

ITEM 15
MANAGER'S REPORT NO. 7
COUNCIL MEETING 90/01/29

RE: PROPOSED DEVELOPMENT "DOMINION BRIDGE" SITE BOUNDARY ROAD/LOUGHEED HIGHWAY
GILMORE WAY - REZONING REFERENCE NO. 107/88

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1990 JANUARY 24
FROM: DIRECTOR PLANNING &
BUILDING INSPECTION
SUBJECT: PROPOSED DEVELOPMENT
"DOMINION BRIDGE" SITE
BOUNDARY ROAD/LOUGHEED HIGHWAY/GILMORE WAY
REZONING REFERENCE #107/88

PURPOSE: To provide a summary of the staff review of the subject
development proposal.

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RECOMMENDATIONS:

- 1) THAT the applicant for Rezoning Reference #107/88 be sent a copy of this report and informed that shopping centre development on the subject site and the required amendment to the Official Community Plan will be considered on the basis of a development proposal meeting the criteria outlined in the Preliminary Review (Appendix "A").
- 2) THAT copies of this report be sent to the five parties who have made written submissions to Council with respect to the subject rezoning application, and to the B. C. Film Centre.

R E P O R T

1.0 INTRODUCTION:

The subject property, which was formerly occupied by the Dominion Bridge Company, is located adjacent to the B. C. Film Centre. It has been designated for industrial use by Council in the Official Community Plan, by the adopted Development Plan Concept for the site, and by its existing Comprehensive Development zoning.

The rezoning application made by TCC Burnaby Project Limited, currently under consideration, proposes to develop a shopping centre on a major portion of the site fronting on the Lougheed Highway. The staff report regarding the subject rezoning application submitted 1989 January 23 supported retention of the adopted industrial park guidelines for the site and recommended:

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"THAT staff be authorized to work with the applicant towards a plan of development suitable for submission to a Public Hearing for rezoning to Amended CD Comprehensive Development District based on M1, M1r, M5 and P2 (for hotel only) uses and guidelines, in line with the Municipally-adopted Development Guidelines for the site and Section 4.0 of this report."

This recommendation was tabled, and following a presentation by the developer's architect, the following motion was adopted by the Council on 1989 April 10:

"THAT the report be REFERRED to staff for review of the information presented earlier in the meeting by Mr. Gerald Hamilton, Hamilton Doyle Architects, with a further report to be brought before Council following analysis of the current development proposal."

The subject review report is in response to this Council direction. A summary and conclusion of the review is outlined in Section 11.0 of this report.

2.0 CURRENT DEVELOPMENT PROPOSAL:

In accordance with Council direction, staff have pursued a review of the subject development proposal, including discussions with the developer and his consultants. Attached as Appendix "A" is a "Preliminary Review" of the development proposal, the contents of which have been given to the developer and been the basis for review and discussion with the developer. Appendix "A" represents an updated summary. In part, this review relates to achievement of the development objectives outlined by Mr. Hamilton in his presentation to Council. During the period of the review, the development proposal has been modified by the developer and now consists of the following components (see attached Sketch #1).

A) SHOPPING CENTRE SITE:

Net Site Area:	-	15.6 acres
Floor Area:		
- Home/Auto Retail Anchor	-	55,000 sq. ft.
- Home/Furniture Retail Anchor	-	42,000 sq. ft.
- Drug Superstore (e.g. London Drugs type) Retail Anchor	-	25,000 sq. ft.
- Other Retail	-	45,000 sq. ft.
- Restaurants (2 buildings)	-	13,000 sq. ft.
- Non-Retail - Second Floor	-	25,000 sq. ft.
- TOTAL FLOOR AREA	-	205,000 sq. ft.
Floor Area Ratio:	-	0.30
Parking Provided:	-	833 spaces
Building Height:	-	One and two storeys

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B) HOTEL SITE:

- Net Site Area: - 2.0 acres
- Floor Area: - 180 Room Hotel
- Floor Area Ratio: - 164,000 sq. ft.
- Parking Provided: - 1.9
- Building Height: - 155 spaces
- Twelve storeys

C) OFFICE SITE:

- Net Site Area: - 8.0 acres
- Floor Area: -
- Office Building 'A' - 84,000 sq. ft.
- Office Building 'B' - 210,000 sq. ft.
- TOTAL FLOOR AREA: - 294,000 sq. ft.
- Floor Area Ratio: - 0.84
- Parking Provided: - 670 spaces
- Building Height: - Four storeys

D) OFFICE/R & D SITE:

- Net Site Area: - 12.1 acres
- Floor Area: -
- Office/R & D Building 'C' - 54,000 sq. ft.
- Four R & D Buildings - 220,000 sq. ft.
- TOTAL FLOOR AREA: - 274,000 sq. ft.
- Floor Area Ratio: - 0.52
- Parking Provided: - 611 spaces
- Building Height: - One plus mezzanine and two storeys

It should be noted that all the above statistics must be regarded as approximations, as they are based on limited information provided by the developer to date, who has also noted that "the layout and extent of the office, R & D and hotel may vary with the final requirements for major tenants". It should also be noted that the parking provision indicated is based on a site plan which does not meet all road dedication and landscape setback requirements.

A detailed description of various elements of the current development proposal and staff comments are provided in the following sections.

