

CITY OF BURNABY

PLANNING AND BUILDING REZONING REFERENCE #40/95 1995 November 20

ITEM #1

1.0 GENERAL INFORMATION:

- 1.1 Applicant: City of Burnaby
4949 Canada Way
Burnaby, B.C. V5G 1M2
- 1.2 Subject: Application for the rezoning of:
Lot 1, D.L. 160, Group 1, NWD Plan 13660
- From: R10 Residential District
- To: R5 Residential District
- 1.3 Address: 6620 Rumble Street
- 1.4 Location: The subject site is located at the southeasterly corner of Rumble Street and Hedley Avenue (see *attached* Sketch)
- 1.5 Size: The site is rectangular in shape with an area of 568.4m² (6,119 sq. ft.), and frontages of 15.54m (51 ft.) on Hedley Avenue and 36.5m (120 ft.) on Rumble Street.
- 1.6 Services: The Director Engineering will be requested to provide all relevant servicing information.
- 1.7 Rezoning Purpose: The purpose of the proposed rezoning bylaw amendment is to permit greater above-grade flexibility for the potential redevelopment of the site for single-family dwelling use.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

The subject site is occupied by an older single-family dwelling in fair condition. The site slopes significantly down to the south and is well screened by hedges along Rumble Street and Hedley Avenue. Older, well kept, low scale single-family dwellings are located to the south and to the west across Hedley Avenue. Ron McLean Park is located to the east, while to the north across Rumble Street there is the SkyTrain line, BC

Parkway and an M2 Manufacturing District zoned area, including some older legally non-conforming single-family dwellings. Vehicular access is available from Hedley Avenue, which is constructed to a full standard, from Rumble Street, which is constructed to an interim standard and from the rear lane.

3.0 BACKGROUND INFORMATION:

3.1 At its meeting of April 24, 1995, Council granted Final Adoption to the rezoning (Rezoning Reference #1/95) to the South Slope neighbourhood east of Gilley Avenue. The zoning of the neighbourhood was changed from R2, R3 and R5 Districts to R10 District to maintain the low scale character of the neighbourhood and protect scenic views. The rezoning was the culmination of an area rezoning process that was initiated by residents in the neighbourhood. The subject site was included in the rezoning and was rezoned to the R10 District at that time.

3.2 On 1995 June 5, Council received a letter from the owners of the subject property requesting that their property be rezoned from R10 Residential District to R5 Residential District, which was the zoning of the property prior to Council giving Final Adoption to the area rezoning.

At that time, Council received a report from the Director Planning and Building in response to that request. The report provided the background related to the area rezoning and its boundaries and the differences in the development potential for the subject site under the 2 zoning categories. Council referred the report to the Housing Committee for review.

3.3 The Housing Committee, at its meeting held on 1995 September 26, requested that the City initiate a rezoning of 6620 Rumble Street from R10 Residential District to R5 Residential District, subject to the concurrence of the affected owners at 6620 Rumble Street. The Housing Committee recommendation was adopted by Council on 1995 October 2. This rezoning has been initiated on this basis and in response to the letter to Council from the property owners requesting rezoning to the R5 District.

In this particular case, the total developable floor area is the same under both R10 and R5 zoning districts. However, the potential above grade floor area, the distribution of the floor area and the building height are different.

The Housing Committee's support for a rezoning of the property to the R5 District was based on the following rationale:

- The property is located on a major collector and is impacted by automobile traffic as well as SkyTrain. In other area rezonings (Crest, Dogwood Ridge), properties abutting major streets have been excluded from area rezonings to the R10 District.
- The property is located at the top of the hill. Any single-family dwelling on the subject property will not block views of the other houses in the neighbourhood.
- The property is located at the north-east edge of the affected neighbourhood. As such, it is not part of the "heart" of the neighbourhood.
- At the previous Public Hearing, the owners indicated that they wanted to retain their R5 Zoning so that they could have more flexibility for additions or reconstruction. (It is noted that any additions or reconstruction proposals would need to be in compliance with the R5 District.)

It is recommended that this rezoning be advanced to a Public Hearing.

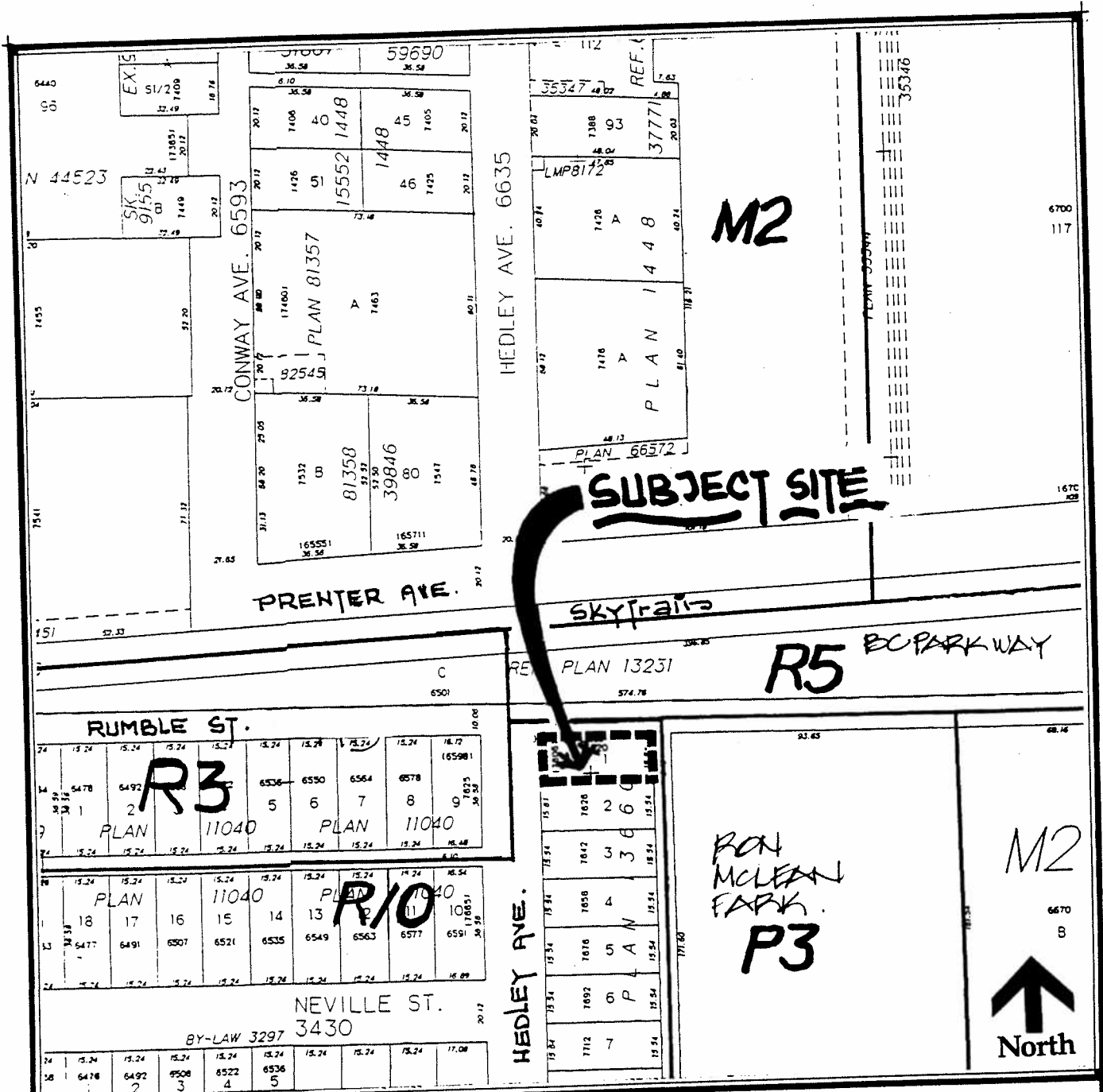
4.0 RECOMMENDATION:

- 4.1** THAT a Rezoning Bylaw be prepared and advanced to First Reading on 1995 December 4 and to a Public Hearing on 1995 December 19 at 7:30 p.m.



BW:gk
Attach


cc: City Clerk



Date:
OCTOBER 1995

Scale:
1:2000

Drawn By:
J.P.C.


City of Burnaby
 Planning & Building Dept.

REZONING REFERENCE #40/95

SKETCH # 1

CITY OF BURNABY

PLANNING AND BUILDING REZONING REFERENCE #41/95 1995 November 20

ITEM #2

1.0 GENERAL INFORMATION:

- 1.1 Applicant: City of Burnaby
4949 Canada Way
Burnaby, B.C. V5G 1M2
- 1.2 Subject: Application for the rezoning of:
Lot B, West 239 ft. Except: Plan 11285, D.L. 131, Plan 5798,
Lot L, D.L. 131, Plan 22869, Lot 71, D.L. 131, Plan 25817.
- From: R2 Residential District
- To: P3 Park & Public Use District
- 1.3 Address: 6840, 6870 & 6890 Adair Street
- 1.4 Location: The subject site is located at the southwest corner of Hycrest Drive and Adair Street (see *attached* Sketch).
- 1.5 Size: The site is rectangular in shape with an area of 5,483m² (59,022 sq.ft.) and frontages of 55.6m (182 ft.) on Hycrest Drive and 98.6m (323 ft.) on Adair Street.
- 1.6 Services: The Director Engineering will be requested to provide all relevant servicing information.
- 1.7 Rezoning Purpose: The purpose of the proposed rezoning bylaw amendment is to bring the zoning of the site into conformance for its intended parks use.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

The subject site is vacant, covered by significant mature trees and brush and slopes slightly down to the south. Single-family dwellings are located to the east across Hycrest Drive and to the north across Adair Street. Sperling School is to the south and the west,

with the area to the south covered by trees and brush and the area to the west occupied by playfields. Vehicular access is available to the site from Adair Street, which is constructed to a full standard and from Hycrest Drive, which is constructed to an interim standard.

3.0 GENERAL DISCUSSION:

3.1 From time to time, properties acquired by the City for park and public use purposes are rezoned to the P3 Park and Public Use District so that in due course the lands can be used and developed in accordance with their intended uses. Rezoning is carried out as an administrative land designation procedure to ensure that the zoning conforms to the intended ultimate use, but does not necessarily indicate that development of the subject lands would be pursued at this time.

The development of park sites is pursued by the Parks and Recreation Commission and the Parks and Recreation Department in accordance with the overall capital budgeting program.

3.2 Staff review overall designated park boundaries to establish which rezoning sites represent the final properties that need to be acquired. In the cases where the sites are the final properties to be rezoned in the park, such as the subject site, staff pursue the pertinent consolidation of the properties. Consolidation of this site will be pursued in due course separately and not as a condition of finalizing this rezoning.

Servicing requirements would be determined in conjunction with specific park development proposals.

3.3 The subject properties, which form the Sperling School Parksite, have been in the Parkland Acquisition Program and have been acquired by the City over the last 29 years. The Parks and Recreation Department capital budget includes \$170,000 for the development of this parksite in 1999.

3.4 On 1995 June 5, Council received an In-Camera report regarding an enquiry received concerning the proposed inclusion of the City-owned site in a neighbourhood assessment of sites for the establishment of a child care facility at Sperling School.

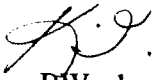
While there is support for the establishment of child care facilities in relationship with established school sites, the subject site was not considered a suitable potential location for a child care facility. The three parcels involved have been assembled for neighbourhood park purposes and will provide a needed asset in the area.

At that time Council adopted the recommendation that the City property at 6840 Adair Street (the western property in the park site) not be made available for inclusion in an upcoming neighbourhood consultation process sponsored by the Sperling School Childcare Committee as a potential child care facility site and that staff so notify the Chairperson of the Committee.

