

ITEM 5  
MANAGER'S REPORT NO. 43  
COUNCIL MEETING 89/06/19

RE: REZONING REFERENCE NO. 90/88  
GREENFORD AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1989 JUNE 13

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: GREENFORD AVENUE  
REZONING REFERENCE #90/88

PURPOSE: TO RESPOND TO CONCERNS RAISED AT THE PUBLIC HEARING FOR REZONING  
REFERENCE #90/88 (7026 KINGSWAY)

=====  
RECOMMENDATIONS:

1. THAT the proposed closure of the northerly portion of the Greenford Avenue right-of-way be reduced from the easterly 4.0 m (13 ft.) to the easterly 2.5 m (8.5 ft.) maintaining an interim road right-of-way of 7.5 m (24.5 ft.) rather than 6 m (20 ft.).
2. THAT copies of this report be sent to:  
  
Mr. Norman Enridge  
Pacific Party Plans  
7243 Greenford Avenue  
Burnaby, B.C. V5E 2Y6  
  
Mr. Leslie W. Blackburn, President  
Premier Engineering & Iron Works Limited  
6159 Malvern Avenue  
Burnaby, B.C. V5E 3E7  
  
Mr. Lloyd S. Bray, President  
Middlegate Honda  
6984 Kingsway  
Burnaby, B.C. V5E 1E6  
  
Cornerstone Architects  
Attention: Mr. Scott Kennedy  
#22-1551 Johnston Street  
Vancouver, B.C. V6H 3R9

REPORT

1.0 BACKGROUND

Community Plan Six for the Edmonds Town Centre adopted by Council on 1980 March 30 (see attached Sketch #1) includes the widening and development of a cul-de-sac for Greenford Avenue north of Beresford Street, and the closure of its northerly portion and access to Kingsway. This is in line with transportation objectives regarding Kingsway.

Consistent with the adopted Community Plan, the plans for the rezoning and redevelopment of the site east of Greenford Avenue (RZ #90/88) included the closure and consolidation with the site of the easterly 4.0 m (13 ft.) of the northerly portion of Greenford Avenue. This approach left a 6 m (20 ft.) wide right-of-way to provide access to existing development to the west and for future closure and consolidation with a development site assembly to the west. A pavement approximately 5 m (16 ft.) in width would have been maintained within this right-of-way without relocation of the existing westerly curb and adjacent utility poles, resulting in a typical lane situation for temporary access to the properties to the west pending their redevelopment.

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## 2.0 CONCERNS RAISED AT PUBLIC HEARING

At the Public Hearing for RZ #90/88 held on 1989 March 21, three representatives of the properties west of Greenford Avenue raised concerns regarding the proposals for Greenford Avenue. The stated concerns included access to businesses to the west, loss of on-street parking/loading, and safety. A desire was expressed to leave Greenford Avenue as it presently exists.

Council subsequently at its meeting on 1989 March 28 requested that staff report on the concerns expressed at the Public Hearing.

## 3.0 DISCUSSION AND RECOMMENDATION

It is important that adequate and safe access be maintained to the properties on the west side of Greenford Avenue pending their redevelopment and the road's complete closure. Provision of on-street parking and loading for the benefit of businesses located there is not, however, considered to be a Municipal priority, particularly where this would conflict with the upgrading of the area on the basis of a staged implementation of the adopted Community Plan. In accordance with the Burnaby Zoning Bylaw, all developments are required to provide loading spaces as well as parking for customers and employees, on-site.

Sketch #2 shows Greenford Avenue in its existing situation consisting of a 10 m (33 ft.) wide right-of-way, with a 8.5 m (28 ft.) wide pavement and parking on both sides, leaving an approximately 4 m (13 ft.) wide clear vehicular passage between the parked cars.

Taking into account the concerns raised at the Public Hearing, as well as the considerations mentioned above and the recommendations of Engineering staff, this Department now recommends that the proposed closure of the northerly portion of the Greenford Avenue right-of-way be reduced from 4.0 m (13 ft.) to 2.5 m (8.5 ft.) maintaining an interim road right-of-way of 7.5 m. (24.5 ft.) rather than 6 m (20 ft.). The interim paved roadway maintained within this right-of-way would have a clear paved width of 6.1 m (20 ft.), with parking prohibited, as illustrated on Sketch #3 attached. The Engineering Department has confirmed that this will allow safe and adequate access to the existing developments to the west. The existing accesses are illustrated on Sketches #2 and #3, although it should be noted that these are based on our records of approved plans and it has been noted that Middlegate Honda's most northerly access which is shown in its approved location, appears to have actually been constructed somewhat closer to Kingsway.

