

ITEM	7
MANAGER'S REPORT NO.	57
COUNCIL MEETING	90/09/24

TO: MUNICIPAL MANAGER 1990 SEPTEMBER 18

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #107/88
 LOT 1, D.L. 118, PLAN 76093
 3700 - 4000 LOUGHEED HIGHWAY
 (SEE ATTACHED SKETCH #1)

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 1990 October 23.

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RECOMMENDATIONS:

- 1) THAT a Rezoning Bylaw be prepared and advanced to First Reading on 1990 October 01 and to a Public Hearing on 1990 October 23 at 7:30 p.m.
- 2) 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 granting of any necessary easements.
 - e) The subdivision of the site to create four legal parcels.
 - f) The dedication of any rights-of-way deemed requisite, including the required portion of the B. C. Film Centre property.
 - g) The retention of the existing watercourse in an open condition over the subject site in its existing alignment, to the approval of the Director Engineering.
 - h) The submission of a geotechnical soils analysis for the subject site.
 - i) The approval of the Ministry of Transportation and Highways to the rezoning application.



- j) The provision and development of a public parkway incorporating the watercourse and an adjacent pedestrian walkway/service road.
- k) Provision of reciprocal access easements relating to the hotel parcel and adjacent parcel.
- l) The undergrounding of existing overhead wiring abutting the site.

R E P O R T

1.0 APPLICANT:

1.1 T.C.C. Burnaby Project Limited
2400 Boundary Road
Burnaby, B.C.
V5M 3Z3

2.0 REZONING PURPOSE:

2.1 The purpose of the proposed bylaw is to provide for development of the subject site as an office and R & D Industrial Park including a motor hotel.

3.0 BACKGROUND:

3.1 The subject property, which was formerly occupied by the Dominion Bridge Company, is located adjacent to the B. C. Film Centre. On 1990 May 14, Council approved an updated Development Plan Concept for the subject site, providing for its development as an office and R & D Industrial Park including a motor hotel. (See attached Appendix "A").

3.2 A plan has now been submitted which generally conforms to the Development Plan Concept as adopted by Council, and is suitable for presentation to a Public Hearing. (See attached Sketches #2 and #3).

4.0 GENERAL COMMENTS:

4.1 The subject site is being rezoned:

FROM: CD Comprehensive Development District

TO: "Amended" CD Comprehensive Development District based on P2 use and Development Plan Concept guidelines (Site A) and M5 use and Development Plan Concept guidelines (Sites B, C and D) and in accordance with the development plans entitled "A Trammell Crow Development / Loughheed and Boundary" prepared by Hamilton Doyle Architects.

4.2 The site is to be subdivided creating four development parcels and a public collector road as illustrated on Sketch #2 attached.

4.3 A motor hotel is to be developed on Parcel "A", while office and R & D uses are to be developed on Parcels "B", "C" and "D". The motor hotel units include a sitting room and a sleeping room as well as a bar counter with fridge, sink and microwave. No other cooking facilities are provided.

- 4.4 The Director Engineering will be requested to prepare an estimate for all services necessary to serve the site, including but not necessarily limited to the following:
- completion of the Henning Drive - Dawson Street Connector to a 14 m (46 foot) standard with separated sidewalks on both sides.
 - upgrading of all roads and intersections adjacent to the site including signalization and provision for necessary turning movements, as required.
 - upgrading of Loughheed Highway to the established Municipal/M.O.T.H. standard for the area.
 - street trees, lighting and separated sidewalks along all public road frontages.
 - widening of the watercourse in accordance with G.V.S. and D.D. requirements and development of a natural landscaped parkway including a pathway providing pedestrian and G.V.S. and D.D. service access.
- 4.5 An 11.9 m (39 ft.) road widening dedication along the entire Loughheed Highway frontage is required. In view of this widening (which includes provision for a landscaped boulevard and median, both with street trees), a reduction of the landscaped setback from the new property line to a width of 9 m (30 ft.) rather than the 15 m (50 ft.) provided for in the adopted Development Plan Concept is recommended and shown on the submitted plan of development. Landscaped setbacks of 9 m (30 ft.) are maintained along all other public roads as provided for by the adopted Development Plan Concept. There are some minor reductions to 1.8 m (6 ft.) for landscaped setbacks along interior lot lines.
- 4.6 Construction of Gilmore Avenue is currently included in the Municipality's capital budget for 1990, and construction of the roadway itself will thus be a municipal responsibility, although the boulevard, lighting and sidewalk adjacent to the site will be the developer's responsibility. Timing of Gilmore Avenue construction will be dependent on subsoil conditions, with a study being required to determine whether preloading is necessary, in which case construction may require two to three years, with a potential impact on phasing of the subject development.
- 4.7 In view of soils conditions, a geotechnical study related to the proposed development should be submitted by the applicant.
- 4.8 A covenant should be provided to ensure that the watercourse is maintained in an open condition in perpetuity with public access as a parkway. The width of the landscaped parkway area extends 9 m (30 ft.) to the south-west from the water's edge and 7.5 m (25 ft.) to the north-east from the water's edge. This represents a minor reduction on the north-east side from the Development Plan Concept's specified setback, and reflects the location of the pathway on the south-west side. Provincial Fish and Wildlife authorities should be contacted to ascertain whether they have any interests/requirements with respect to the watercourse.
- 4.9 The Henning Drive - Dawson Street Connector crossing of the watercourse is to be a bridge structure, rather than a culvert.