3.5 As all the necessary properties have been acquired for the Sperling School Parksite and the site is vacant, it is recommended that the subject site be rezoned to P3 Park and Public Use District.

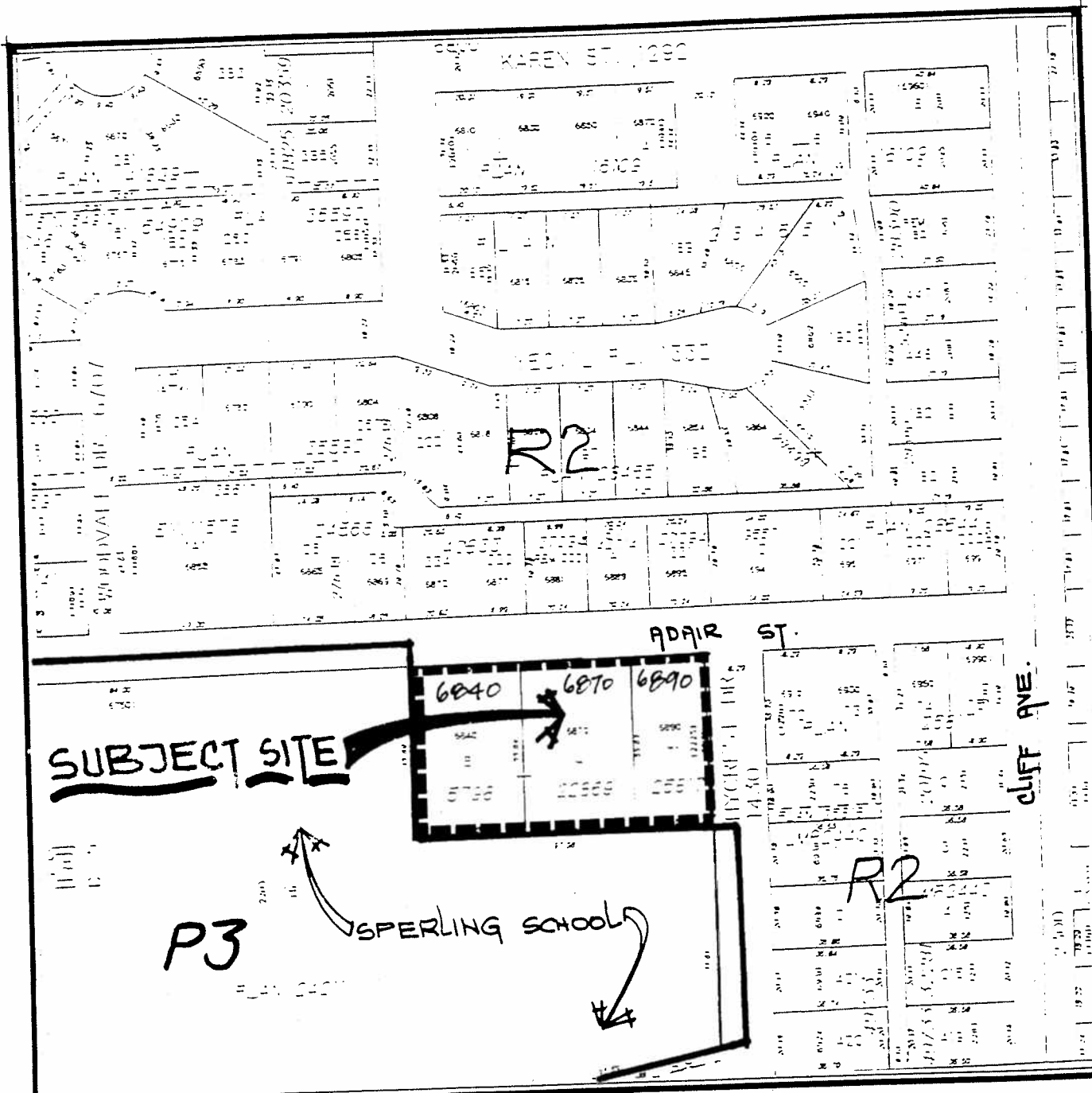
4.0 **RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be prepared and advanced to First Reading on 1995 December 4 and to a Public Hearing on 1995 December 19.
2. **THAT** the following be established as prerequisite to the completion of the rezoning:
 - a) The approval of the Ministry of Transportation and Highways.



BW:gk
Attach

cc: City Clerk
Director Parks and Cultural Services



Date:
 NOVEMBER 1995

Scale:
 1:2000

Drawn By:
 J.F.C.



Planning & Building Dept.

REZONING REFERENCE # 41/95

SKETCH # 1

CITY OF BURNABY

PLANNING AND BUILDING
REZONING REFERENCE #42/95
1995 NOVEMBER 20

ITEM #3

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Narland Properties Ltd.
200 - 1122 Mainland Street
Vancouver, B.C. V6B 5L1
- 1.2 Subject: Application for the rezoning of:
Lot 39, D.L. 95, Group 1, Plan 1152 and Lots 20, 21, 22
and 23, D.L. 95, Group 1, Plan 1915
- From: R5 Residential District
- To: CD Comprehensive Development District
(based on RM2 Multiple-Family Residential District
guidelines)
- 1.3 Address: 7230, 7236, 7242, 7248 & 7254 18th Avenue
- 1.4 Location: The subject site is located on the southeast side of 18th Avenue
between 16th Street and Britton Street (see *attached* Sketch #1).
- 1.5 Size: The site has a frontage of 83.55m (274 ft.) and is 47.24m (155 ft.)
deep, with a net area of 3,940m² (42,400 sq.ft.) subject to survey.
- 1.6 Services: The Director Engineering will be requested to provide all relevant
servicing information.
- 1.7 Rezoning Purpose: The purpose of the proposed rezoning bylaw amendment is to
allow development of townhousing with underground parking.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

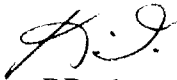
The subject site is located within the Edmonds Town Centre Plan area, within a block of existing one and two family homes, which is designated for ground-oriented multi-family residential development (see *attached* Sketch #2). The site is currently occupied by 5 modest older homes. An existing low-rise multi-family development is located across 18th Avenue.

3.0 GENERAL COMMENTS:

- 3.1 The proposed rezoning is consistent with the adopted Edmonds Town Centre Plan.
- 3.2 Vehicular access will be from 18th Avenue, as the existing lane is intended to be closed in the future for consolidation with the adjacent development site. In the interim, however, dedication of a small area of 7230 18th Avenue, currently occupied by lane and underground utilities, is required (see Sketch #1 *attached*).
- 3.3 The net project site will be consolidated into one legal parcel.
- 3.4 An estimate of required servicing costs will be obtained from the Director Engineering. This will include but not necessarily be limited to completion of the abutting portion of 18th Avenue to full City standards as well as required storm sewer upgrading. The Director Engineering has advised that a 3m wide statutory right-of-way across the rear of 7450 16th Street (down the block where there is no lane right-of-way) is required for the storm sewer.
- 3.5 The developer would be expected to remove existing overhead wiring adjacent to the site.
- 3.6 A Neighbourhood Parkland Acquisition Charge, which is currently \$1,397.00 per unit, will apply to the development.
- 3.7 The developer has been advised of the Council-adopted policy regarding the provision of units adaptable to the needs of the disabled in our primary town centre areas, and is exploring the possibility of providing adaptable units.
- 3.8 A tree survey has been undertaken for the site and one significant tree has been identified for retention.
- 3.9 A more detailed report including all proposed prerequisite conditions will be submitted following preparation of a development plan for the subject site which is suitable for submission to a Public Hearing.

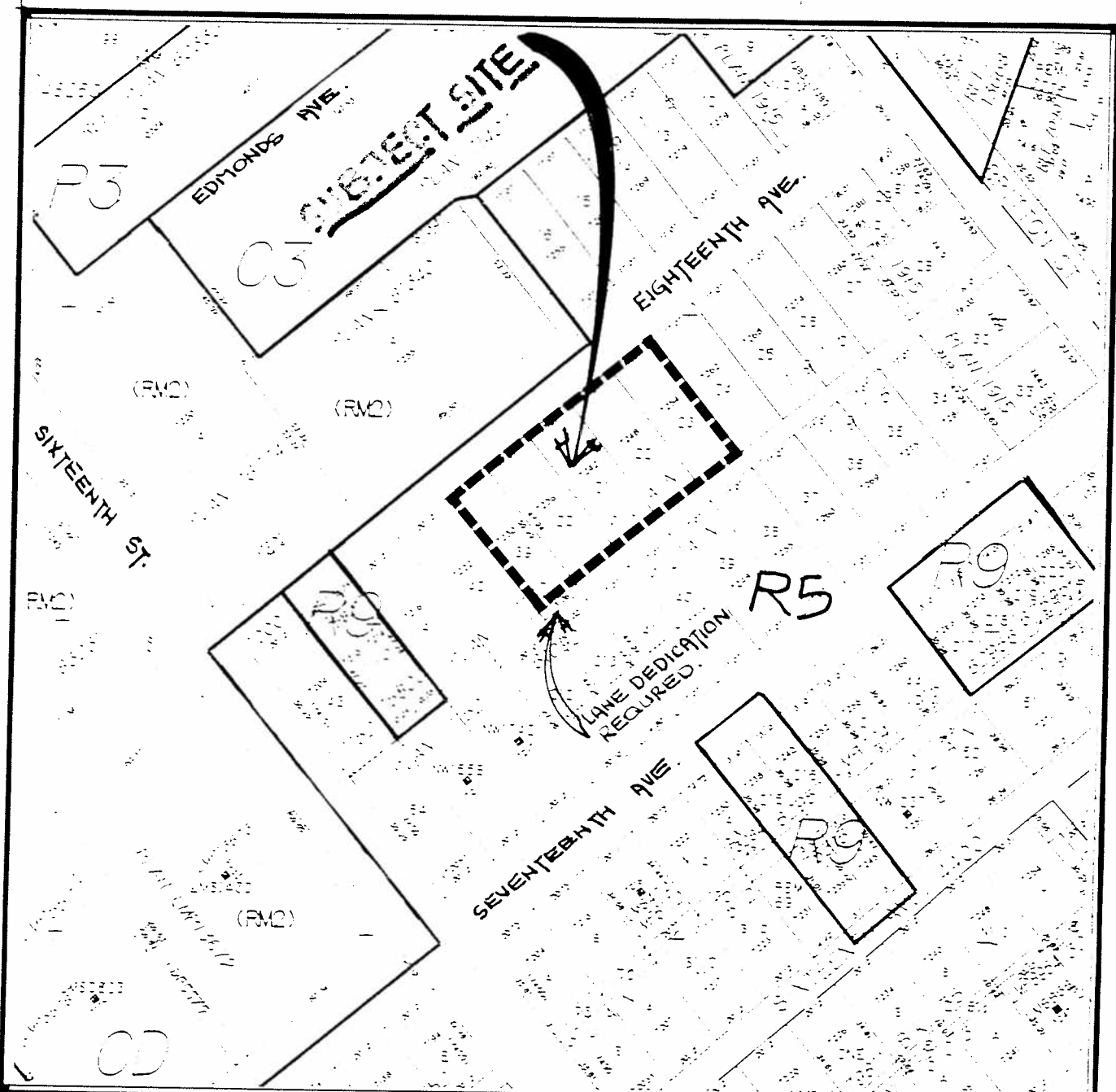
4.0 RECOMMENDATION:

- 4.1** THAT Council authorize the Planning and Building Department to work with the applicant towards the preparation of a plan of development which is suitable for presentation to a Public Hearing, on the understanding that a more detailed report will be submitted at a later date.



RR:gk
Attach

cc: Director Engineering
City Solicitor



Date:
OCTOBER 1995

Scale:
1:2000

Drawn By:
J.P.C.



City of
Burnaby

Planning & Building Dept.



