:

5% of site area required, or 13,676 sq. ft. 13,735 sq. ft. provided, including major grassed playground area, elevated developed deck, and enclosed pool area (treated as equivalent to open area).

5.2.6 All RV spaces fully-equipped with electric power, water, and sanitary sewer connections; additional communal facilities include showers (22 required; 24 provided), toilets (22 required; 26 provided), laundry (11 washers & dryers required; 11 provided).

5.2.7 Service building height:

Two storey, 23.32 feet.

5.2.8 Sewage disposal station (sani-dump) - 1 provided. On-site vehicle wash facility - 1 provided.

5.2.9 Internal roadways:

25 foot width for collector street; 18 foot width for local streets.

Concrete roll curbs and asphalt pavement for all streets, parking areas, and RV stands.

5.2.10 Internal pedestrian path:

Provide for pedestrian access to service building, 3 ft. asphalt all-weather surface. Pathway and outdoor facilities to be provided with site lighting in accordance with the Illuminating Engineering Society Lighting Handbook - the current Standard Lighting Guide.

5.2.11 Communal parking:

11 spaces required; 11 spaces provided.

5.2.12 Services:

Water, storm sewer site drainage with required catch basins/oil and grease interceptors, sanitary sewer, and underground electrical services will be provided.

5.2.13 Site landscaping and screening:

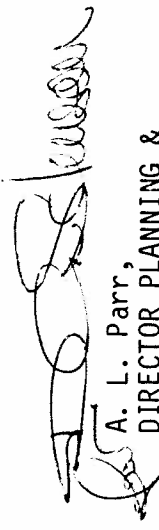
A landscape concept plan has been prepared showing appropriate screening, major tree planting, privacy mass planting, and grass ground cover treatment to all areas of the proposed park other than parking roads, or RV stands surfaced with asphalt. A screen wall and hedge will define the perimeters of the site abutting the railroad right-of-way and the boundary of the park areas to be dedicated, and a blend of deciduous trees and conifers will be provided within the park to provide shade, visual amenity, and partial screening of the site. The developer will be responsible for planting of native tree species within the park strips for buffering and providing an appropriate interface with the proposed public trails. Existing mature trees are to be retained wherever possible within the site and throughout the park dedication areas.

6.0 CONCLUSION:

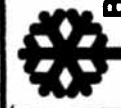
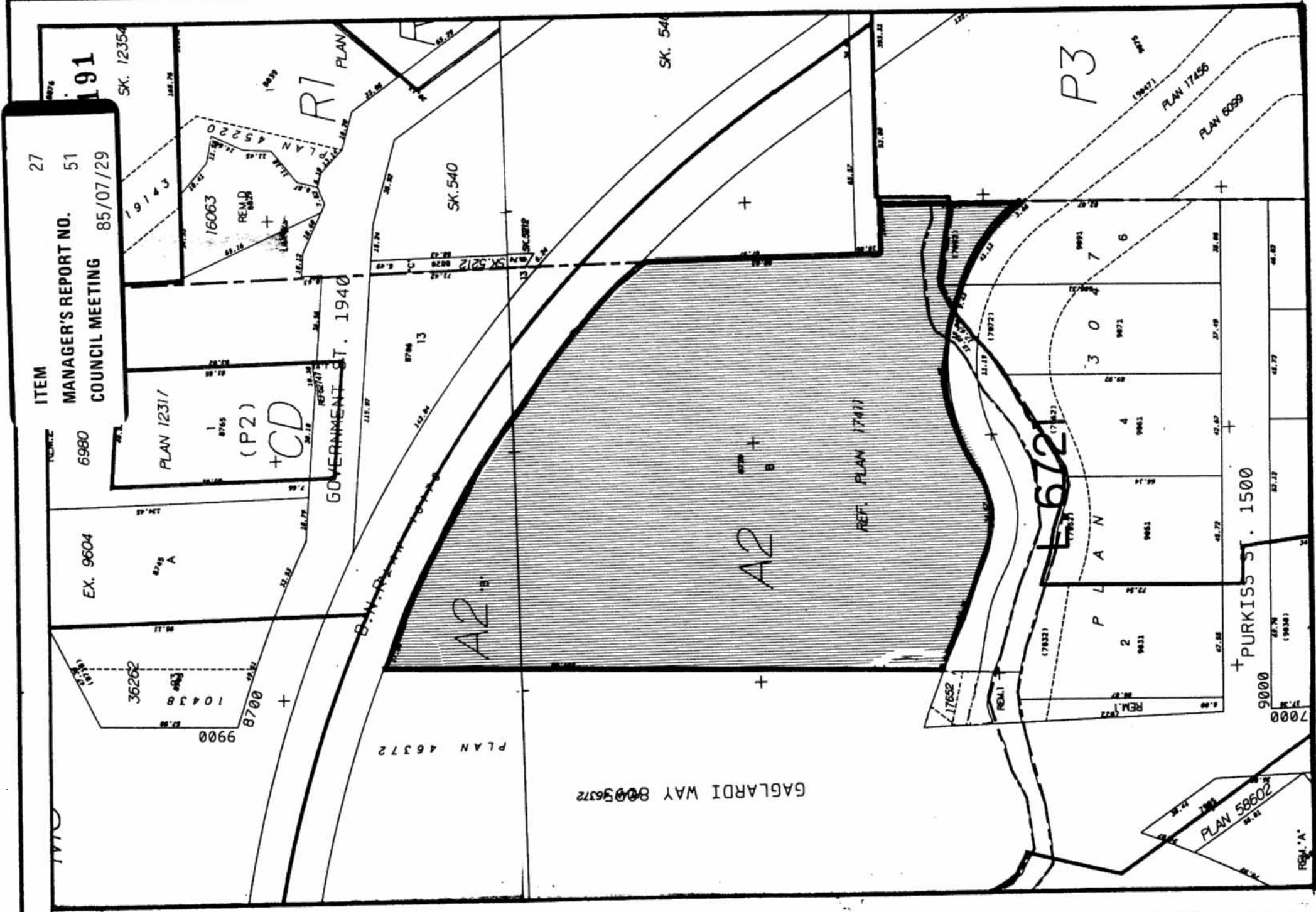
The proposed recreational vehicle park is located within an area of the Municipality that is judged to satisfy the general locational criteria outlined in the report of the Planning & Building Inspection Department received by Council 1985 March 25. The proposal being advanced is considered to be an acceptable use of the subject property provided that it is developed in a manner that reflects the park setting in which it is located. It is therefore recommended that the proposed rezoning be advanced to a Public Hearing on 1985 September 10.