The recommended solution (Sketch #3) with 6.1 m (20 ft.) of clear roadway width unencumbered by parked vehicles provides superior access to the properties to the west compared to the existing situation. The recommended solution also allows a public walkway to be developed on an easement on the consolidated development site linking the Kingsway sidewalk with the proposed residential development and Beresford Street and the B. C. Parkway to the south (see Sketch #1).

The decreased Greenford Avenue road closure now being recommended (2.5 m instead of 4.0 m) would reduce the net site area and therefore the buildable floor area for the subject development (RZ #90/88). It is therefore being recommended that the site's Greenford Avenue road widening dedication to the south of the cul-de-sac be reduced by a roughly corresponding area (5.5 m width instead of 6.5 m) to balance this. This would allow the Greenford Avenue cul-de-sac to be constructed to a 10.4 m (34 ft.) pavement width with a separated sidewalk on the east side, although an easement may be required behind the sidewalk. It is also recommended that the public walkway easement north of the cul-de-sac be reduced to 3.3 m (11 ft.) from 4.5 m (15 ft) to avoid a negative impact on the subject development. The above items are illustrated on Sketch #4.

The recommendation contained in this report has been discussed with the applicant for rezoning and with representatives of the businesses to the west of Greenford Avenue, who have expressed their concurrence in the approach.

#### 4.0 OTHER ISSUES

A number of other issues which were raised at the Public Hearing are discussed below.

##### 4.1 Concern that the northerly interim portion of Greenford Avenue could be closed at any time

It is intended that this roadway remain open until the properties to the west are assembled and redeveloped in accordance with the adopted Community Plan, at which time the interim roadway would be closed and consolidated with the properties to the west.

##### 4.2 Could access to the proposed development be provided from Beresford Street instead of the Greenford Avenue cul-de-sac?

The Greenford Avenue cul-de-sac which is being upgraded by the developer provides appropriate access to the residential portion of the development. Access from Beresford Street would provide a much less desirable configuration relative to the two proposed residential towers.

##### 4.3 Parking for the commercial component of the proposed development

The proposed development provides 75 commercial parking spaces, whereas only 55 are required under zoning bylaw regulations. Over 20 of these spaces are provided in an at-grade area, undercover, with convenient vehicular access from Kingsway as well as to additional underground parking.

##### 4.4 Impact of the proposed rezoning on side yard requirements for 6984 Kingsway (Middlegate Honda)

The side yard requirements for this property, which is currently zoned C4 Service Commercial District are specified by section 304.7 of the Zoning Bylaw:

#### 304.7 Side Yards:

- (1) No side yards shall be required, except that where a lot abuts a lot in an A, R or RM District, or is separated by a street or lane therefrom, a side yard shall be provided of a width not less than the required side yard of the abutting lot on the same side, but need not exceed 3.0 m (9.84 feet) in width.
- (2) Where a side yard is provided when not required by the provisions of this Bylaw, the side yard adjoining an abutting lot shall be not less than 3.5 m (11.48 feet) in width. (B/L No. 5042-66-11-28)

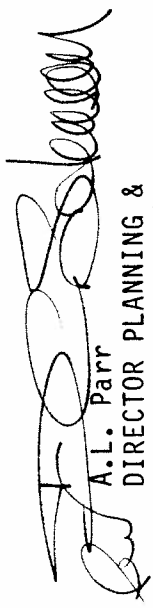
The proposed rezoning of the site across Greenford Avenue from C4 Service Commercial District to CD Comprehensive Development District (Based on RM4 Multiple Family Residential District and C2 Community Commerical District Guidelines) will thus change the side yard requirements of the property in question and create a legally non-conforming situation pending its redevelopment. However, the provisions of Section 970 (9) of the Municipal Act assure that a building or structure that ceases to meet the requirements of the Zoning Bylaw with respect to siting, size, or dimensions under such circumstances continues to be permitted to be maintained, altered, or extended provided that the repair, alteration, or extension does not create a further contravention of the bylaw.