North

REZONING REFERENCE # 42/95

SKETCH # 1

Town Centre Core

Station Core

Secondary Core

Local Commercial
(mixed use)

Service Commercial

High Rise Apartments

Low Rise Apartments

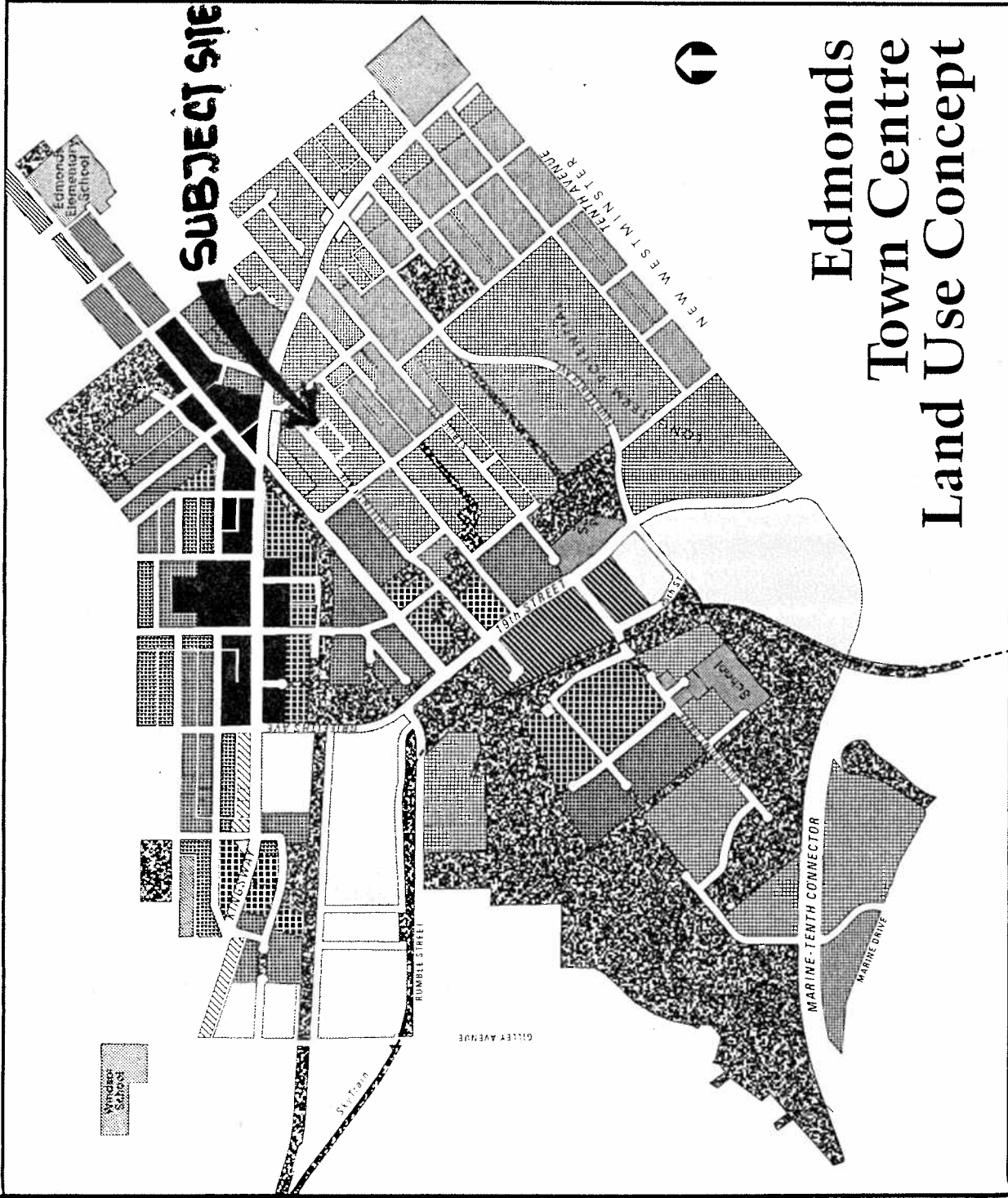
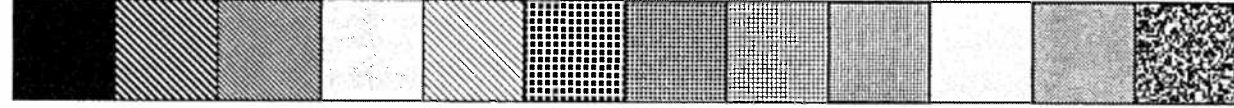
Ground Oriented
Multiple Family

Single and Two Family
(infill)

Industrial

Institutional

Park



REZONING REFERENCE # 42/95

SKETCH # 2



NARLAND

October 11, 1995

Mr. Robert Renger
Planner
Current Planning Division
Planning and Building Department
City of Burnaby
4949 Canada Way
Burnaby, B.C. V5G 1M2

Dear Robert:

Re: **Letter of Intent to develop 7230, 7236, 7242, 7248, 7254 - 18th Avenue, Burnaby, B.C.**

Our company proposes to develop the subject sites under the City's RM2 zoning guidelines. The total site has an area of approximately 43,000 square feet and is currently zoned R5. The 5 existing homes and associated out-buildings will be demolished and a new medium density multi-family residential project constructed.

The new development will be built over an in-ground parking structure. The design concept is that of ground oriented townhousing which will be a mixture of single storey, two storey and three storey homes. The homes will be built around a central landscaped courtyard, which will incorporate a play area for children. All homes will have individual front door access to either the courtyard or to 18th Avenue. Homes will range in size from approximately 900 sq.ft. to 1,300 sq. ft. The total area will be approximately 38,700 sq. ft. representing a 0.9 floor space ratio.

Our consultant architects are Gomberoff, Policzer, who have extensive experience and an enviable reputation in this field. Our consultant civil engineers are Hunter Laird Engineering Ltd. who are very familiar with site servicing requirements in the Edmonds area.

The subject property is located a short walk from the Edmonds Skytrain Station and from major bus routes on Kingsway. Shopping, community parks, and schools are all in close proximity. The proposed development conforms to the Edmonds Town Centre Land Use Plan.

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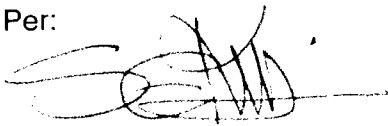
Page 2

Narland has successfully developed multi-family projects in Vancouver, New Westminister, Port Coquitlam and Surrey. This is our first venture in Burnaby, we are excited and determined to create a development you can be proud of.

Yours truly,

NARLAND PROPERTIES LTD.

Per:

A handwritten signature in black ink, appearing to read 'SK', written over a horizontal line.

Steve Kurrein
Vice President, Acquisitions

SK/sk

intent.sk

CITY OF BURNABY

PLANNING AND BUILDING
REZONING REFERENCE #43/95
1995 November 20

ITEM #4

1.0 GENERAL INFORMATION:

- 1.1 Applicant: City of Burnaby
4949 Canada Way
Burnaby, B.C. V5G 1M2
- 1.2 Subject: Application for the rezoning of:
Lot A, D.L. 116, Group 1, NWD Plan LMP11961; Lots 1 & 2,
Block 7, D.L. 121, Group 1, NWD Plan 1054
- From: R5 Residential District
- To: CD Comprehensive Development District (based on
P8 Parking District and the Hastings Street Area
Plan as guidelines)
- 1.3 Address: 3906 & 4204 Albert Street
- 1.4 Location: The two sites are located half a block north of Hastings Street, at the southwest corners of Albert Street and Carlton Avenue and Ingleton Avenue, adjacent to the commercial area as designated in the Hastings Street Area Plan (see attached Sketches #1, #2 and #3).
- 1.5 Size: The two sites are rectangular in shape, each measuring 20.12m by 37.19m (66.01 ft. by 122.01 ft.) for an area of 748.27m² (8,054.50 sq.ft.).
- 1.6 Services: The Director Engineering will be requested to provide all relevant servicing information.
- 1.7 Rezoning Purpose: The purpose of the proposed rezoning bylaw amendment is to permit the development of two surface public parking lots.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

The subject sites are zoned R5 Residential District. The Carlton site, which is virtually flat abuts the north side of the Hastings Core Commercial Area, while the Ingleton site, which has a slight slope, abuts the north side of the Hastings Non-Core Commercial Area.

The Carlton site is presently occupied by a tenanted house in fair condition and is notable for some large deciduous trees and laurel hedges around the perimeter of the property. Adjoining it to the east are two one-storey privately owned dwellings, while the remainder of the block is largely vacant land or houses owned by the City as well as another parking lot now under construction at the eastern end of the block, subject of Rezoning Reference #70/94. To the north across Albert Street are older dwellings, while across Carlton Avenue, which has some on-street perpendicular parking, is the mid-rise mixed-use Carlton Square project. To the south, across the lane, is a legally non-confirming Shell Gas Station.

The Ingleton site is presently vacant with a smaller laurel hedge along Albert Street and a few deciduous trees. To the east lie new three and a half storey townhouses, while an older low-rise apartment building lies across Albert Street to the north. To the west, across Ingleton, stands a club hall. To the south across the lane are one-storey businesses facing Hastings Street and a legally non-conforming house abutting the lane.

3.0 BACKGROUND:

- 3.1 On 1991 June 03, Council adopted the Hastings Area Plan which indicated the area's lack of parking, particularly for commercial users. To further the goal of providing more public parking, twelve corner lots were designated for redevelopment as public parking lots. In addition, Council authorized staff to prepare guidelines for the design of the surface public parking lots. The City has been steadily acquiring properties and now fully owns six of those sites (see attached Sketch #4).
- 3.2 To initiate the provision of public parking in the Hastings Street Area, two lots were developed following the adoption of Rezoning Reference #17/93 on 1993 October 18, in the central location of Pender Street and Gilmore Avenue. Further public parking was added to the western end of the non-core commercial area with the completion of the public parkade at the northwest corner of Pender Street and MacDonald Avenue, subject of Rezoning Reference #18/92.
- 3.3 To continue the provision of public parking, especially to augment parking at the eastern end of Hastings Street Area, two other lots at the southwest corner of Albert Street and Madison Avenue and at the northwest corner of Pender Street and Rosser Avenue were rezoned (Rezoning Reference #70/94). They received Final Adoption on 1995 August 28 and are now under construction.

3.4 On 1995 August 14, Council authorized staff to approach the owners of the remaining residential properties designated for public parking lot development in the Hastings Street Area Plan to express City interest in acquisition. The report considered by Council noted that, for 1996, the development of two public parking lots on the remaining City-owned sites at 3906 and 4204 Albert Street, could be pursued but that more parking would be needed by area businesses as a result of the proposed removal of on-street parking on the south side of Hastings Street during the p.m. rush hour. The Ministry of Transportation and Highways plans to initiate the removal of on-street parking along Hastings Street during rush hours in 1996.

4.0 GENERAL COMMENTS:

4.1 These sites are to be developed with two surface parking lots that maximize the amount of parking provided by using a double loaded parking layout surrounded by landscaping planted in accordance with IPM principles.

In recognition of the variety of parking needs, spaces in each lot would be provided both for vehicles used by people with disabilities and for motorcycles. Bicycle racks are anticipated to be provided directly on Hastings Street. The Engineering Department would provide appropriate signage.

4.2 Vehicular access to the sites would be from the lane and Albert Street.

4.3 The Director Engineering will be requested to prepare an estimate for all services necessary to serve this site, including, but not necessarily limited to appropriate boulevard treatment and street trees on the abutting street frontages. Lighting standards in keeping with those proposed for the Hastings Street Area Commercial District are proposed to be provided.

4.4 Any necessary easements or rights-of-way will be provided as part of this rezoning including, but not necessarily limited to space for the future location of B.C. Hydro transformers.