3.0 INTEGRATION WITH THE FILM CENTRE:

- 3.1 An important part of the development proposal as presented to Council was the proposed shopping centre's relationship to, and integration with the B. C. Film Centre, both in terms of supplying services to the Centre and its users, and allowing the public some sort of interaction with the Film Centre. Staff have contacted the B. C. Film Centre to ascertain the feasibility of the developer's various proposals in this regard. Film Centre staff have indicated that they are prepared to co-operate in this regard provided no negative impacts or costs result, but have not been formally approached with any proposals by the developer.

- 3.2 The presentation to Council and the current development proposal includes a pedestrian bridge from the shopping centre across the Henning Drive-Dawson Street connector road, into the old cafeteria building on the Film Centre site. Film Centre staff believe that the necessary upgrading of this building and creation of a destination within it would involve considerable expenditure. The developer has indicated a commitment "to building the overpass if it benefits and is agreed to by the Film Centre".
- 3.3 The developer has expressed a desire to encourage public tours of the Film Centre, however Film Centre staff have indicated that public tours may not be feasible or desirable.
- 3.4 The developer proposes to provide a 625 sq. ft. film museum as well as showcases and displays throughout the shopping centre. Staff have suggested a museum area of 2,000 sq. ft.
- 3.5 Incorporation of a cinema within the development would be desirable. However, the developer indicates none is provided because attempts to locate an interested cinema operator have not been successful to date.
- 3.6 The developer has noted that the portion of shopping centre fronting Henning Drive-Dawson Street connector road across from the Film Centre will be treated as a "back" in order to provide a rail mounting to attach temporary facades for the film industry. Detailed review of a specific design should be pursued in this regard to ensure that this proposal is feasible and meets film industry requirements. A quality design appearance should also be maintained as this portion of the building forms a major public road frontage.
- 3.7 The R & D and office park components of the development proposal are considered potentially supportive of the Film Centre, as are the restaurants (which are, however, oriented primarily to the Loughheed Highway rather than to the Film Centre). A hotel component in the appropriate office/R & D park scale and context would also be considered supportive of the Film Centre. The contention that the proposed large shopping centre is directly related to and supportive of the Film Centre must, however, be considered unconvincing.

4.0 DESIGN CONSIDERATIONS:

- 4.1 The presentation to Council indicated that a unique, integrated, and festival-oriented commercial facility would be proposed. To date, only an overall site plan for the current proposal has been submitted (together with statistics and written material), which indicates a fairly typical strip shopping centre with anchors at both ends of the retail mall, with a large expanse of parking in front, and separate restaurant buildings adjacent to the Loughheed Highway. To give this strip shopping centre the illusion of greater breadth, a colonnade of steel posts linked by overhead steel rails (webbed joists) is proposed to be extended from the shopping centre structure out into part of the parking area in front of the centre. Public open areas incorporating sculpture and a shelter are also proposed within the precinct defined by this colonnade "frame". A pedestrian walkway system and trees are to be provided throughout the parking area.
- 4.2 The existing Dominion Bridge building is to be preserved and rehabilitated as part of the shopping centre.

5.0 COMMUNITY FACILITIES:

- 5.1 The developer has agreed to provide a rent-free daycare centre with an interior floor area of 3,600 sq. ft. and the required 2,800 sq. ft. outdoor play area.
- 5.2 The developer has agreed to provide a 500 sq. ft. community meeting space within the development, and has also pointed out that additional facilities would be available on a commercial basis as part of the proposed hotel. A public use auditorium room of 2,400 sq. ft. plus a stage area the size of the Oakridge Shopping Centre auditorium has been suggested by staff.
- 5.3 As noted above, the developer proposes to provide a 625 sq. ft. film museum within the development.

6.0 MOTOR HOTEL:

- 6.1 Hotel development is considered supportable provided that the proposed height and density are in scale with the suburban office/R & D park context of the development. A maximum Floor Area Ratio of 1.5 based on the net hotel site with building heights up to four to six storeys (including any parking structures above natural grade) is considered appropriate.
- 6.2 The developer has proposed a 12 storey hotel with a Floor Area Ratio in the 1.9 range. This height and density is out of scale with the surroundings, and also results in almost the entire site being paved for vehicular parking and circulation with an above grade parking deck.
- 6.3 The development proposal does not meet the Zoning Bylaw parking requirements for a motor hotel.

7.0 LANDSCAPED SETBACKS:

- 7.1 It is considered that the proposed development, whether or not it includes a shopping centre, should be developed in keeping with the high-quality suburban office/R & D/light industrial park image (based on M5 guidelines and standards) being promoted in this general area. This should include provision of 30 foot wide landscaped front yard setbacks (excluding buildings and vehicular paving other than driveway crossings) along all public roads in keeping with M5 zoning regulations. In the special case of the Loughheed Highway, a 50 ft. landscaped setback from the property line (following required dedications) should be provided similar to that achieved for major industrial/office park developments along this highway such as that on the nearby former Loughheed Drive-In site.
- 7.2 The submitted plan does not meet the above-noted setback criteria along any road, and is most seriously deficient along the new Henning Drive-Dawson Street connector road (where parking and loading areas are located in front yard areas) and the Loughheed Highway.

8.0 WATERCOURSE TREATMENT:

- 8.1 The developer will increase the watercourse easement to the required 50 ft. width. It will be necessary for the G.V.S. and D.D. to confirm the easement location. The watercourse will be improved to G.V.S. and D.D. requirements by the developer. To ensure that the watercourse is maintained in an open condition in perpetuity with public access as a parkway, options are dedication of the easement area to the Municipality or registration of an easement in favour of the Municipality.