5.0 CONCLUSION

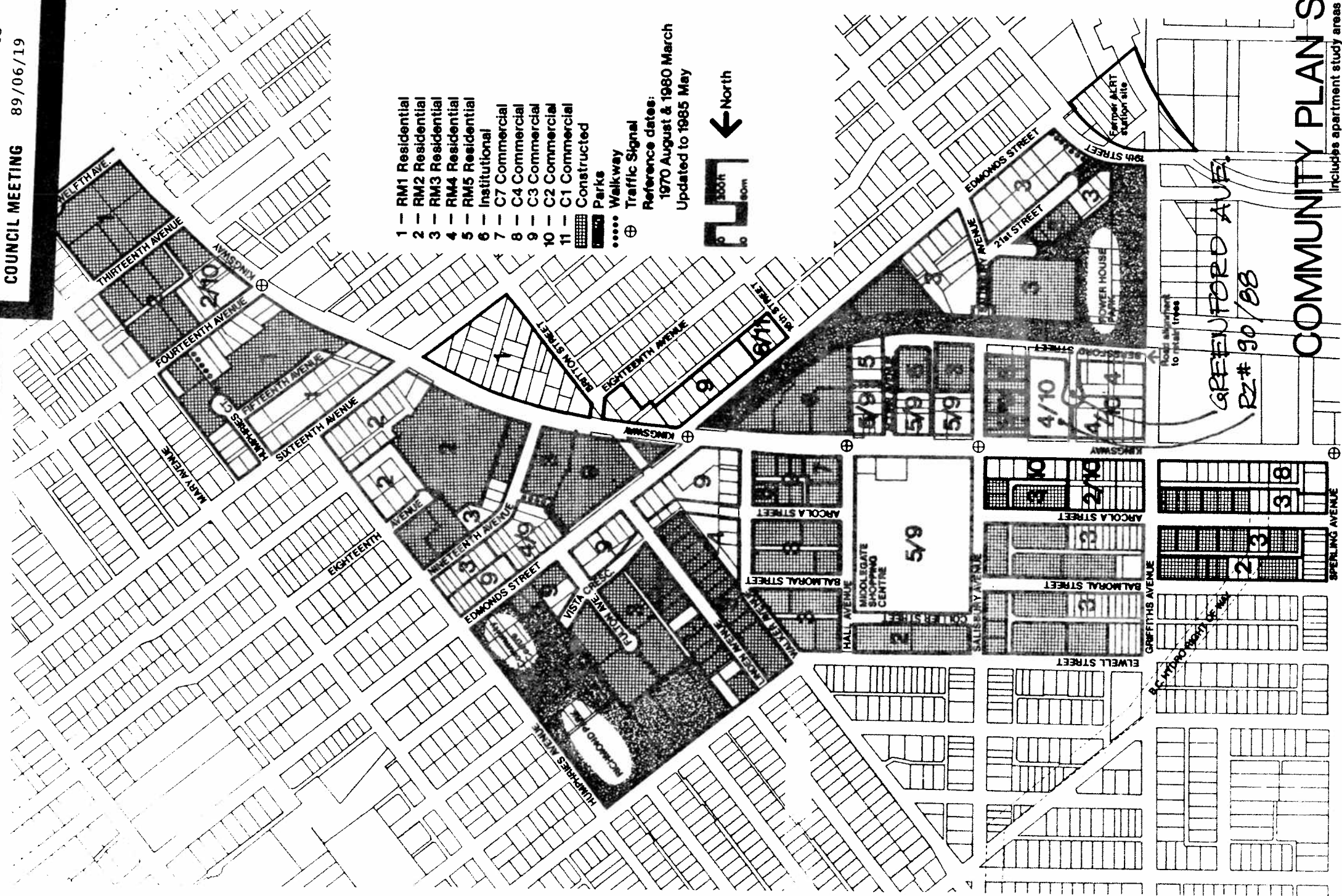
In summary, it has been concluded that Sketch #3 illustrates the recommended configuration for the northerly interim portion of Greenford Avenue that best accommodates the continuing need for the properties to the west of Greenford to have safe and convenient vehicular access, while preserving the development potential of the site to the east in accordance with the intent of the adopted Community Plan for the area. It is recommended that copies of this report be sent to the persons who expressed concerns regarding this subject at the Public Hearing, and to the applicant for the subject rezoning.