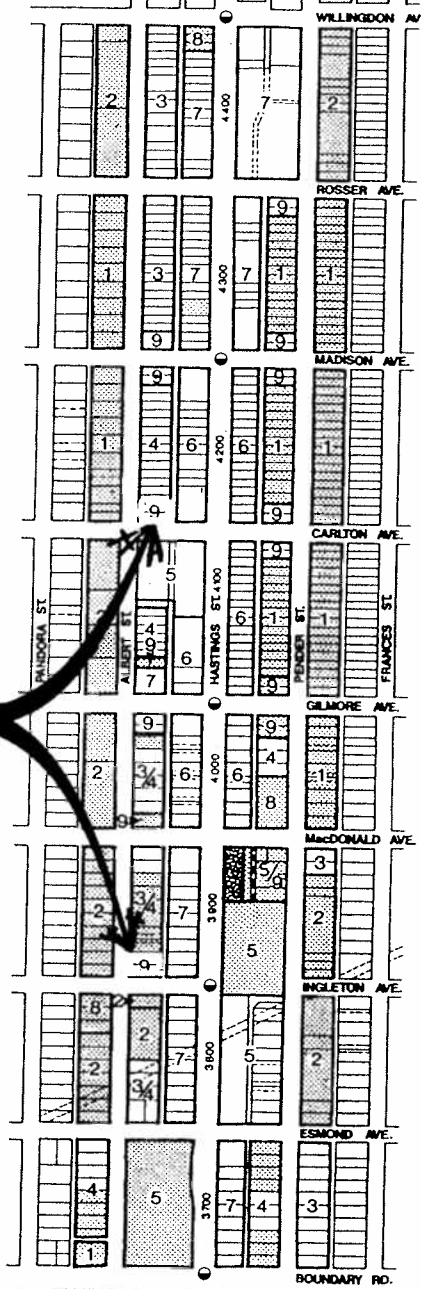
4.5 The sites have some existing landscape features which vary considerably in quality. The tree survey shows that the Carlton site has two laurel hedges and several mature deciduous trees, while the Ingleton site has a smaller laurel hedge and a few deciduous trees. An assessment of their health as well as visual and safety considerations will determine which are suitable for preservation. Staff will meet on-site with the contractor prior to the start of construction to ensure retained and neighbouring trees will be protected during construction by chain link fencing and receive root prunings as necessary.

- 4.6 Several features will be incorporated in order to promote the safety of the parking lot users, while protecting the privacy of adjacent residences. Each parking lot will have two ornamental lights to supplement the adjacent street lighting which does not adequately illuminate these properties, with care taken to minimize off-site glare. Landscaping and a six foot fence will be located where needed between the parking lots and adjacent residential properties, while the landscaping by the lane and the streets will be kept low to facilitate visual surveillance.
- 4.7 As on previous parking lot projects, staff will undertake to prepare and supervise the design and the construction work. It is anticipated that plans will be ready for a December report to Council for a January Public Hearing. The project will be pursued by staff from the Engineering, Parks and Planning Departments. Funding for this project will be drawn from the Land Assembly and Development Fund, with monies to be drawn from the Urban Revitalization component of the 1996 Program. Work orders will be pursued for Council's approval of the proposed works.
- 4.8 A complete outline of all proposed prerequisite conditions to the rezoning will be included in a more detailed report to be submitted at a future date prior to advancing to a Public Hearing.
- 5.0 **RECOMMENDATIONS:**
- 5.1 **THAT** staff be authorized to prepare a plan of development suitable for presentation to a Public Hearing.
- 5.2 **THAT** a copy of this report be sent to Claudia Campana, Executive Director, The Heights Merchants Association, 102 - 4011 Hastings Street, Burnaby, B.C. V5C 2J1.


FA:gk
Attach

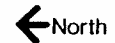
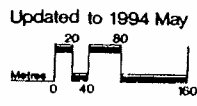
cc: Director Engineering
Director Finance
Director Recreation & Cultural Services
City Clerk

SUBJECT



**Hastings Street Area Plan
(Adopted)**

- Legend:**
- 1 ▶ Single and Two Family Dwellings (Retained)
 - 2 ▶ Low Rise Multi Family Residential
 - 3 ▶ Single, Two Family Or 2 1/2 Storey Townhousing (RM6)
 - 4 ▶ 3 1/2 Storey Townhousing (CD-RM7)
 - 5 ▶ Comprehensive Development (CD)
 - 6 ▶ Core Commercial (4 Storey Mixed Use) (C8)
 - 7 ▶ Non-Core Commercial (4 Storey Mixed Use) (C8a)
 - 8 ▶ Institutional
 - 9 ▶ Parking
 - ▶ Park
 - ▶ Existing
 - ▶ Existing Traffic Signal

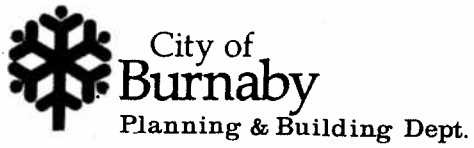


Community Plan Three

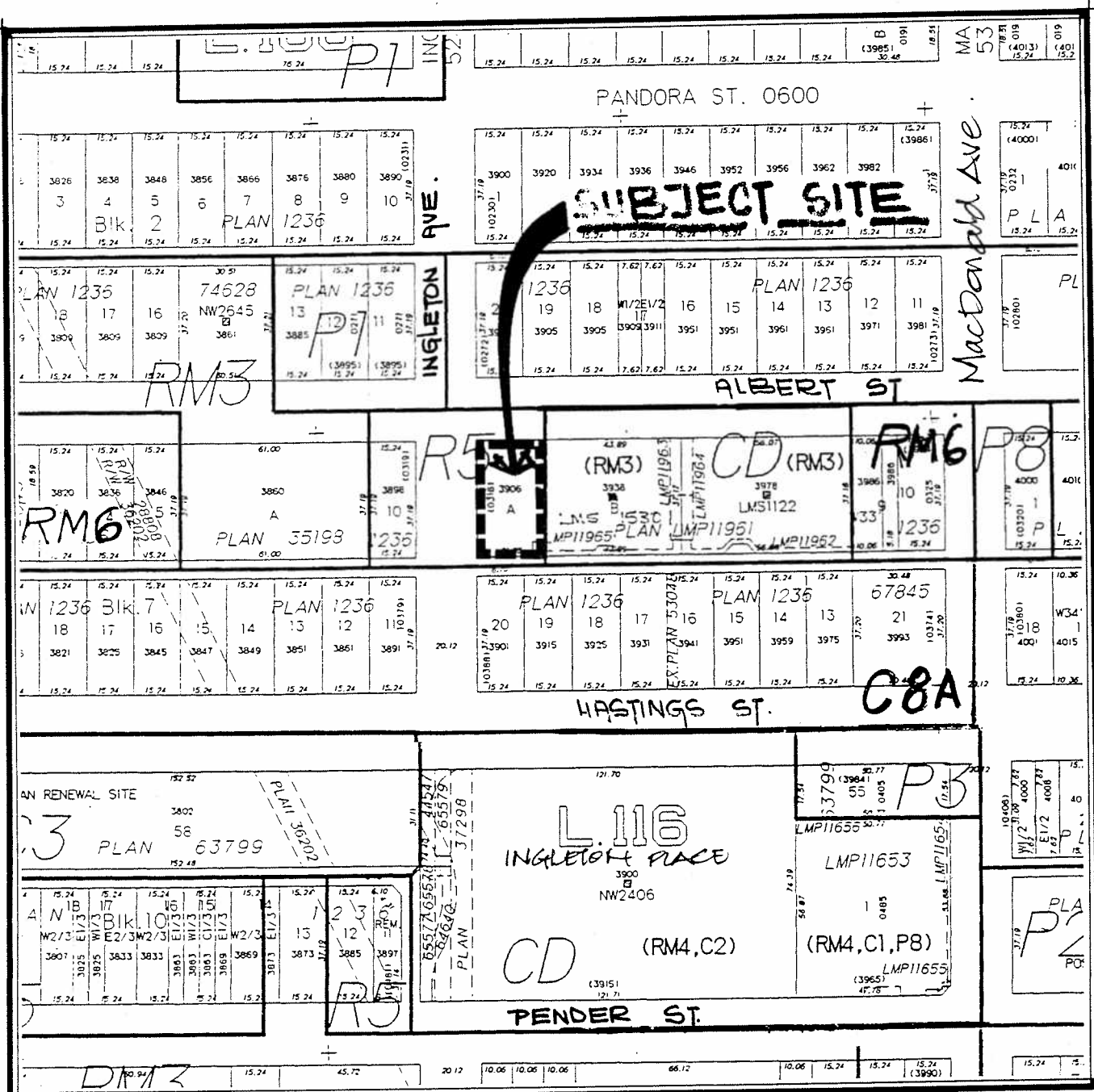
Date:
OCTOBER 1995

Scale:
N.T.S.

Drawn By:
J.P.C.




REZDNING REFERENCE # 43/95
SKETCH #1



Date:
OCTOBER 1995

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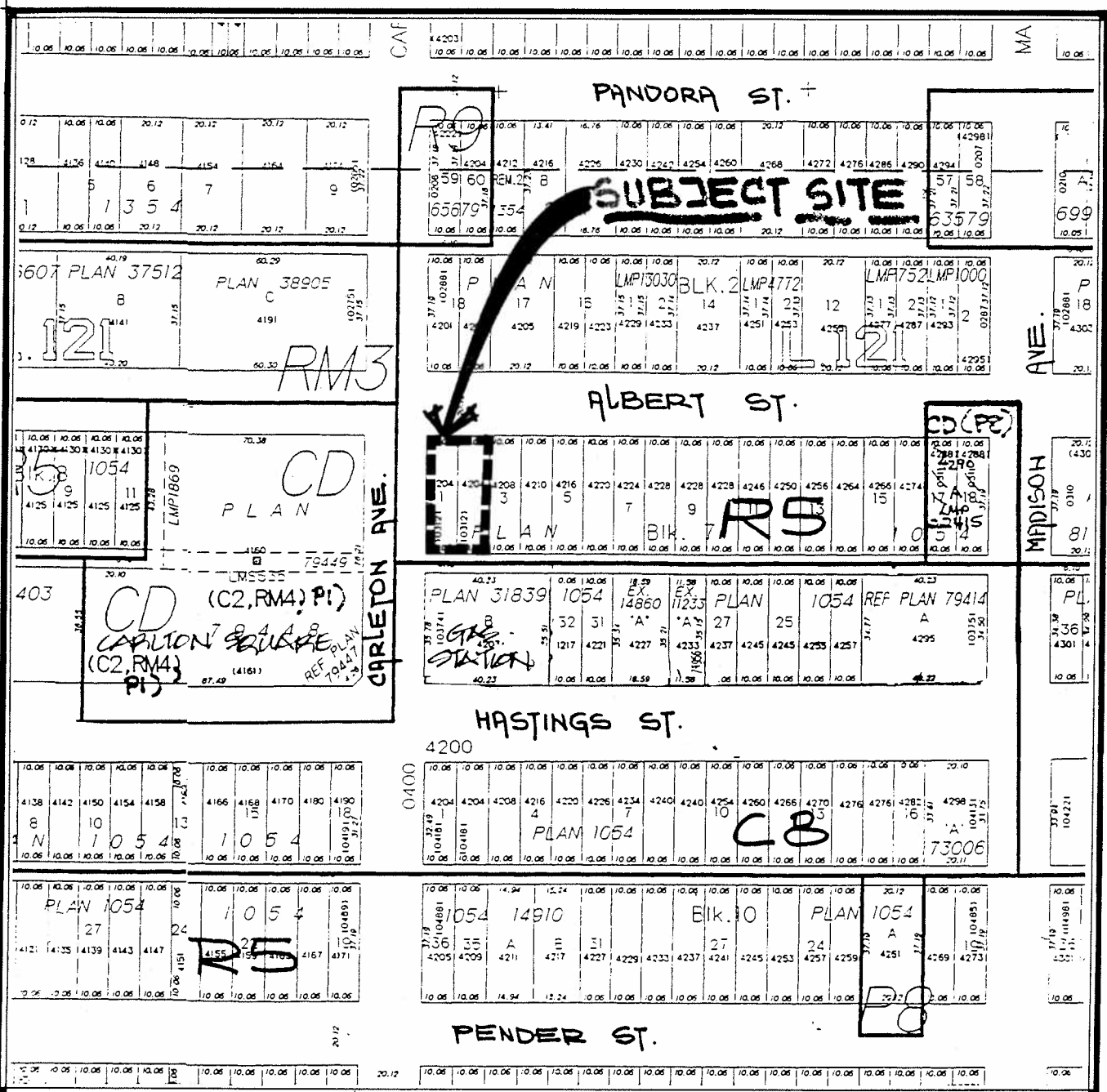
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J.P.C.