APL
PDS/DGS/mdw

Attachments


A. L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

ITEM 27
 MANAGER'S REPORT NO. 51
 COUNCIL MEETING 85/07/29



Burnaby Planning Department

Date 1985 July

REZONING REF. # 52/85

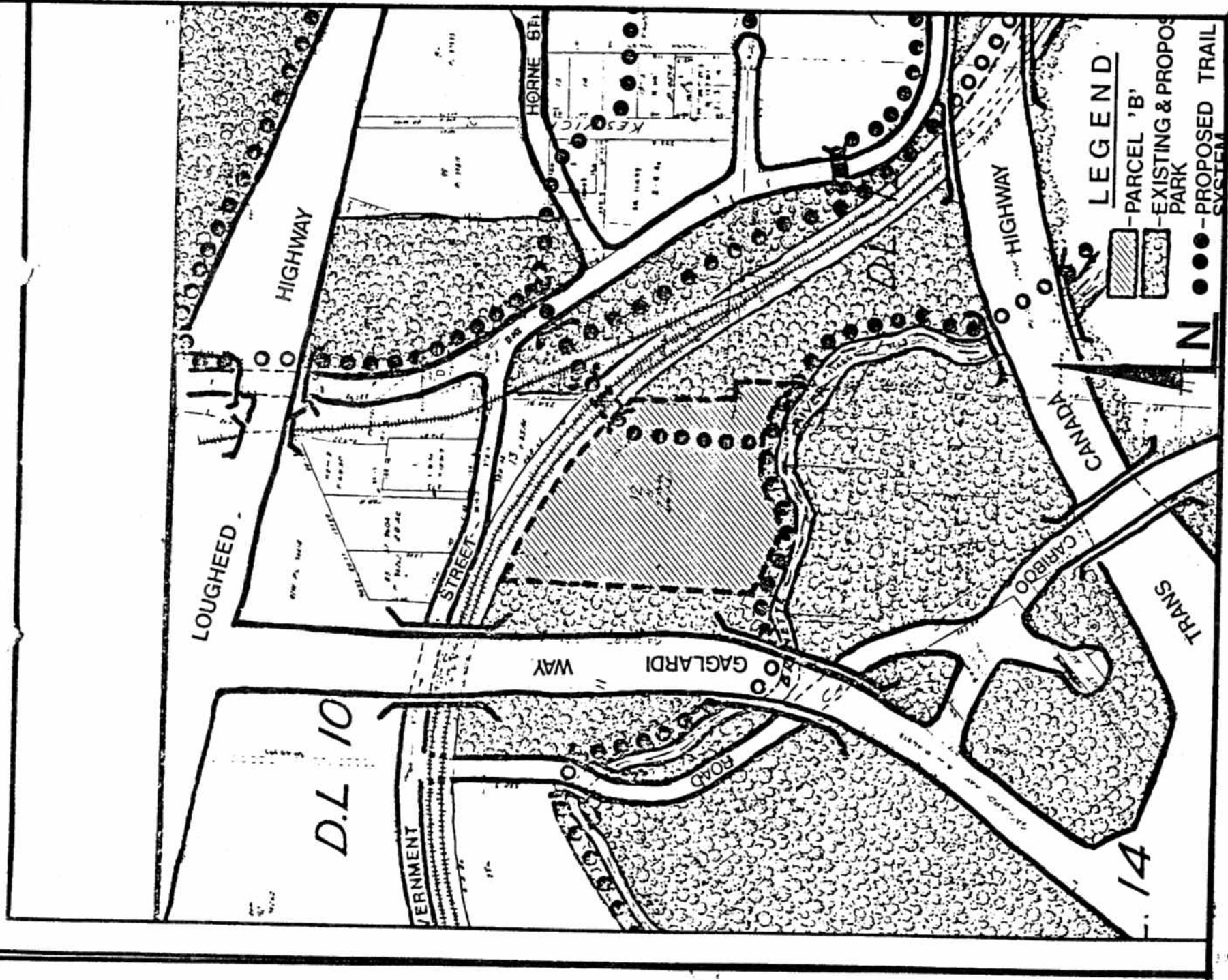
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LOCATION SKETCH

Drawn By

SKETCH # 1.