*AP*  
RR:zn

cc: Director Engineering

  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

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- 1 - RM1 Residential
- 2 - RM2 Residential
- 3 - RM3 Residential
- 4 - RM4 Residential
- 5 - RM5 Residential
- 6 - Institutional
- 7 - C7 Commercial
- 8 - C4 Commercial
- 9 - C3 Commercial
- 10 - C2 Commercial
- 11 - C1 Commercial
- Constructed
- Parks
- Walkway
- Traffic Signal

Reference dates:  
 1970 August & 1980 March  
 Updated to 1985 May



GREENTFORD AVE.  
 RZ# 90/88

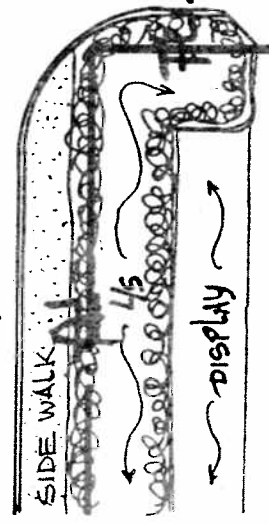
# COMMUNITY PLAN SIX

Includes apartment study areas O & P

SKETCH 1

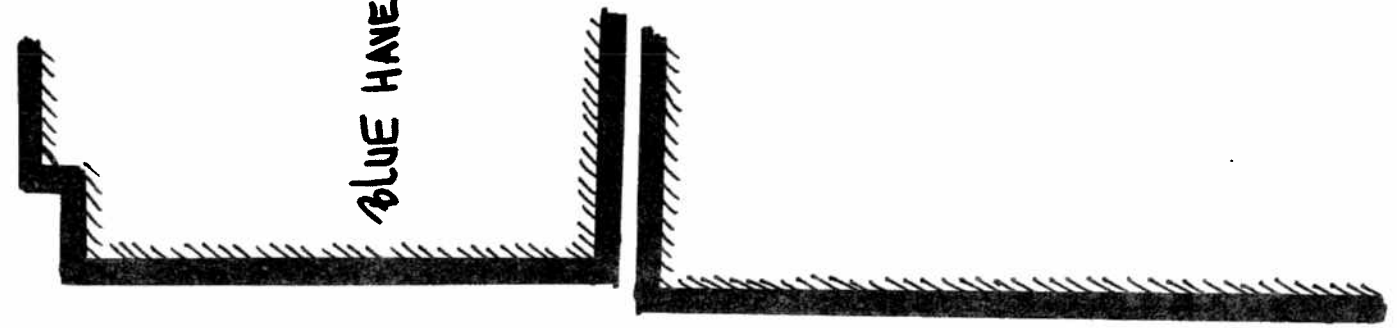
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KINGWAY