- 8.2 Any buildings or parking/driveway areas should be kept back a minimum 30 ft. from the water's edge in order to allow the watercourse to be retained and enhanced in a natural landscaped parkway setting accommodating pedestrians on a pathway also providing G.V.S. & D.D. service access. The submitted plan does not meet this guideline.
- 8.3 The watercourse is maintained in an open condition with only the Henning Drive-Dawson Street connector road and a single pedestrian pathway crossing it.
- 8.4 The developer proposes to cross the watercourse with a box culvert. A bridge crossing is considered more desirable for environmental and aesthetic reasons.

9.0 TRAFFIC AND TRANSPORTATION:

- 9.1 The proposed development with its major shopping centre component would generate significantly higher traffic volumes than the office/light industrial park uses provided for under current development guidelines. Based on the traffic study submitted by the developer's consultant, it appears that including the traffic generated by the proposed development, identified intersections in the area of the project would be functioning close to or even above maximum capacity. Road improvements, including dedication and construction, are required both adjacent to the site and in transitional locations, such as the portions of intersections which are located adjacent but opposite the site, and give rise to a need for third party road dedications.
- 9.2 Required road improvements and dedications are outlined in detail in Sections 8.0 to 11.0 of the attached Preliminary Review (Appendix "A"). Preliminary roadway geometric plans showing required dedications and improvements for the roads and intersections adjacent to the site have been prepared by staff and provided to the developer. The site plan submitted by the developer does not yet fully reflect these requirements. It is considered that all improvements adjacent to the site will be the responsibility of the developer (with the possible exception of the Gilmore Avenue roadway which is currently included in the Municipality's capital budget for 1990). The potential for achievement of required third party road dedications will need to be the subject of further review.
- 9.3 Ministry of Transportation and Highways approvals are necessary for Loughheed Highway accesses and required road dedications and improvements, as outlined in Section 8.0 of the attached Preliminary Review. Ministry of Transportation and Highways approval is also required for the subdivision and rezoning of the site, and the development will have to meet Ministry parking requirements as well as Municipal zoning bylaw parking requirements.
- 9.4 A public spine road (Henning Drive-Dawson Street connector) through the site from Boundary Road to Gilmore Avenue forms an essential part of the road network required to service the proposed development and serving as an industrial collector for this area (connecting with Dawson Street) paralleling the Loughheed Highway. The need for this public spine road was addressed in conjunction with previous court proceedings related to this site. The submitted development plan incorporates an acceptable road alignment in this regard. The currently proposed location of the road, flanking the entire north boundary of the existing B. C. Film Centre is related to achievement of a large site (15.6 acres) to accommodate the proposed shopping centre (see Sketch #1 attached).

The B.C. Film Centre has expressed concern regarding possible traffic noise resulting adjacent to their sound stages, and the developer has noted that removal of a related restrictive covenant in favour of the Film Centre would be required to permit dedication of the proposed road right-of-way. It would also be necessary for the developer to acquire a small area of the north-west corner of the Film Centre site for the proposed alignment.

If the agreement of the B.C. Film Centre to the currently proposed Henning Drive-Dawson Street connector alignment cannot be achieved, it will be necessary to determine a suitable alternative alignment that will still achieve this important public road connection through the site. For example, Sketch #2 attached indicates a general alignment previously discussed with the applicant in 1987. The same general alignment was also shown in a sketch plan previously prepared by the applicant.

- 9.5 The expected high north to east right turn movement into the proposed development from Boundary Road at Henning Drive makes an exclusive right-turn lane necessary to reduce congestion and improve the traffic capacity of the intersection. A road widening dedication from 2500 Boundary Road (Lot 3, owned by the B. C. Pavilion Corporation) would be required for this in order not to compromise the existing potential for future three lane northbound capacity on Boundary Road. The developer has indicated unwillingness to pursue acquisition of the necessary road right-of-way.

A right-turn lane on the west side of Gilmore Avenue into the Henning Drive-Dawson Street connector road is also required. The current development proposal does not reflect this required road dedication.

- 9.6 Required improvements to the Boundary Road and Lougheed Highway intersection to accommodate future projected traffic, including that generated by the proposed development, requires dedications from the corner site (2250 Boundary Road) which is not owned by the developer. Minor dedications in Vancouver and north of the Lougheed Highway are also required. Dedications from the subject site (proposed hotel site) along Boundary Road are also required in this regard and are not fully shown in the submitted site plan.

- 9.7 The lane configuration proposed by staff for the Lougheed Highway includes a deceleration lane which is also intended to accommodate on-street cyclists without hazard or traffic obstruction. The Burnaby Trail Study adopted in 1980 January includes a bicycle trail along Gilmore Avenue adjacent to the site linking to the Still Creek and North Burnaby trail systems. This should be constructed as a two way bicycle path 8 ft. in width within a 14 ft. easement located in the 30 ft. wide landscaped front yard setback of the site.

Sidewalks are required on all the street frontages of this site including the Lougheed Highway and the Henning Drive/Dawson Street connector.

Staff had been previously directed by Council to review the feasibility of sidewalks and bicycle lanes along the Lougheed/Brentwood corridor. While the review is continuing to be pursued, the outlined requirements are in line with preliminary conclusions of the review.

10.0 COMMUNITY PLAN AND OVERALL LAND USE CONSIDERATIONS:

10.1 Development of a major portion of the subject property for shopping centre use as proposed by the applicant would be inconsistent with the Official Community Plan as well as with the Municipally-adopted Development Guidelines for the subject site. The R & D and office uses proposed would, however, be consistent with adopted Municipal policies, as would development of a hotel (though the density and height of the proposed hotel are considered unsupportable in the context of the site).