City of
Burnaby
 Planning & Building Dept.

REZONING REFERENCE # 43/95


SKETCH # 2



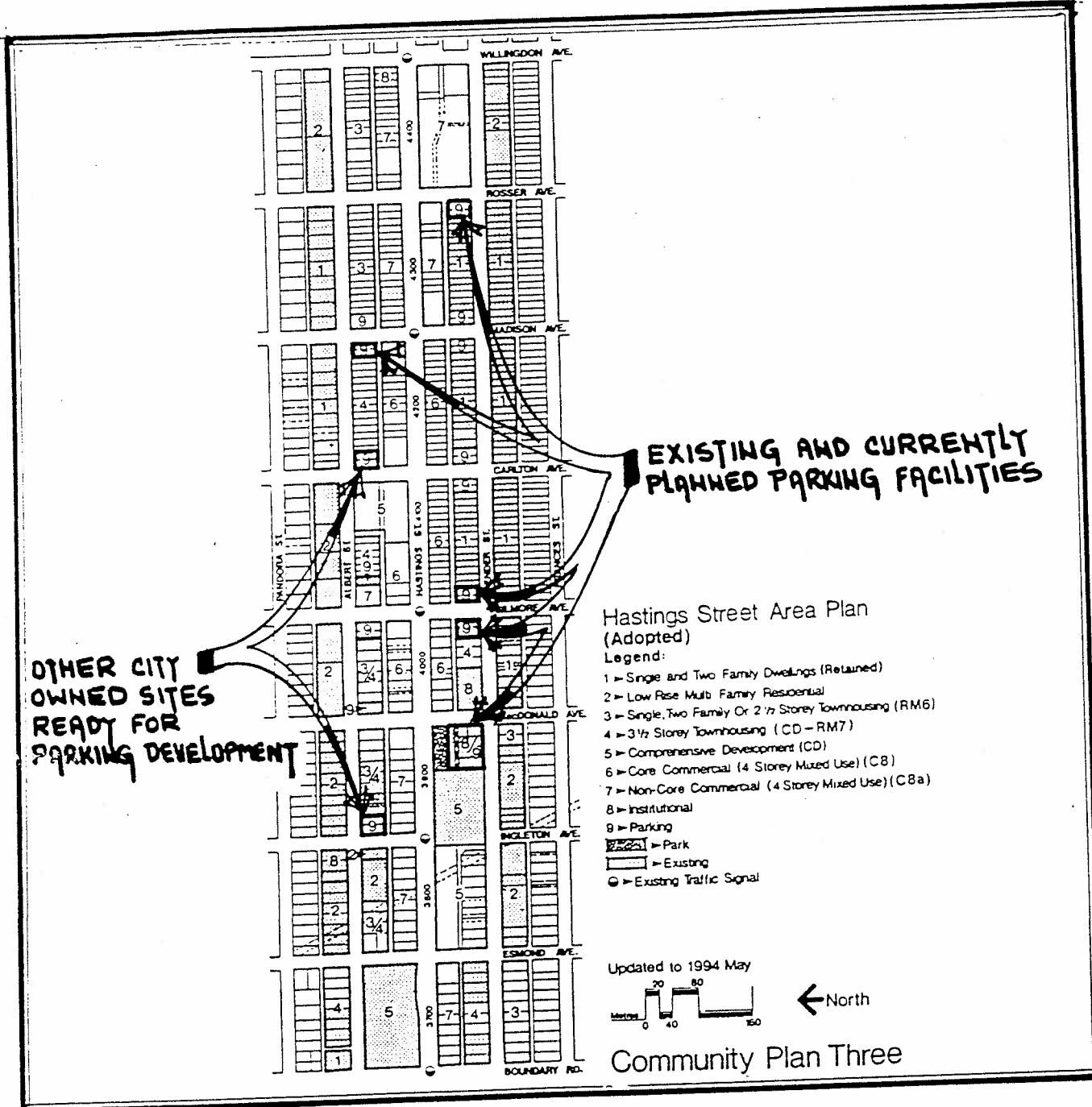
Date:
OCTOBER 1995

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J.P.C.


City of Burnaby
 Planning & Building Dept.

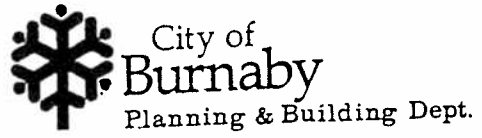
REZONING REFERENCE # 43/95
SKETCH # 3



Date:
 JULY 1995

Scale:
 N.T.S.

Drawn By:
 J.P.C.



HASTINGS STREET AREA PLAN

SKETCH #4

CITY OF BURNABY

PLANNING AND BUILDING REZONING REFERENCE #44/95 1995 November 20

ITEM #5

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Wei Shou-Chen
4984 Imperial Street
Burnaby, B.C. V5J 1C6
- 1.2 Subject: Application for the rezoning of:
North 115 Feet of Lot 2, Block 10, D.L. 98, Group 1, NWD
Plan 8184
- From:** M4 Special Industrial District
- To:** C2 Community Commercial District
- 1.3 Address: 4984 Imperial Street
- 1.4 Location: The subject site is located at the southwesterly corner of Imperial Street and Dunblane Avenue (see attached Sketch #1).
- 1.5 Size: The site is rectangular in shape with an area of 854.5m² (9,198 sq. ft.) and frontages of 24.38m (80 ft.) on Imperial Street and 35m (115 ft.) on Dunblane Avenue.
- 1.6 Services: The Director Engineering will be requested to provide all relevant servicing information.
- 1.7 Rezoning
Purpose: The purpose of the proposed rezoning bylaw amendment is to permit the development of a three-storey commercial building.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

- 2.1 The subject site is currently occupied by an older single-family dwelling in fair condition. There are a few significant mature trees near the rear property line. Small, older single-family dwellings are located to the south and to the east across Dunblane Avenue. The property to the south is zoned C2 Commercial District and the dwelling is legally non-conforming. A three-storey apartment is located across Imperial Street to the north,

while the site to the west is currently vacant. Vehicular access is available from Imperial Street, which is constructed to a full standard and from Dunblane Avenue, which is constructed to an interim standard.

3.0 BACKGROUND INFORMATION:

- 3.1 The subject site is within the Royal Oak Development Plan and is designated Suburban Office, Comprehensive Development (based on M5 Light Industrial District), based on a three property consolidation (see attached Sketch #2). Rezoning this site to C2 Community Commercial District would not be in conformance with the Council-adopted plan for the area.
- 3.2 The Royal Oak Development Plan will also be the subject of a community-based plan review for the area. This community review is expected to begin in March 1996.

4.0 GENERAL DISCUSSION:

- 4.1 The Royal Oak Development Plan designates sites along Imperial Street in the Study Area, including the subject property, for suburban office use, with sites being rezoned to Comprehensive Development District, utilizing M5 District zoning. This designation is compatible with the substantial existing M4 zoned industrial development within this area and also recognizes the proximity of the SkyTrain station which warrants higher density suburban office development and selected employment intensive, high quality industrial development. The Suburban Office designation in this area was seen to be attractive to smaller firms who desire their own building identity, especially for high profile locations along Imperial Street.

Rezoning this site to a commercial zoning district would be an impediment to the implementation of the development plan along Imperial Street and could set a precedent for further strip commercial development to the east along Imperial Street.

- 4.2 In addition to the general land use conflict, rezoning this site for commercial development would leave a very difficult lot assembly for the remainder of the Suburban Office designated site. The property to the south at 6861 Dunblane Avenue, by itself, is too small for M5 District office development. The remaining designated Suburban Office lot assembly (6861 Dunblane Avenue and 4950 Imperial Street) would be a very awkward L shaped site (see attached Sketch #2), which could likely not be developed in this form.


4.3 Commercial development of the proposed magnitude is encouraged in three nearby commercially designated areas. The Royal Study Area has designated commercial sites in the vicinity of the Rumble Street and Royal Oak Avenue intersection (South Slope Commercial Centre) and along Kingsway and Grimmer Street, between Royal Oak Avenue and MacPherson Avenue (Kingsway Service Commercial). In addition, the subject site is adjacent to the Metrotown Development Plan, which includes many sites designated for Comprehensive Development, based on C3 District uses along Kingsway and south to Central Boulevard. All three of the above nearby designated commercial areas could accommodate the proposed uses in conformance with Council-adopted development plans.

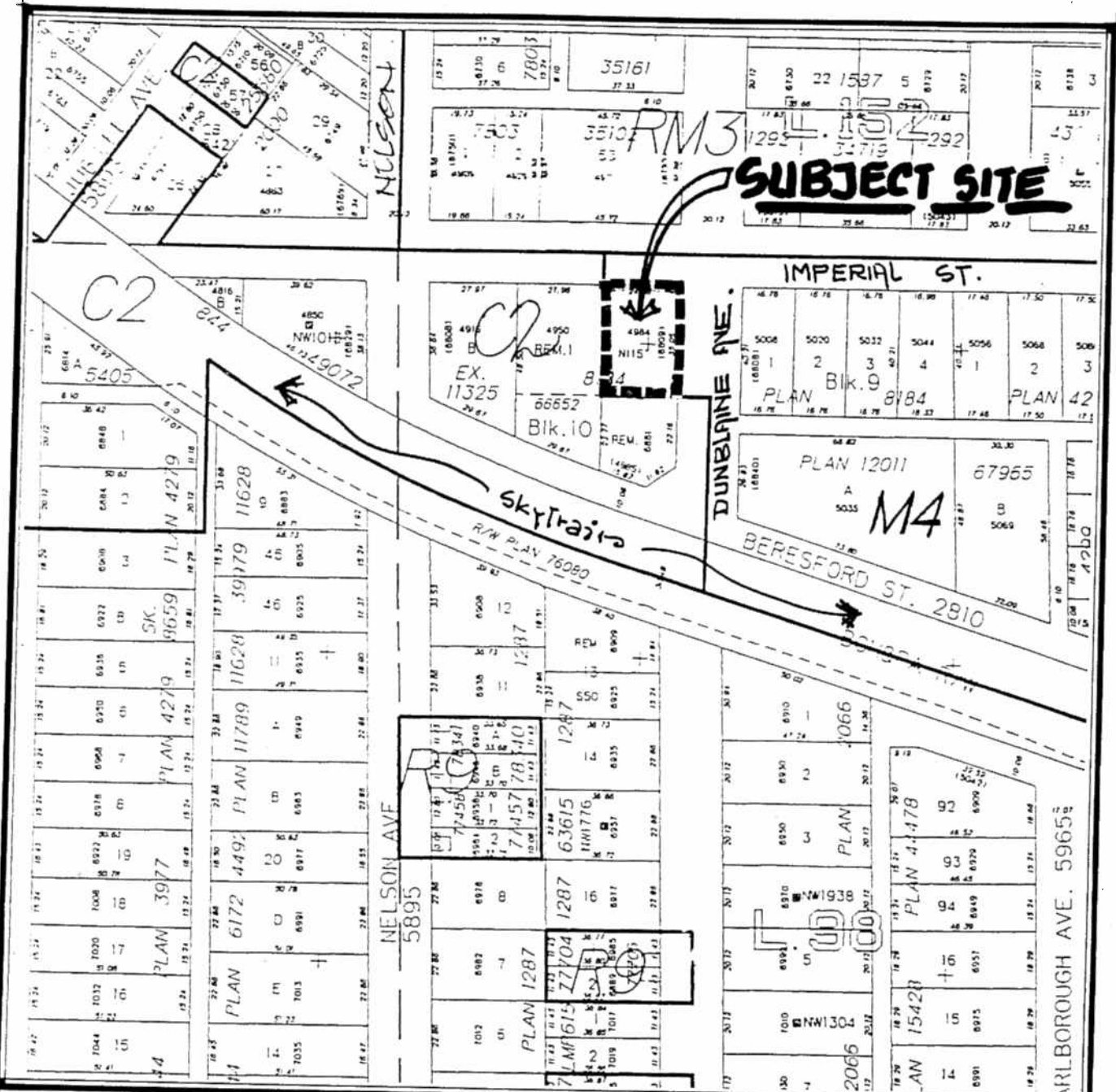
5.0 CONCLUSION:

5.1 In view of the facts that the proposed commercial development is not in accordance with the Council-adopted Royal Oak Development Plan, that an awkward lot assembly would result for the remainder of Suburban Office site designation, and that the area will be the subject of a community-based plan review in 1996, the Planning and Building Department cannot recommend in favour of this rezoning request.

6.0 RECOMMENDATION:

6.1 **THAT** Council not give favourable consideration to this rezoning request.


BW:gk
Attach




SUBJECT SITE

Date:
OCTOBER 1995

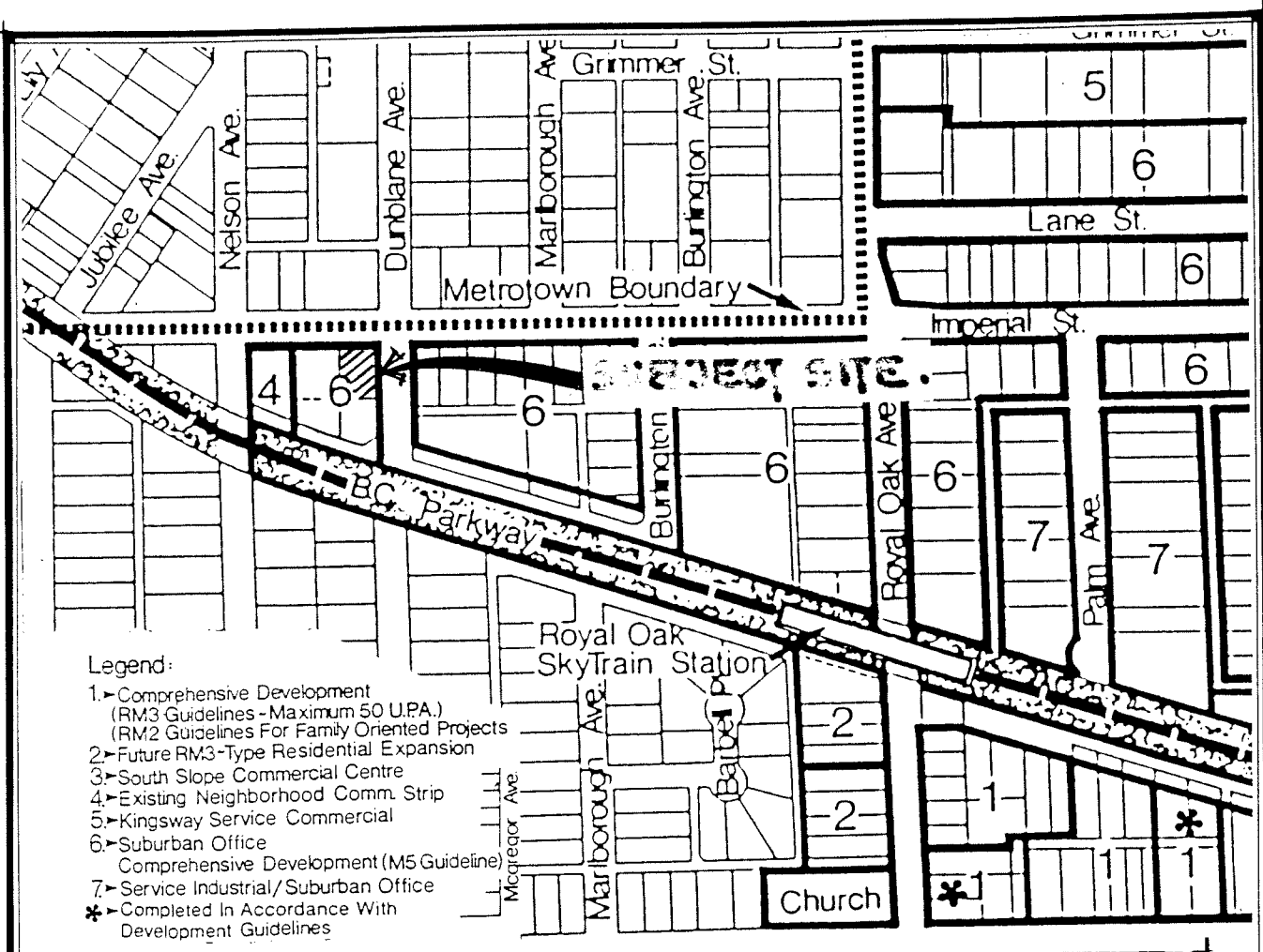
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Drawn By:
J.P.C.

 **City of Burnaby**
 Planning & Building Dept.



REZONING REFERENCE 44/95
SKETCH # 1



Legend:

- 1- Comprehensive Development
(RM3 Guidelines - Maximum 50 U.P.A.)
(RM2 Guidelines For Family Oriented Projects)
- 2- Future RM3-Type Residential Expansion
- 3- South Slope Commercial Centre
- 4- Existing Neighborhood Comm. Strip
- 5- Kingsway Service Commercial
- 6- Suburban Office
Comprehensive Development (M5 Guideline)
- 7- Service Industrial/Suburban Office
- * - Completed In Accordance With
Development Guidelines

Royal Oak Study Area
SkyTrain Station/South Slope Centre

**Royal Oak
Development
Plan**



Burnaby Planning Department Updated To June 1994

Adopted 1990 January 08

Date:

NOVEMBER 1995

Scale:

N.T.S.

Drawn By:

J.P.C.



City of
Burnaby

Planning & Building Dept.

REZONING REFERENCE #44/95

SKETCH # 2.

Letter of Intent

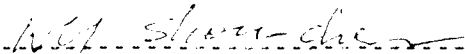
Date: Oct 17th 1995

To: City of Burnaby
Zoning & Planning Dept.

RE: Propose rezoning for 4984 Imperial Street, Burnaby.

We, the owner of the above property, would like to propose to the City of Burnaby to rezone the said property from the existing zoning to C2 zoning in order to accommodate one three - storey commercial complex which will consists of offices upstairs; restaurant, retail stores with underground parking (51 spaces). We believe this proposal will blend in the neighbourhood harmonically and will provide more services to the public.

Yours sincerely,



WEI SHOU CHEN

**PLANNING AND BUILDING
REZONING REFERENCE #45/95
1995 November 20**

ITEM #6

1.0 GENERAL INFORMATION:

- 1.1 Applicant:** CN Real Estate
2000 - 666 Burrard Street
Vancouver, B.C. V6C 2X8
- 1.2 Subject:** Application for the rezoning of:
Ptn. Lot A, D.L. 164, Group 1, NWD Plan LMP22899
- From:** CD Comprehensive Development District (based on
the M2 General Industrial and M5 Light Industrial
Districts)
- To:** Amended CD Comprehensive Development District
(based on the M5 Light Industrial District)
- 1.3 Address:** Ptn. 8700 Glenlyon Parkway
- 1.4 Location:** The subject site is located on the northeast corner of Glenlyon
Parkway and North Fraser Way as shown on Sketches #1 & #2.
- 1.5 Size:** The site is generally rectangular in shape with an area of
approximately 8.2 acres.
- 1.6 Services:** The Director Engineering will be requested to provide all relevant
servicing information.
- 1.7 Rezoning Purpose:** The purpose of the proposed rezoning bylaw amendment is to
permit the development of a head office and training facility.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

The subject site has been cleared and filled in anticipation of future development. A Canadian Pacific rail line runs immediately adjacent to the north property line beyond which lies the Riverway Golf Course. Vacant lands lie to the east of the site and to the south across North Fraser Way and are designated for future industrial development as part of the Glenlyon Business Park. To the west across Glenlyon Parkway lies a natural park area as part of the Fraser Foreshore Park system. Vehicular access to the site is

from Glenlyon Parkway and North Fraser Way which are developed to full City standards abutting the site.

3.0 BACKGROUND INFORMATION:

3.1 The subject site is situated within the first phase of CN Real Estate's Glenlyon Business Park which is situated within the industrially designated area of the adopted Big Bend Development Plan (see *attached* Sketch #2).

3.2 On 1994 January 19, Council gave Final Adoption to a Bylaw (Rezoning Reference #44/92), rezoning the entire Glenlyon Business Park to CD Comprehensive Development based on the M2 General Industrial and M5 Light Industrial Districts as guidelines, together with the Glenlyon Concept Plan prepared by InterPlan Architecture and Planning Inc. The Concept Plan provides for the development of a refined, comprehensively planned industrial park. It establishes a high quality and unique infrastructure that complements the natural features of the site in order to attract cleaner, lighter industrial users to Glenlyon.

3.3 On 1995 May 01, Council gave Final Adoption to Rezoning Reference #42/94 which involved the proposed development of a 100,000 sq.ft. office, research and development and manufacturing building to house Ballard Power Systems Ltd. on a 7.5 acre site located to the south of the subject site on Glenlyon Parkway (see Sketch #1). This development is currently under construction and is expected to be completed in the near future.

4.0 GENERAL COMMENTS:

4.1 The subject application involves a zoning amendment to one of the specific sites within the development of the Glenlyon Business Park which has already been zoned to the CD Comprehensive Development category. The proposed development includes the construction of a 120,000 sq.ft. head office facility for Future Shop, a well established retailer of consumer electronics, computers and appliances. The facility is intended to employ approximately 500 people at this location and will provide head office and training facilities. Retailing activities are not intended to be included within this development. The proposed development is consistent with the land use objectives of this area. The guideline zoning for the proposed development is considered the M5 Light Industrial District

4.2 The registration of a 6 meter public access easement adjacent to the north property line of the subject site will be required as a condition of rezoning in order to accommodate the development of a pedestrian trail to be developed from Glenlyon Parkway east to the

Sussex Creek trail system. Provision for construction of the trail has been secured through the previous subdivision application which created the site.


- 4.3 Services to the site have been provided to the full urban industrial standard as a condition of approval for the Phase I subdivision for the Glenlyon Business Park (Subdivision Reference #135/92). The site has also been filled to achieve full flood-proofing elevations.
- 4.4 Approval of the Ministry of Transportation and Highways to the rezoning will be required.
- 4.5 A complete outline of all proposed prerequisite conditions to the rezoning will be included in a more detailed report to be submitted at a future date, prior to advancing to a Public Hearing.