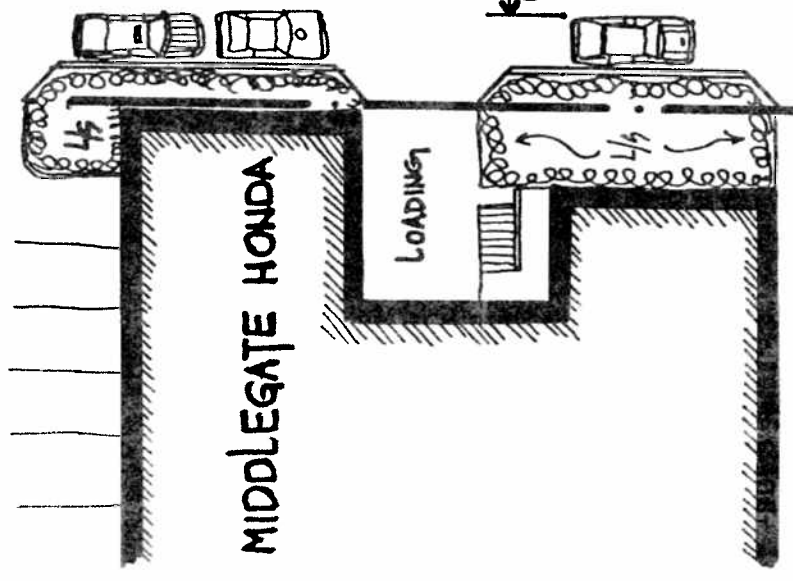
119

BLUE HAVEN MOTEL



ACCESS

MIDDLEGATE HONDA



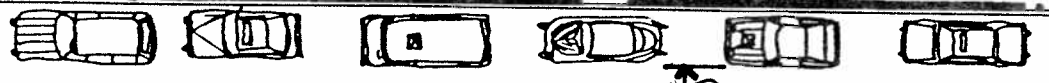
LOADING

LOADING

ACCESS

4 ft  
(15 ft)

GREENFORD AVE.

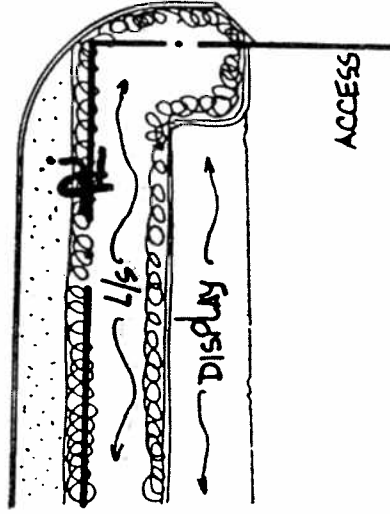


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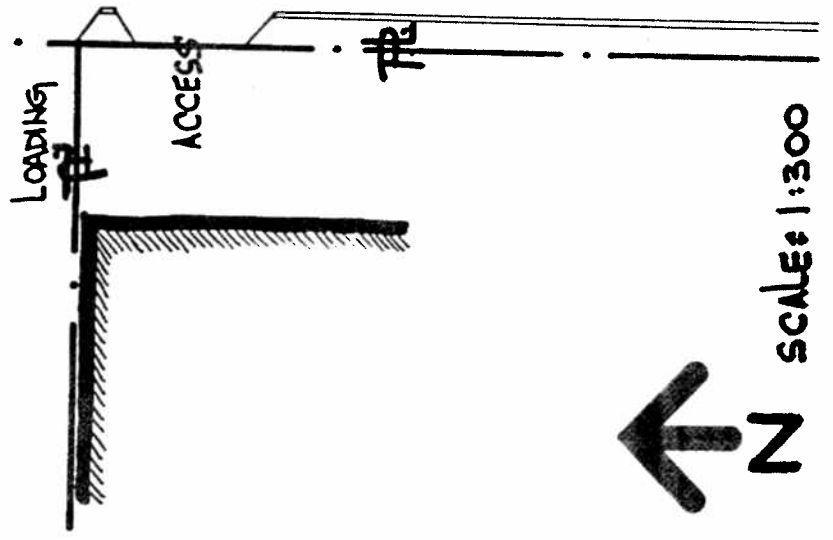
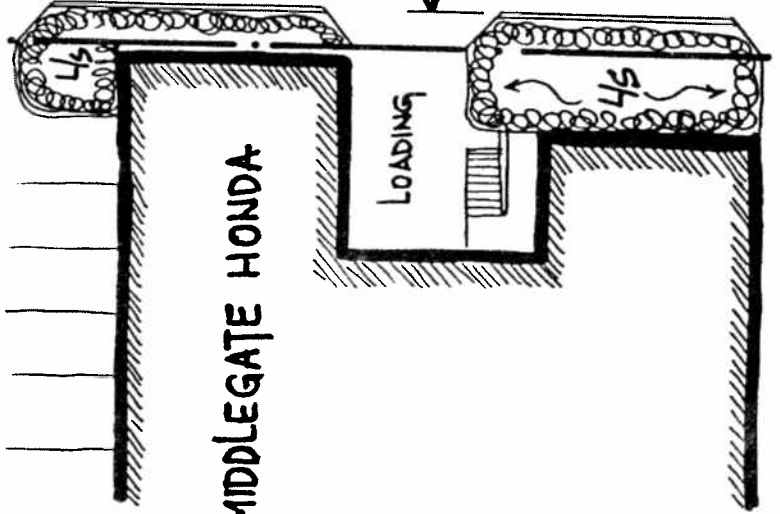
**SKETCH # 2 EXISTING SITUATION: NORTH PORTION OF GREENFORD AVENUE.**

- 10' (33 FT.) RIGHT-OF-WAY WITH 8.5' (28 FT.) PAVEMENT AND PARKING BOTH SIDES.
- 4' (13 FT.) CLEAR VEHICULAR PASSAGE.