10.2 If development of a shopping centre is to be pursued on the subject site, an amendment to its industrial designation in the Official Community Plan would be required. This amendment would be significant on a Municipal-wide scale, as it impacts on Municipal land use and zoning policies providing for the maintaining of the industrial land base including office park forms, and for the organizing the major commercial uses in a hierarchical framework including the Metrotown Regional Town Centre, other major Town Centres such as Brentwood, and District Centres such as Hastings Street.

Consequently, a well-publicized Open House and a Public Meeting to solicit public input would be recommended prior to pursuance of a bylaw amending the Official Community Plan, if development of a shopping centre on the site were to be considered. In this regard, it is noted that a number of written submissions to Council reacting negatively to the possible development of a shopping centre on the site have been made as follows:

- 1989 OCTOBER 18 - Cambridge Western Leaseholds Limited
(Eaton Centre Metrotown)

CaI Investments Limited
(Metrotown Centre)

Wesbild Enterprises Limited
(Station Square at Metrotown)

- 1989 OCTOBER 20 - Hastings Street Advisory Committee.

- 1989 DECEMBER 22 - Dayton Holdings Limited
(Lougheed Hotel Property in the
Brentwood Town Centre)

10.3 Subsequent to amendment of the Official Community Plan, if a shopping centre development were to be pursued, it would also be necessary to pursue an amendment to the adopted guideplan for the subject site in conjunction with the actual rezoning of the property.

10.4 Convincing arguments have not been put forward that a shopping centre is required in the subject location to serve the community. Moreover it has not been demonstrated that the proposed shopping centre would not detrimentally affect the Brentwood Town Centre and its future commercial growth potential, other North Burnaby retail centres, and Metrotown.

11.0 SUMMARY AND CONCLUSION:

The most significant points of the foregoing review of the current development proposal can be summarized as follows:

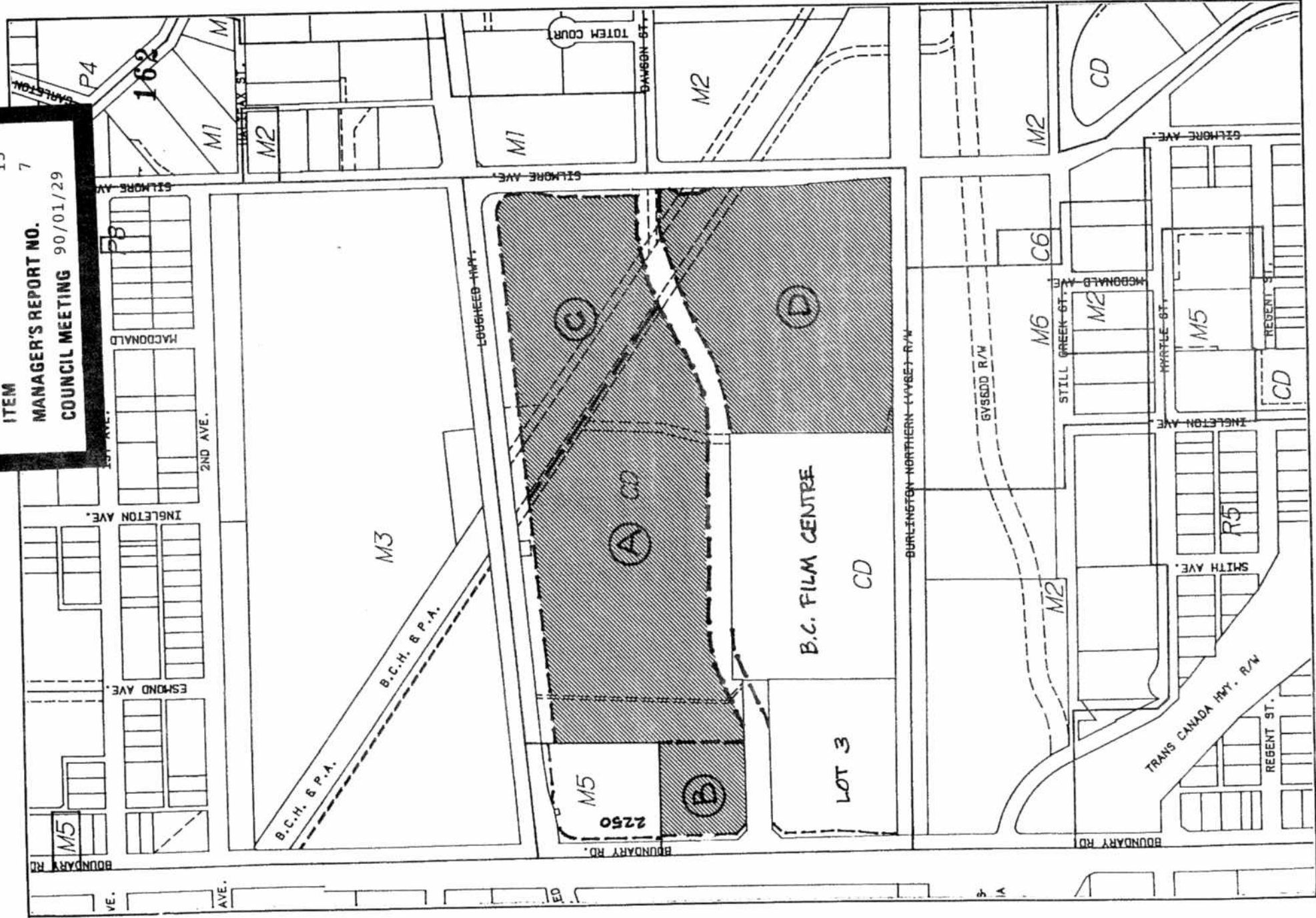
- a) The shopping centre component of the development proposal would require an Official Community Plan amendment. Convincing arguments that a major commercial facility in this location is necessary or would significantly benefit the community have not been put forward to support this potential amendment.