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4.10 The B. C. Film Centre had previously expressed concern regarding potential traffic noise impacts arising from the developer's selected road alignment adjacent to the Film Centre site. The developer's consultants have submitted an acoustical study to the Film Centre which eliminates their concerns in this regard. Acquisition of a small required dedication for the subject road from the Film Centre site is the developer's responsibility.

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4.11 Under the Burnaby Zoning Bylaw, the proposed motor hotel requires parking at a ratio of one space per unit (in addition to the parking required for its meeting and restaurant/bar facilities). The applicant has requested a reduction to a ratio of 0.75 spaces per unit, which is supported by staff based on I.T.E. Parking Generation data.

4.12 Ministry of Transportation and Highways approval is required to the rezoning and subdivision as well as to the proposed two accesses to the Loughheed Highway. The Ministry's parking standards may also apply.

4.13 Fully enclosed, mechanically ventilated underbuilding parking is proposed for four buildings on parcel "B". The main floor above the parking is to be a maximum of 90 cm (3 ft.) above existing grade.

4.14 Parcels A and B are to share internal driveways as well as an access from the Henning Drive - Dawson Street Connector road. Easements are required in this regard.

4.15 The existing industrial building on the site is to be maintained, with exterior changes.

4.16 The developer will be expected to remove the existing overhead wiring abutting the site.

4.17 Berming and landscaping will be provided between surface parking areas and public roadways. Surface parking areas are extensively landscaped with trees. A system of distinct separated pedestrian pathways is provided.

4.18 Upgrading of the Loughheed Highway and Gilmore Avenue will include on-street provision for bicycles.

4.19 The applicant has submitted a plan of development which is suitable for submission to a Public Hearing.

5.0 DEVELOPMENT PROPOSAL:

5.1 PARCEL A - MOTOR HOTEL

<u>Net Site Area:</u>	1.3 ha (3.2 acres) subject to survey
<u>Gross Floor Area:</u>	15,800 m ² (170,000 sq. ft.)
<u>Floor Area Ratio:</u>	1.21
<u>Building Form:</u>	Six-storey building with atrium
<u>Building Height:</u>	18 m (60 ft.)

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Parking Required:

131 spaces based on 175 rooms at
0.75 space per room

51 spaces for restaurant/bar/
meeting and board rooms

182 SPACES TOTAL

Parking Provided:

182 spaces on surface

Loading:

2 bays provided

5.2 PARCEL B - OFFICE AND R & D

Net Site Area:

5.6 ha (13.9 acres)
subject to survey

Gross Floor Area

Office:

41,300 m² (444,600 sq. ft.)

R & D:

3,070 m² (33,000 sq. ft.)

TOTAL:

44,370 M² (477,600 SQ. FT.)

Floor Area Ratio:

0.79

Building Form:

Four three-storey buildings with
basement parking plus the
existing industrial building
split into two two-storey
buildings.

Building Height:

12 m (39 ft.)

Parking Required:

931 spaces total, based on one
space per 495 sq. ft. of office
and one space per 1,000 sq. ft.
of R & D area.

Parking Provided:

320 spaces underbuilding
611 spaces on surface

931 SPACES TOTAL

Loading:

17 bays provided

5.3 PARCEL C - OFFICE AND R & D

Net Site Area:

3.1 ha (7.7 acres)
subject to survey

Gross Floor Area:

23,192 m² (249,648 sq. ft.)