KINGSWAY

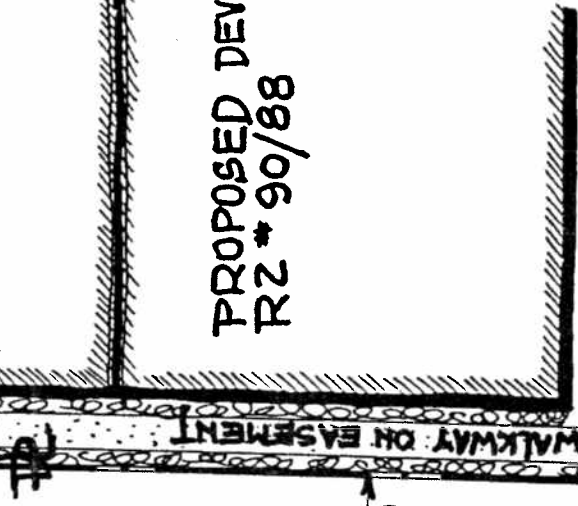
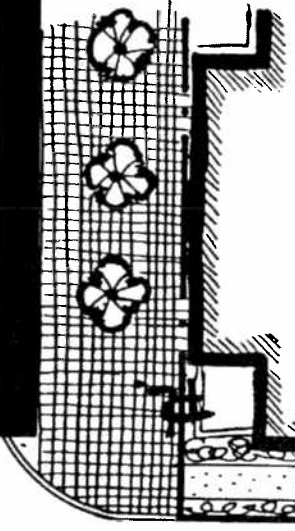


MIDDLEGATE HONDA



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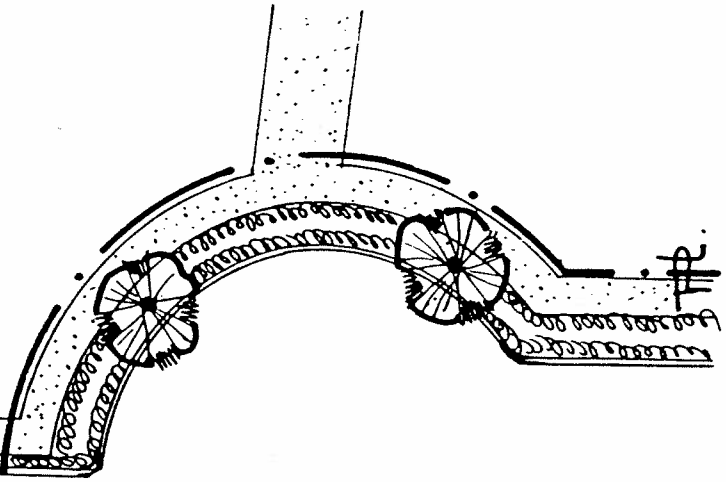
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PROPOSED DEVELOPMENT  
RZ \* 90/88

6.1m  
(20 ft.)

GREENFORD AVE.