- b) Hotel development on the subject site is supportable, but the density and height proposed are excessive.
- c) The R & D and office uses proposed for the subject site are consistent with adopted Municipal policy.
- d) Mr. Gerald Hamilton's presentation to Council indicated that a unique, integrated and festival-oriented development would be proposed. To date, only an overall site plan (with accompanying statistics and written material) has been submitted for the current development proposal; the level of quality and design proposed for individual buildings cannot therefore be determined at this time. There has been some improvement in site planning and design over the course of our discussions with the applicant and his architect during our review of the project. The shopping centre proposed remains a relatively conventional strip centre with anchors at both ends and a large parking lot in front. The proposed incorporation of the existing Dominion Bridge building and the attempt to give the strip shopping centre the illusion of breadth by extending a colonnade "frame" (See Section 4.1 of this report) into the parking lot are considered positive features.
- e) Environmental aspects related to landscaped buffer zones adjacent to roads and the watercourse have not yet been appropriately addressed in the submitted development proposal.
- f) It has not been demonstrated that integration of the proposed shopping centre with the B. C. Film Centre, allowing the public interaction with the Film Centre, has been achieved in a meaningful way. The argument that a large shopping centre on the subject site is necessary to support the B.C. Film Centre is also unconvincing.
- g) A day-care facility is proposed to be included; other than this, only minimal community facilities are included in the development proposal.
- h) The traffic and road situation related to the proposed development requires resolution. Achievement of necessary Loughheed Highway intersection improvements requires third party road dedications. It is noted that traffic requirements on Loughheed Highway, to be determined by the Ministry of Transportation and Highways, will affect municipal requirements.

An east-west public collector street is required through the site from Henning Drive linking to Dawson Street. It is unclear whether the developer's proposed alignment for this required public connector road is achievable.

Taking into consideration the above points and our overall review, this Department is unable to support the applicant's development proposal in its current form. As noted, the attached Preliminary Review (Appendix "A") provides a detailed summary of relevant issues and criteria. It is recommended that the applicant be informed that shopping centre development on the subject site and the required amendment to the Official Community Plan will be considered only if the criteria included in the Preliminary Review are met in a development proposal.

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Date:

90. JAN.

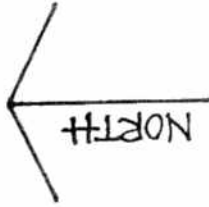
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SKETCH # 1



Planning &
 Building Inspection
 Department



RZ # 107/88

PROPOSED DEVELOPMENT

A.	Shopping Centre	-	15.6 acres
B.	Hotel	-	2.0 acres
C.	Office	-	8.0 acres
D.	Office/R & D	-	12.1 acres
	Net Sites Total	-	37.7 acres (approx.)

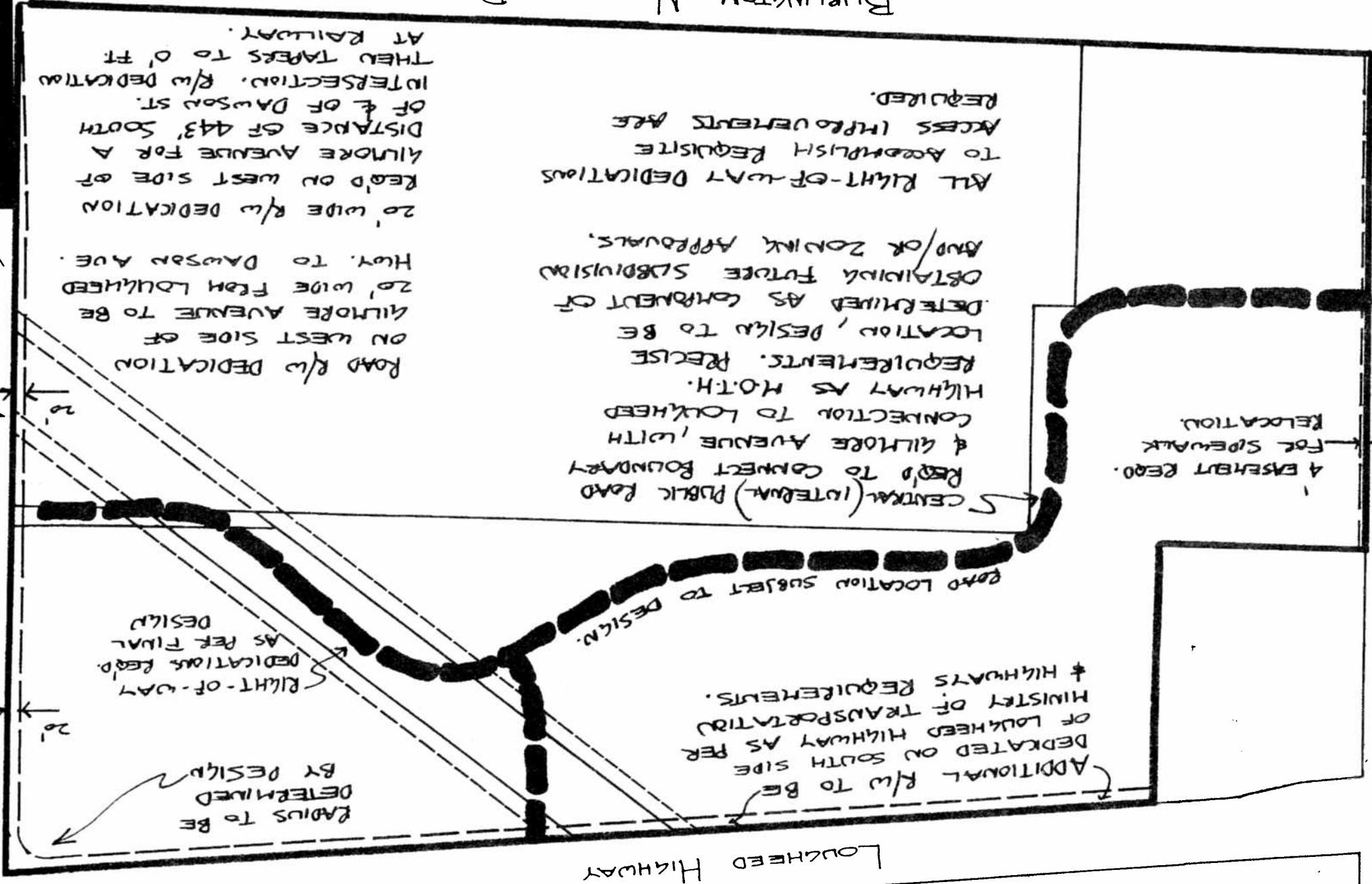
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SKETCH #2