Floor Area Ratio:

0.74

Building Form:

One four-storey building and two
three-storey buildings

Building Height:

14.6 m (48 ft.) and 11 m (36 ft.)

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Parking Required: 504 spaces, based on one space per 495 sq. ft. of area

Parking Provided: 504 surface spaces

Loading: 7 bays provided

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5.4 PARCEL D - OFFICE AND R & D

Net Site Area: 4.9 ha (12.1 acres) subject to survey

Gross Floor Area

Office: 10,050 m² (108,182 sq. ft.)

R & D: 9,964 m² (107,257 sq. ft.)

TOTAL 20,014 m² (215,439 sq. ft.)

Floor Area Ratio: 0.41

Building Form:

Three two-storey buildings and one single storey building

Building Height:

7 to 8.5 m (23 to 28 ft.)

Parking Required:

326 spaces total based on one space per 495 sq. ft. of office and one space per 1,000 sq. ft. of R & D area

Parking Provided:

512 surface spaces

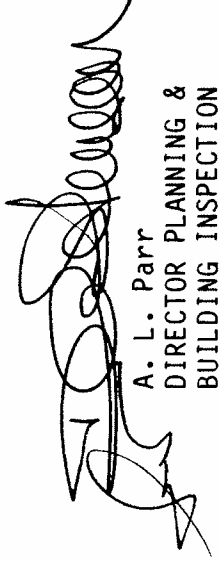
Loading:

19 bays provided

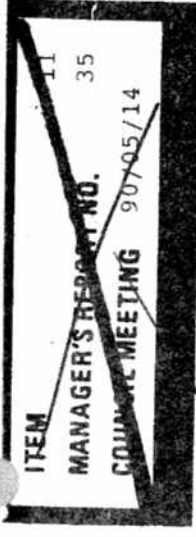
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Attach.

c.c. Director Engineering
Municipal Clerk


A. L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

APPENDIX "A"



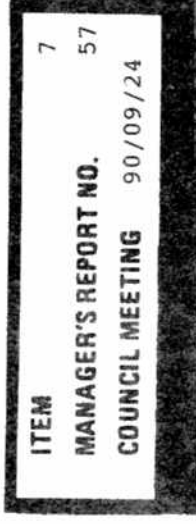
UPDATED DEVELOPMENT PLAN CONCEPT

"DOMINION BRIDGE" LANDS

(SOUTH-EAST CORNER OF BOUNDARY ROAD AND LOUGHEED HIGHWAY)

REZONING REFERENCE #107/88

1990 MAY 07



1.0 OBJECTIVE:

1.1 The following guidelines are provided for development of the subject site as a quality office and R & D industrial park supportive of the B. C. Film Centre.

2.0 LAND USE:

- 2.1 Office, R & D, film industry and other light industrial uses in accordance with the M5 Light Industrial District are permitted.
- 2.2 A hotel, cinemas, and restaurants are potential uses.
- 2.3 There is also potential for other limited and ancillary commercial uses, serving the patrons and employees of the industrial park and Film Centre, and developed accessory to the principle uses on the same site. Major commercial uses such as a shopping centre or other destination-type retail use are not permitted.
- 2.4 Retention of the existing industrial building on the site is encouraged if feasible.

3.0 FLOOR AREA RATIO:

- 3.1 The maximum Floor Area Ratio shall be 1.2 based on net site area for all parcels other than the hotel site.
- 3.2 Maximum Floor Area Ratio shall be 1.5 for the potential hotel parcel, based on net site area.

4.0 BUILDING HEIGHT:

- 4.1 Maximum building height shall be four storeys, except for the potential hotel building which shall be a maximum of six storeys.
- 4.2 Underbuilding parking located above the adjacent grade will be included in any measurement of building height.

5.0 SETBACKS:

5.1 The minimum setbacks from the property lines of any lot to buildings and parking/driveway areas shall be as follows:

	<u>BUILDINGS</u>	<u>PARKING/DRIVEWAYS</u>
Lougheed Highway	15 m (50 ft.)	15 m (50 ft.)
Boundary Road/ Gilmore Avenue/ Henning-Dawson Connector	9 m (30 ft.)	9 m (30 ft.)

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Property lines between adjacent parcels	6 m (20 ft.)	3 m (10 ft.)
Burlington Northern Railway R O W	6 m (20 ft.)	2.4 m (8 ft.)
From water's edge (Still Creek tributary)	9 m (30 ft.)	9 m (30 ft.)