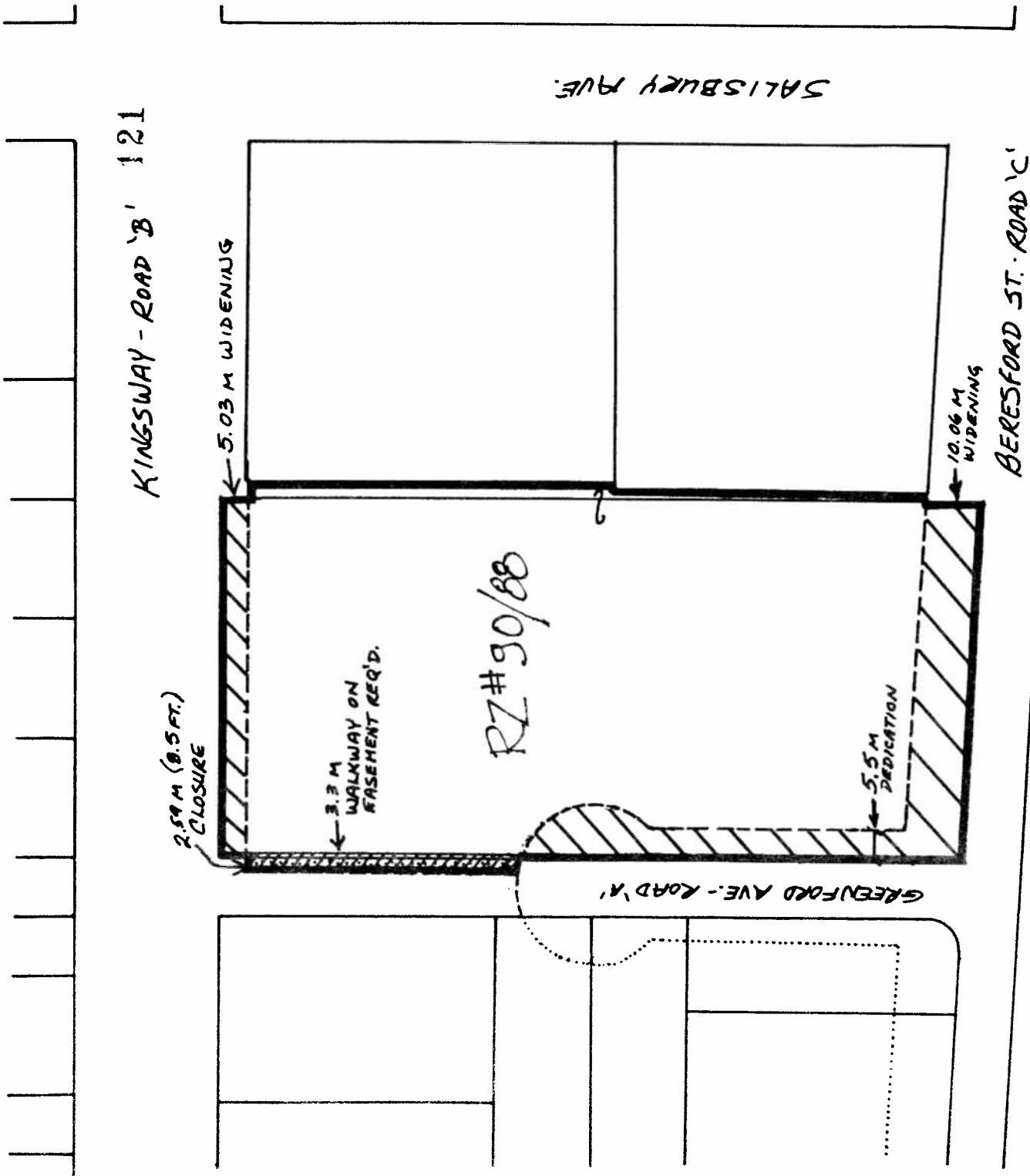
**SKETCH #3** RECOMMENDED INTERIM NORTH PORTION OF GREENFORD AVENUE

- 7.5m (24.5 FT.) RIGHT-OF-WAY WITH 6.1m (20 FT.) PAVEMENT AND NO PARKING.
- 6.1m (20 FT.) CLEAR VEHICULAR PASSAGE.

D.L. 95  
 LOT 23  
 PLAN 556

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S.D. REF. # 17/89  
 X. REF. R.Z. # 90/88  
 R.C. # 7/89  
 PROPOSED ZONING:  
 CD (RM4 & C2)



NOTE:

- [Hatched Box] - PROPOSED CLOSURE AREA
- [Hatched Triangle] - PROPOSED ROAD DEDICATIONS } VIA HIGHWAY EXCHANGE BILLAW
- SERVICING AGREEMENT REQUIRED.
- CLOSED LANE ALLOWANCE TO THE EAST TO BE CONSOLIDATED WITH THIS SITE.
- ROAD ALIGNMENT ON BERESFORD TO ENSURE TREE PRESERVATION TO THE WEST, AT GRIFFITHS, IN ACCORDANCE WITH THE COUNCIL-ADOPTED COMMUNITY PLAN.

SCALE 1:1000  
 1989 MARCH  
 C.S.

SKETCH 4