SITE TO BE SERVED TO
 URBAN STAMOND AS PER
 ZONING / SUBDIVISION REQUIREMENTS

BURKINGTON NORTHERN RAILWAY



BOUNDARY ROAD

1631

LOOKHEAD HIGHWAY

GILMORE AVE.

DAWSON ST.

APPENDIX "A"

THE CORPORATION OF THE DISTRICT
1990 JANUARY 24

ITEM 15
MANAGER'S REPORT NO. 7
COUNCIL MEETING 90/01/29

PRELIMINARY REVIEW
"DOMINION BRIDGE" LANDS

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

REZONING REFERENCE #107/88

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The purpose of this document is to outline on a preliminary basis criteria to make suitable a development of the subject "Dominion Bridge" lands with its possible inclusion of a shopping centre component. Many of the outlined points were addressed in previous reports to Council or arose out of Council discussion of the subject site. The traffic and transportation aspects of this proposal have also been extensively reviewed and many of the outlined technical requirements have arisen out of these reviews.

1.0 OFFICIAL COMMUNITY PLAN:

1.1 Any change from the industrial designation for this site as outlined in the Official Community Plan will require an amendment to that Plan. The amendment process will require the pursuance of a bylaw amending the Official Community Plan. A subsequent amendment to the adopted guide plan related to the subject site would also be required.

1.2 Convincing arguments have not been put forward that a large shopping centre would not detrimentally affect the Brentwood Town Centre and its future commercial growth potential, other North Burnaby retail centres, and Metrotown. However, many of the points in this review are provided with respect to "if" the shopping centre were pursued.

2.0 SHOPPING CENTRE USES:

- 2.1 Mr. Hamilton's presentation to Council outlined a shopping centre with a floor area of 205,000 sq. ft. including a 120,000 sq. ft. mega-food/drugs store. The shopping centre development has been subsequently modified by the developer and while maintaining the same overall general size, the mega-food/drug store has been replaced by retail home/auto and drug superstore anchors.
- 2.2 If a shopping centre were to be considered, a typical strip shopping centre with anchors at the ends of the retail mall is not desired. As indicated to Council, a more integrated, festival-oriented, unique facility should be provided. The building forms should be utilized to separate the parking areas into discrete pods rather than large expanses of parking along the Lougheed Highway.
- 2.3 The second level R & D components proposed over the retail mall should remain offices, laboratories or workshops and not be used for retail functions.
- 2.4 The retention of the existing Dominion Bridge foundry building is desirable.
- 2.5 No drive-in restaurant should be permitted.
- 2.6 The incorporation of a cinema complex is desirable.
- 2.7 If the shopping centre were to proceed, the developer should be required to construct an equal amount of office or R & D facilities simultaneously. Building permits for the office/R & D component would require to be taken out simultaneously with the shopping centre, and occupancy permits for the shopping centre would not be released until the structural frame of the office/R & D component was complete. A \$1,000,000 Letter of Credit is proposed as a required deposit to guarantee this provision, to be forfeited if not met.

3.0 MOTOR HOTEL:

- 3.1 A high-rise appearance for the motor hotel components should be avoided. A terraced, more industrially and commercially compatible scale is encouraged.
- 3.2 Apartment use rationalized as a motor hotel is not permitted.
- 3.3 The maximum Floor Area Ratio for the motor hotel complex is 1.5 based on the net site area with building heights up to 4 to 6 storeys, (including any parking storeys located above natural grade).
- 3.4 The detailed statistics for the motor hotel components are required prior to further consideration.