5.0 **CONCLUSION:**

The proposed development of the head office and training facility for Future Shop is considered to be consistent with the land use objectives of the Glenlyon Business Park component of the Big Bend Industrial area and is supported. It is therefore recommended that Council authorize staff to work with the applicant towards the preparation of a plan of development suitable for presentation to a Public Hearing to be the subject of a further report to Council.

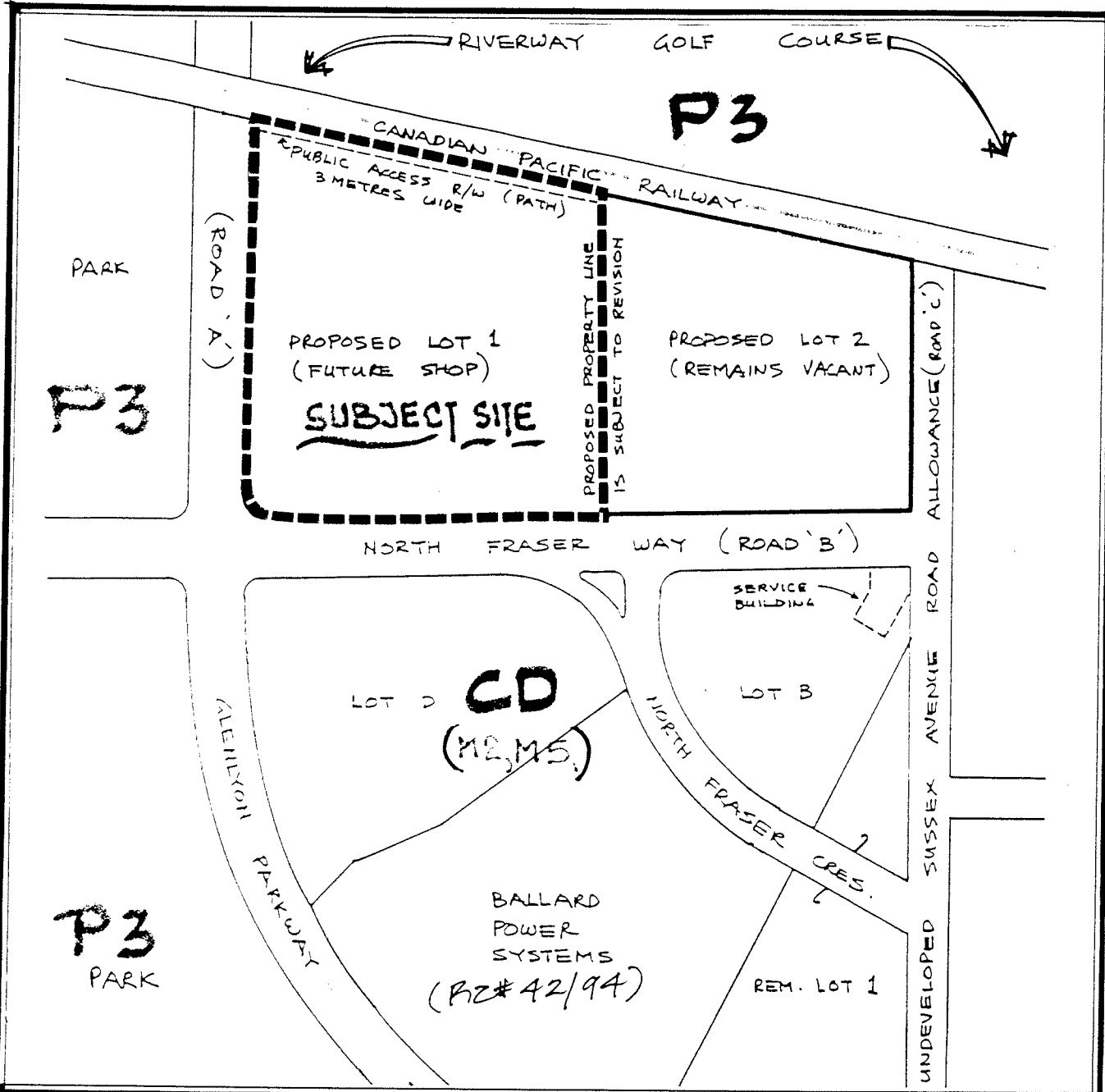
6.0 **RECOMMENDATION:**

- 6.1 **THAT** staff be authorized to work with the applicant towards the preparation of a plan of development suitable for presentation to a Public Hearing, with the understanding that a further report will be submitted at a later date.



PS: gk
Attach

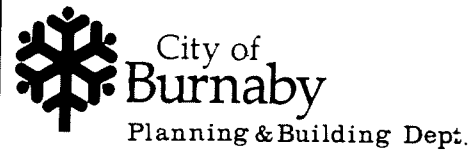
cc: Director Engineering
Director Recreation & Cultural Services



Date:
NOVEMBER 1995

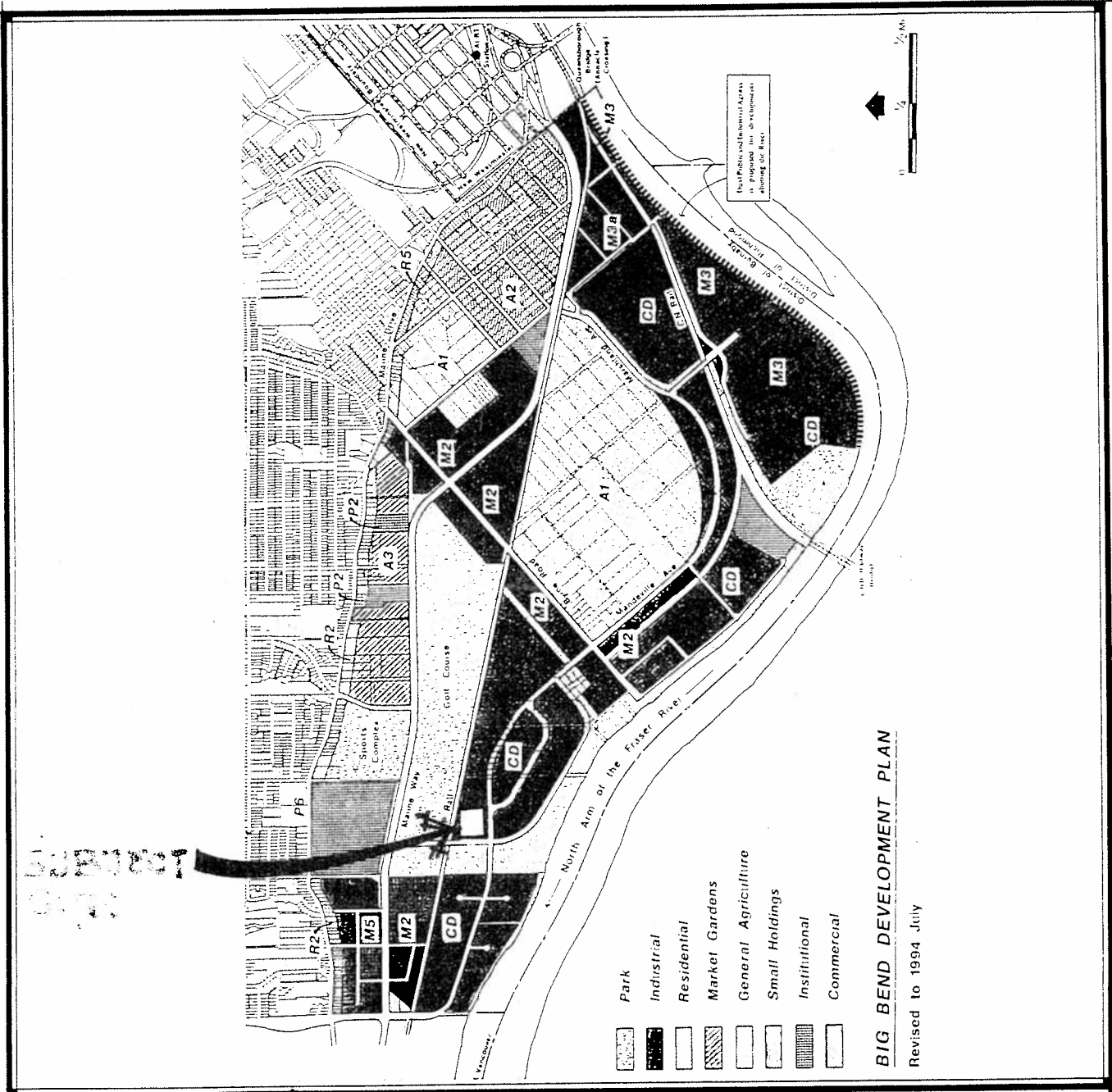
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Drawn By:



REZONING REFERENCE # 45/95

SKETCH # 1



Date:
NOVEMBER 1995

Scale:
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Drawn By:



REZONING REFERENCE # 45/95

SKETCH # 2

Real Estate
Immeubles

October 30, 1995

City of Burnaby
Planning & Building Inspection
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Attention: Mr. Don Stenson
Director of Planning

Dear Sir:

Re: Application for Rezoning
Glenlyon Business Park

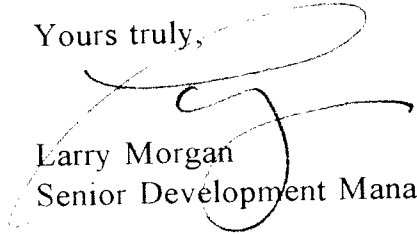
In January 1994 Burnaby City Council granted rezoning for CN Real Estate's Glenlyon Business Park in South Burnaby and in March of 1995 approved the rezoning of a parcel to accommodate Ballard Power Systems. The installation of roads, services and amenities in Phase 1 together with the nearing completion of Ballard's building provides a unique environment for business park development.

CN Real Estate is pleased to submit this application for our next development project. We are asking for the rezoning of an approximately 8.0 acre parcel in the first phase of the park to accommodate the 120,000 sq. ft. (90,000 sq. ft. floor plate and 30,000 sq. ft. finished mezzanine) head office facility for Future Shop.

Future Shop is Canada's largest retailer of computers, and consumer electronic products and is a major retailer of appliances. Since 1982 Future Shop has grown from an initial store located in Vancouver to a chain of over 43 stores located throughout Canada and four stores in the Pacific Northwest of the United States. Future Shop continues to grow and anticipates having in excess of 500 people relocate to their new head office facility in Glenlyon Business Park. The building will be for office use only and will not be used for warehousing or retail activities. The facility will be located in the corner of Glenlyon Parkway and North Fraser Way overlooking Riverway Golf Course.

We ask therefore that Council accept this rezoning application and will direct staff to work together with CN Real Estate and Future Shop to prepare a suitable plan of development.

Yours truly,



Larry Morgan
Senior Development Manager

LM/cg

CITY OF BURNABY

PLANNING AND BUILDING REZONING REFERENCE #46/95 1995 November 20

ITEM #7

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Peter K. Chu Architect
#210 - 6939 Hastings Street
Burnaby, B.C. V5B 1S9
- 1.2 Subject: Application for the rezoning of:
Lot 57, D.L. 216, Group 1, NWD Plan 10936
- From: R2 Residential District
- To: R2a Residential District
- 1.3 Address: 7353 Braeside Drive
- 1.4 Location: The subject site is located at the northerly end of Braeside Drive, between Barnet Road and Ridge Drive (see attached Sketch).
- 1.5 Size: The site is irregular in shape with an area of 3,520.9m² (37,899 sq.ft.) and a width of 29.75m (97.6 ft.)
- 1.6 Services: The Director Engineering will be requested to provide all relevant servicing information.
- 1.7 Rezoning Purpose: The purpose of the proposed rezoning bylaw amendment is to permit the development of a single-family dwelling with a floor area greater than that permitted under the prevailing zoning.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

The subject site is occupied by an older moderate-sized single-family dwelling. The site slopes steeply down to the northwest and is covered by a significant number of mature trees and brush. Single-family dwellings are located to the north, south, east and west of the site. There are also two other properties zoned R2a District to the northeast and southeast of the subject site. Vehicular access is available to the site from Braeside Drive, which is constructed to an interim standard.