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6.0 PARKING:

BUILDINGS PARKING/DRIVEWAYS

- 6.1 Parking and loading provision must meet Burnaby Zoning Bylaw regulations. The potential hotel would be classed as a motor hotel requiring parking at one space per unit, with additional parking required for its restaurant, convention, meeting room, liquor licensing, and other special facilities.
- 6.2 Provincial Ministry of Highways approval is required and the Ministry's parking standards may also apply.
- 6.3 Underground parking is encouraged where feasible. Building up of grades or berming should be utilized where necessary to ensure all underbuilding parking is effectively perceived as underground parking. Any underbuilding parking which is located above adjacent finished grade will be considered a storey for building height purposes.
- 6.4 No parking decks, if provided, should be visible from the main surrounding streets of Boundary Road, Loughheed Highway and Gilmore Avenue.
- 6.5 Berming and landscaping should be provided between surface parking areas and public roadways.
- 6.6 Surface parking areas should be extensively landscaped with trees, clusters of shrubs, and distinct, separated pedestrian pathways.
- 6.7 Refuse areas shall be provided underground or suitably screened.

7.0 ROADS AND TRAFFIC:

- 7.1 A traffic impact study is required. Road dedication and improvement requirements will be determined by the Municipality and the Ministry of Transportation and Highways for the Loughheed Highway, Boundary Road and Gilmore Avenue, once this study is completed.
- 7.2 A public collector road (Henning Drive - Dawson Street connector) constructed to full 14 m (46 ft.) Municipal standard with separated sidewalks within a dedicated 23.2 m (76 ft.) right-of-way is required between Boundary Road and Gilmore Avenue. Minimum criteria for curves in the road alignment are a 110 m (361 ft.) centre line radius with 10 m (33 ft.) tangent. The road alignment selected requires the agreement of the B. C. Film Centre due to a restrictive covenant on the site.
- 7.3 Access locations and configurations require the approval of the Municipality, and in the case of the Loughheed Highway, of the Ministry of Transportation and Highways.

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7.4 Street trees, lighting and separated sidewalks are required along all public road frontages of the site including the Loughheed Highway, Boundary Road, Gilmore Avenue and the Henning Drive - Dawson Street connector. 139

7.5 The Burnaby Trail Study adopted in 1980 January includes a pedestrian and bicycle trail along Gilmore Avenue adjacent to the site linking to the Still Creek and North Burnaby trail systems. Based on current staff review, this should be provided in the form of separated sidewalks and on-street bicycle accommodation (wider curb lanes). The lane configuration for the Loughheed Highway should also be designed to accommodate on-street cyclists without hazard or traffic obstruction, reflecting Council's previous direction to review the feasibility of sidewalks and bicycle lanes along the Loughheed/Brentwood corridor.

7.6 A public pedestrian network should be provided throughout the site.

8.0 WATERCOURSE- STILL CREEK TRIBUTARY:

8.1 The existing watercourse easement of 9 m (30 ft.) is to be increased by 6 m (20 ft.) on the south-west side to a width of 15 m (50 ft.). The watercourse is to be improved to G.V.S. & D.D. requirements by the developer.

8.2 The watercourse is to be enhanced in a natural landscaped parkway setting accommodating pedestrians on a pathway also providing G.V.S. & D.D. service access. Any buildings or parking/driveway areas are to be kept back a minimum 9 m (30 ft.) from the water's edge.

8.3 To ensure that the watercourse is maintained in an open condition in perpetuity with public access as a parkway, the easement area should either be dedicated to the Municipality or protected by covenant.

8.4 The watercourse easement area is not to be included in net site area for Floor Area Ratio calculation.

8.5 The only vehicular crossing of the creek should be a single bridge crossing by the Henning Drive - Dawson Street connector. No culverting of the creek is permitted.

9.0 APPROVAL PROCEDURES:

9.1 The site requires rezoning to the Amended Comprehensive Development District. A plan of development conforming to the above guidelines, and indicating any proposed subdivision should be submitted. Proposed development statistics clearly indicating use, floor area, net site area, Floor Area Ratio, site coverage and parking provision should also be provided. This information should be provided separately for each parcel proposed to be created by subdivision.

9.2 The developer will be responsible for all servicing and other requirements arising from the pursuance of rezoning and/or subdivision. All engineering works arising out of these requirements are to be determined in detail by and provided to the approval of the Director Engineering.