4.0 OFFICES/R & D BUILDINGS:

- 4.1 The maximum Floor Area Ratio for office/R & D buildings is 1.2 based on the net site area and allowing for building heights up to 4 storeys in an "office park" setting. If building heights were increased to five (5) storeys, increased setbacks would be required from the Loughheed Highway (90 ft.) and Gilmore Avenue (60 ft.).

5.0 SOCIAL PLANNING ASPECTS:

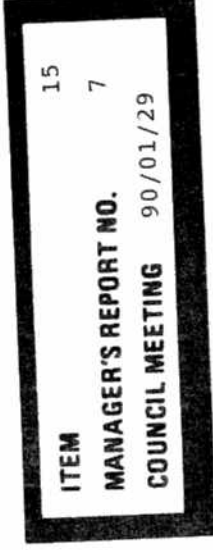
- 5.1 A daycare centre, fully furnished and rent-free, should be provided with an indoor area of 3,600 sq.ft. and a directly adjacent fenced and developed outdoor play area of 2,800 sq.ft. The facilities, operation and operator require the approval of the Chief Public Health Inspector.
- 5.2 A public use auditorium room of 2,400 sq.ft. plus a stage area the size of the Oakridge Shopping Centre auditorium should be provided.
- 5.3 A film-oriented museum of 2,000 sq.ft. should be provided.

6.0 DESIGN APPROACH:

- 6.1 An integrated architectural design approach should be pursued for all buildings on the site.
- 6.2 Close integration between the proposed commercial development and the existing Film Centre should be achieved; a pedestrian bridge across the Henning Drive - Dawson Street connector road should be provided in this regard.
- 6.3 Signs should be kept low-key and primarily information-oriented.

7.0 TRAFFIC AND PARKING:

- 7.1 An overall preliminary traffic study has been carried out and submitted by the developer to the Municipality and to the Ministry of Transportation and Highways for review and consideration. A number of road improvement requirements have arisen from this study.
- 7.2 All development must meet the parking standards of both the Municipality and the Ministry. Shopping centre parking requirements of the Burnaby Zoning Bylaw should be met. The motor hotel will require parking at 1 space per unit. Additional parking for the motor hotel would be required for its restaurant, convention, meeting room, liquor licencing, and other special facilities. The office and R & D components may need to meet the higher Ministry parking requirements.



7.3 Surface parking areas should be extensively landscaped with trees, clusters of shrubs, and distinct, separated pedestrian pathways.

7.4 No parking decks, if provided, should be visible from the main surrounding streets of Boundary Road, Lougheed Highway and Gilmore Avenue.

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8.0 LOUGHEED HIGHWAY:

8.1 The Ministry of Transportation and Highways' staff consider this to be a new proposal. A formal response from the Ministry is being awaited, but the preliminary indication is that no median crossing will be permitted between Boundary Road and Gilmore Avenue. Two right-turn-in and right-turn-out accesses will be permitted between Boundary Road and Gilmore Avenue. The one existing access to 2250 Boundary Road may remain open, but unconnected to the proposed new shopping centre development, although a secondary access connections to the hotel site could be provided. Road right-of-way dedications are required since the distance to the edge of the right-of-way from the centerline of the existing highway would be based on the additive total of the following: a 4.9 m median, three lanes of traffic amounting to 11.6 m, a 5.2 m deceleration lane (also cyclist provision), a 3 m boulevard, a 1.5 m sidewalk, and 1.1 m to the property line.

8.2 No traffic signals are permitted between Boundary Road and Gilmore Way.

8.3 The Lougheed Highway south side would be upgraded to a curb and gutter standard as noted in 8.1 above, and include street lights, separated sidewalks and street trees. Construction of curb, sidewalk and street lighting is required on the north side. All works within the dedicated rights-of-way of the Lougheed Highway require the approval of the Ministry.

8.4 The existing access off the Lougheed Highway to the office building at 2250 Boundary Road may remain open but should not be connected to the proposed shopping centre development.

8.5 One bus "pull-off" area is required immediately east of Boundary Road. This pull-off area needs to be 3 m wide by 15 m long with approach and departure tapers of 18 m each.

8.6 Co-operation with the City of Vancouver will be required to achieve necessary intersection improvements (including road acquisition and widening) on Lougheed west of Boundary.

9.0 BOUNDARY ROAD:

9.1 A 70 m taper plus a 70 m long storage lane 3.7 m wide is required south of the public spine road (Henning Drive) access with appropriate dedications to accommodate this.

9.2 Street trees and a separated sidewalk are required. A continuous 1.5 m wide easement is required to accommodate the separated sidewalk.

9.3 Based on the submitted traffic study, Boundary Road northbound at Lougheed Highway requires two left-turn lanes, three through-lanes and one right-turn lane. A 4 m wide dedication from the Boundary Road frontage of the subject site is required to accommodate this road configuration. This dedication also accommodates a bus "pull-off" area in a standard "far-side" location immediately north of Henning Drive. Dedications are also required from 2250 Boundary Road to accommodate the necessary intersection improvements at Boundary Road and Lougheed Highway.

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- 9.4 Median work is required to provide two left-turn lanes to Loughheed Highway westbound, and to lengthen the existing left-turn lane into Henning Drive (see preliminary roadway geometric plans). Adequacy of existing left-hand turn provision on Boundary Road north of the Loughheed Highway will have to be investigated. Median work will have to be coordinated with City of Vancouver.
- 9.5 Any required signalization modification would require MOTH and City of Vancouver approval, with costs borne by the developer.