ITEM 27
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LEGEND
 [Hatched Box] - PARCEL 'B'
 [Stippled Box] - EXISTING & PROPOSED PARK
 [Dashed Line] - PROPOSED TRAIL SYSTEM



Burnaby Planning Department

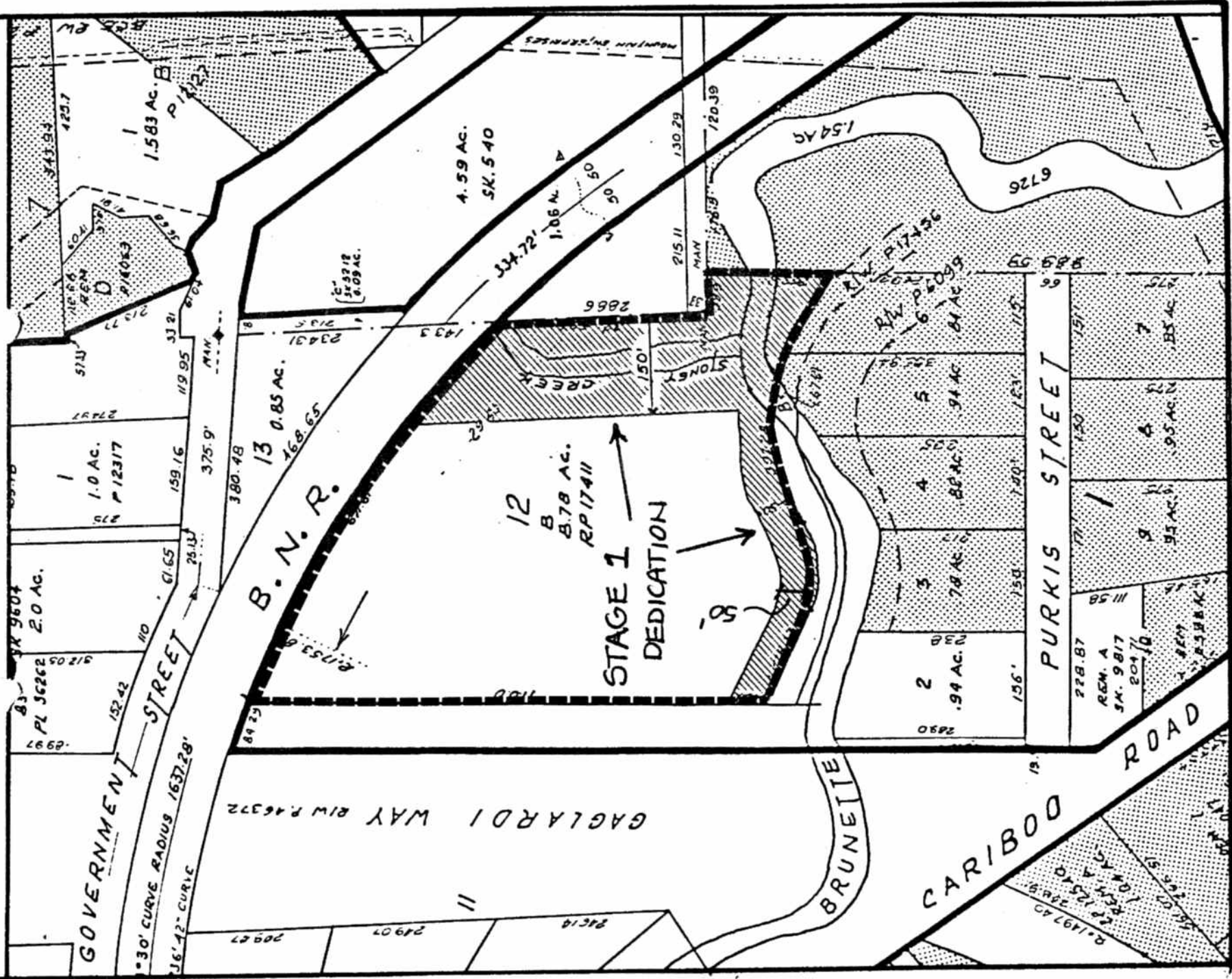
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REZONING REF. # 52/85
 PARK & TRAIL SYSTEMA CONTEXT. 192

SKETCH #2.

ITEM 27
 MANAGER'S REPORT NO. 51
 COUNCIL MEETING 85/07/29

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Burnaby Planning Department

Date 1985 July

Scale 1" = 200'

Drawn By

REZONING REF. # 52/85

SITE SHOWING PARK DEDICATION

SKETCH # 3.