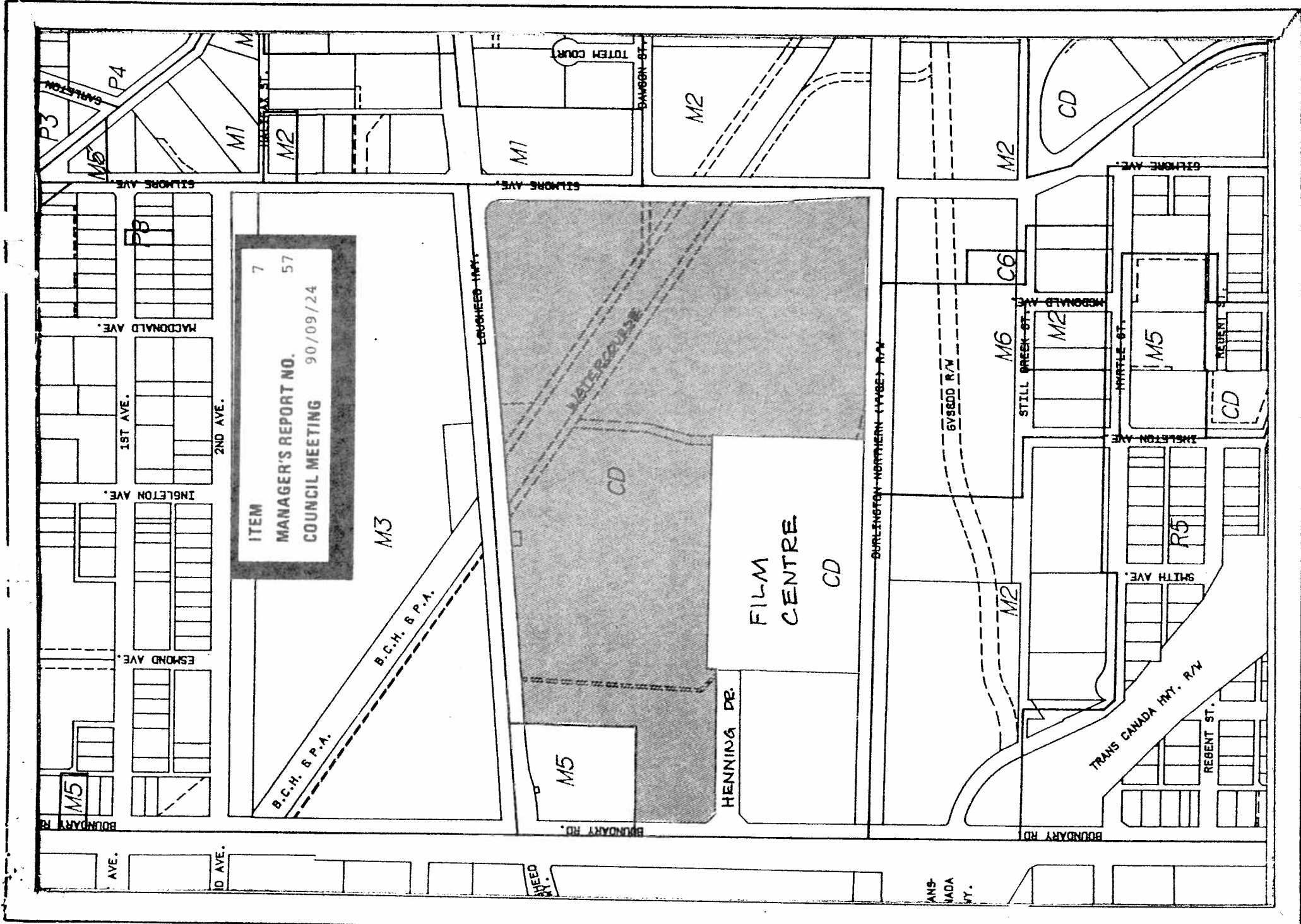
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9.3 The approval of the Ministry of Transportation and Highways is required for any rezoning and subdivision applications. Specific accesses to the Loughheed Highway also require Ministry approval.

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City of BURNABY
 Planning &
 Building Inspection
 Department

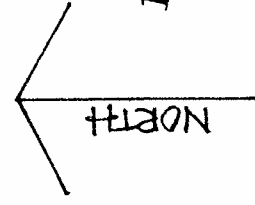
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REZONING REFERENCE

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NORTH

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SKETCH # 1

SKETCH 3

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OVERALL SITE PLAN

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