10.0 GILMORE AVENUE:

- 10.1 Street trees and separated sidewalks are required.
- 10.2 A bus "pull-off" area is required immediately south of the "public spine road" (opposite to Dawson Avenue) with appropriate dedications to accommodate this. This pull-off area needs to be 3 m wide by 15 m long with a departure taper of 13.5 m in length.
- 10.3 A traffic signal is to be provided at the Dawson Street and Gilmore Avenue intersection.
- 10.4 A 2.5 m bicycle path on a 4.3 m wide easement should be provided within the landscaped setback area.
- 10.5 Any driveway access from Gilmore Avenue must be located at least 110 m from the railway.
- 10.6 Right-of-way dedication is required for development of a right turn lane on the west side of Gilmore Avenue north of Henning Drive.
- 10.7 The proposed development creates the need to widen the north approach to the Loughheed intersection to match the south approach. Land acquisition and road widening for the third lane will be the developer's responsibility, unless the rezoning of the site on the north-west corner precedes the subject development.

11.0 PUBLIC SPINE ROAD (EAST-WEST HENNING DRIVE TO DAWSON STREET):

- 11.1 A continuous east-west public collector spine road within a dedicated 23.2 m (76 ft.) wide right-of-way is required between Boundary Road and Gilmore Avenue (at Dawson Street). Utility easements will also be required. Minimum criteria for curves in the road alignment are a 110 m centre line radius with 10 m tangent.
- 11.2 The developer should construct the public spine road to the full standard including a 14 m (46 ft.) wide pavement with curb and gutter, street trees, separated sidewalks, and street lighting.
- 11.3 The creek needs to be bridged not culverted.
- 11.4 Development along this public spine road should not present a back side or loading appearance to the street but rather a welcoming front door appearance and function.
- 11.5 The currently proposed road alignment requires the agreement of the B.C. Film Centre. If this cannot be achieved, an alternative alignment must be determined.

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12.0 LANDSCAPED SETBACKS & ENVIRONMENTAL PROVISIONS:

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- 12.1 A landscaped buffer including soft landscaping, shrubs, groupings of conifers, and a double row of street trees needs to be provided along the Loughheed Highway frontage. This buffer area to be a minimum 15.2 m (50 feet) wide at any point from the Loughheed Highway property line (following any required dedications).
- 12.2 A landscaped buffer including soft landscaping, shrubs, groupings of conifers, and a double row of street trees needs to be provided along the Boundary Road and Gilmore Avenue frontages. This buffer area to be a minimum 9.1 m (30 feet) wide at any point from the Boundary Road and Gilmore Avenue property line.
- 12.3 A continuous landscaped front yard a minimum 9.1 m (30 feet) wide needs to be provided from the property line on either side of the east-west public spine road.
- 12.4 No vehicular paving or buildings should be permitted in any landscaped setback or yard except where driveway crossings are specifically approved.
- 12.5 The Still Creek tributary is to be retained and enhanced in an open condition. An easement 15.2 m (50 ft.) wide and meeting GVS & DD requirements is to be provided. The easement would be widened to accommodate any pond or reflecting pool areas. This easement area is not included as part of the net developable site for floor area ratio purposes.
- The watercourse should be improved to GVS & DD requirements by the developer. The required service access would be developed as a pedestrian pathway.
- A natural landscaped parkway setting needs to be provided with appropriate development to accommodate pedestrians and parkway users. To ensure that the watercourse is maintained in an open condition in perpetuity with public access as a parkway, options are dedication of the easement area to the Municipality or registration of an easement in favour of the Municipality.
- Any buildings and parking/driveway areas are to be a minimum 9.1 m (30 feet) from the waters edge of the tributary or pool areas and subject to the results of further discussions with Provincial and Federal environmental agencies, the GVS & DD, and based on site specific hydraulic and geotechnical advice.
- There are to be no other driveway crossings of the creek with the exception of a single bridge crossing by the public spine road. No culverting of the creek is permitted.
- 12.6 A public pedestrian network should be provided throughout the site and, in particular, linking the retail/service facilities to the "The Bridge" Film Centre by a public pedestrian bridge.

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13.0 SERVICING AND SUBDIVISION:

- 13.1 The developer would be responsible for all items outlined in this document.
- 13.2 The developer would be responsible for all servicing and other requirements which may arise from the pursuance of rezoning and/or subdivision.
- 13.3 All engineering works arising out of these requirements are to be determined in detail by and provided to the approval of the Director Engineering.
- 13.4 Required road improvements will include all necessary transitions beyond the site.
- 13.5 Any proposed subdivision of the lands should be submitted for consideration. The pattern of proposed subdivision will affect the development potential of the overall site.

14.0 APPROVALS PROCEDURES:

- 14.1 An amendment to the Municipality's Official Community Plan is required to permit a shopping centre on this site. The presentation of this proposal at an Open House for the informational benefit of Burnaby residents, businessmen, and landowners and allowing interested parties to comment at a Public Meeting would also be appropriate.
- 14.2 The site would require rezoning to the Amended Comprehensive Development District (CD). An amendment to the adopted guide plan governing the subject site would also be encompassed by the rezoning.
- 14.3 The approval of the Ministry of Transportation and Highways is required for any rezoning and subdivision applications. Specific accesses to the Lougheed Highway also require Ministry approval.
- 14.4 Proposed development statistics clearly indicating use, floor area, net site area, Floor Area ratio, site coverage and parking provision should be provided for the development proposal in line with this preliminary review. This information should be provided separately for each parcel proposed to be created by subdivision.

KI/RR:ap