3.0 BACKGROUND INFORMATION:

The R2a zoning district requires a minimum lot area of 1,000m² (10,764 sq.ft.) and a minimum width of 27.5m (90.2 ft.). The subject site has a lot area of 3,520.9m² (37,899 sq.ft.) and a lot width of 29.75m (97.6 ft.) and is thus eligible for rezoning to the R2"a" Residential District. In this zoning district, lot width is measured on irregular shaped lots as an average lot width throughout a depth of 30m (98.43 ft.)

4.0 GENERAL DISCUSSION:

4.1 Under the current R2 Residential District zoning, the permitted density of development for the subject site shall not exceed 440m² (4,736 sq.ft.) of gross floor area. Under the proposed R2"a" District zoning, a single-family dwelling may be permitted up to a theoretical maximum Floor Area Ratio of 0.60 or 2,112.5m² (22,739.9 sq.ft.) gross floor area for the subject site. The applicant has not submitted any development plans in connection with this rezoning at this time.

4.2 The subject site is relatively unique in terms of the steep grades on and around the site and the heavily treed nature of the site. The properties to the south across the cul-de-sac are significantly higher than the road and even higher than the proposed dwelling location. With the grade difference and the retention of the existing mature trees along the east property line, the proposed dwelling should not have any impact.

The dwelling to the east at 7356 Braeside Drive is also significantly higher than the proposed dwelling. The grade difference and the retention of mature trees on the site should mitigate any impacts.

The dwelling to the southwest at 7345 Braeside Drive is lower than the subject site and is also well screened by mature trees.

Across the rear lane to the northwest, there are six single-family dwellings which are significantly lower than the lane and even lower than the proposed dwelling. While any dwelling developed on the site will overlook these residences, the extreme grade differential, the distances between the dwellings and the retention of trees along the lane should reduce any impacts.

4.3 The applicant has indicated that in addition to rezoning the site to the R2"a" District, that he will be applying to the Board of Variance for variances in the permitted dwelling height and building depth.

The applicant has previously sought variances for a single-family dwelling on this site on two occasions based on two different designs. The first appeal was for variances in the building height, front yard setback requirements (due to front yard averaging) and the building depth.

The second appeal was for variances in the building height and front yard setback due to front yard averaging. The second dwelling proposal showed a significantly different design, which resulted in a dwelling which follows the slope of the site in a terraced fashion but technically resulted in a greater dwelling height. In both cases, this Department did not object to the appeals. However, the Board of Variance denied both appeals.

While our preliminary site assessment would indicate that some variances may be appropriate to accommodate a reasonable house design, which will not adversely impact the surrounding properties, the submission of development plans in connection with this rezoning is required to enable staff to adequately assess any further requested variances.

Council concurrence with this report will permit staff to work with the applicant towards the preparation of a suitable plan of development. Should the resulting suitable plan of development require variances in the Zoning Bylaw, the applicant would need to apply to the Board of Variance for approval of the variances.

If the Board of Variance were to approve such variances in connection with the proposed R2"a" District dwelling, the Public Hearing report would include reference to the variances. Upon the granting of Second Reading to the bylaw amendment, the applicant would be required to enter into a Covenant certifying that the land shall be developed in accordance with the submitted suitable plan of development.

5.0 CONCLUSION:

In light of the extreme slopes on and around the site, the significant mature trees on the site and the large distances from the adjacent dwellings, the Planning and Building Department has concluded that a suitable plan of development could be submitted which would allow the proposed single-family dwelling to increase its gross floor area beyond that currently permitted under the R2 District zoning and yet still reflect a dwelling which is compatible with the surrounding dwellings.

The development plan should indicate the retention of as many mature trees as possible and supplemental planting to screen the proposed dwelling from the neighbouring

The development plan should indicate the retention of as many mature trees as possible and supplemental planting to screen the proposed dwelling from the neighbouring dwellings where potential overlook and massing impacts may arise, such as along the northwest property line. The dwelling should be carefully sited and landscaped, and respect the slope of the land to mitigate potential impacts on the adjacent dwellings.

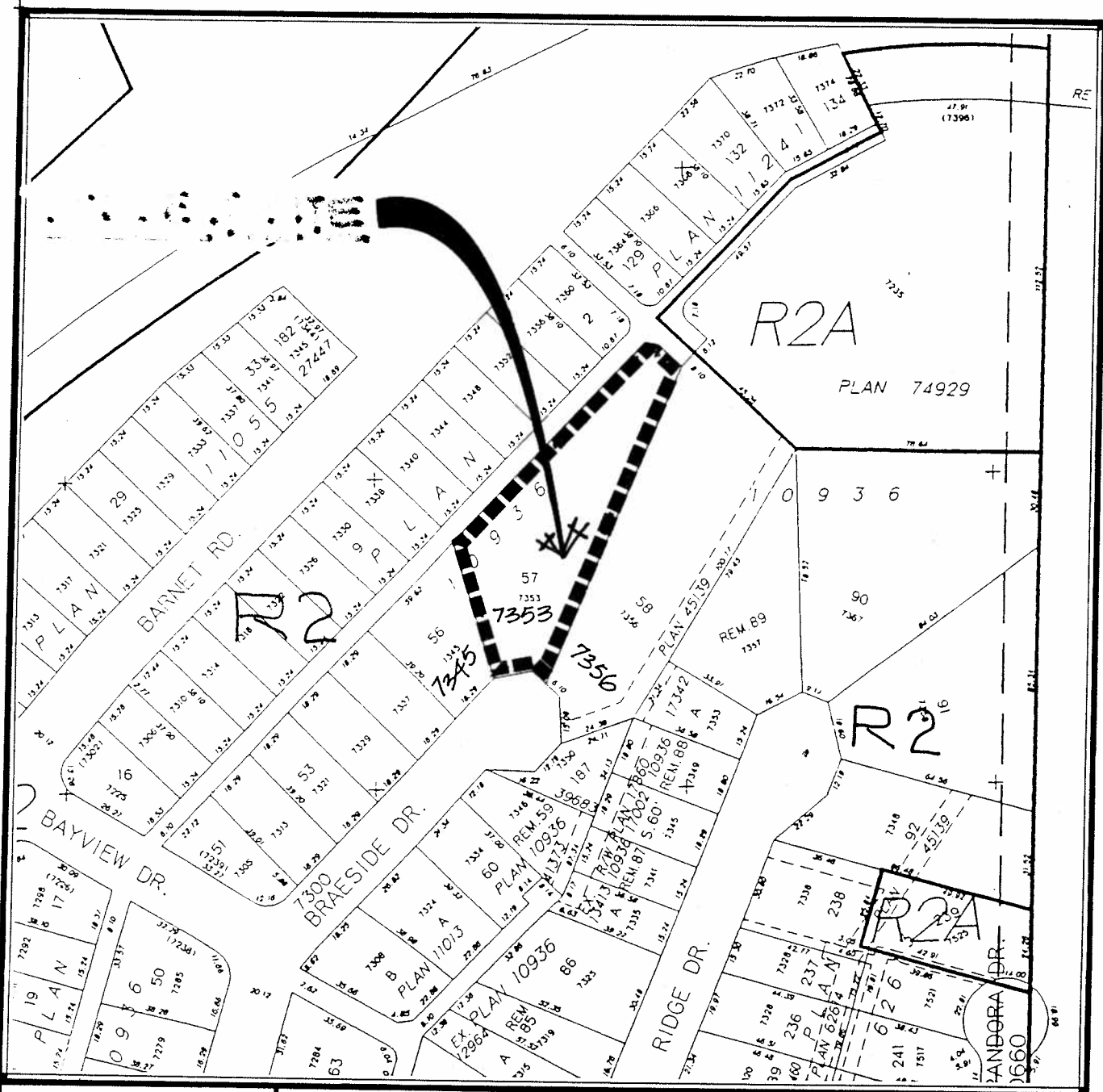
6.0 RECOMMENDATION:

- 61. **THAT** staff be authorized to work with the applicant towards the preparation of a suitable plan of development for presentation to a Public Hearing.



BW:gk
Attach

cc: City Clerk



Date:
NOVEMBER 1995

Scale:
1:2000

Drawn By:
J.P.C.



City of
Burnaby
Planning & Building Dept.



North

REZONING REFERENCE # 46/95
7353 Braeside Dr.

Peter K. Chu Architect
#210 6939 Hastings St.
Burnaby, B.C.
V5B 1S9

October 31, 1995

City of Burnaby
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Re: Application for Rezoning for
7353 Braeside Drive

To whom it may concern:

We would like the City of Burnaby to consider our application for rezoning the above noted site from R2 to R2a. The site is currently occupied by a vacant single family dwelling which would be demolished to allow for the construction of a new single family dwelling.

Our reasons for requesting the rezoning are as follows:

1. The site has an area of 37,719 sq.ft. which is significantly larger than those in the neighbourhood. We are requesting the additional floor area to build a house which would be more in scale with the site.
2. The visual impact of a large single family dwelling from the front street will be minimal. The site slopes at a 10 percent gradient from the street, thereby creating natural physical and visual barriers to the neighbouring houses. Due to the slope and distance of the required front yard setback the visibility of any proposed development will be minimized.
3. A larger proposed single family dwelling on the subject site will have a minimal impact on its neighbouring sites. Upon study of the properties adjacent to the site it has been determined that the proposed development will have its greatest impact on those sites across the lane to the northwest. The houses across from the lane have a view of the subject site from their backyards but because of the slope of the topography between the site and the neighbouring houses, the visibility will be minimized.

In addition to the application for rezoning, we will be applying to the Board of Variance for the following items:

1. A building height across the rear of 37.0' and across the front of 31.8' where a maximum height of 29.5' for a sloping roof is permitted. Calculation of the building height as prescribed in the Burnaby Zoning By-law severely limits the size of new developments on steep sloping sites. The gross floor area of the proposed single family dwelling on the subject site is virtually half of the maximum allowable if it were to be built within the calculated height envelope.
2. A proposed depth of 75' where a maximum of 60' is permitted. If the rezoning application from R2 to R2a is approved, the increase in building depth will be used to accommodate some of the additional floor area.

We trust that the explanation in requesting the rezoning is satisfactory.

Yours Truly,



Peter Chu, MAIBC

CITY OF BURNABY

PLANNING AND BUILDING
REZONING REFERENCE #47/95
1995 November 20

ITEM #8

1.0 GENERAL INFORMATION:

- 1.1 Applicant: Gustavson Wylie Architects
#908 - 888 Dunsmuir Street
Vancouver, B.C. V6C 3K4
- 1.2 Subject: Application for the rezoning of:
Lot K, D.L. 70, Group 1, NWD Plan 71013
- From: CD Comprehensive Development District (based on
M5 Light Industrial District) and C7 Drive-In
Restaurant District.
- To: Amended CD Comprehensive Development District
(based on M5 Light Industrial District) and C7
Drive-In Restaurant District.
- 1.3 Address: 4400 Still Creek Drive
- 1.4 Location: The subject site is located in the Willingdon Business Park on the
east side of Still Creek Drive, west of Willingdon Avenue and
north of the Trans Canada Highway (see attached Sketches #1 and
#2)
- 1.5 Size: The site is irregular in shape, encompassing approximately
16,820m² (4.16 acres).
- 1.6 Services: The Director Engineering will be requested to provide all relevant
servicing information.
- 1.7 Rezoning
Purpose: The purpose of the proposed rezoning bylaw amendment is to
permit the building of a multi-storey office building over an above-
ground parking structure.

2.0 NEIGHBOURHOOD CHARACTERISTICS:

The subject site is located in Burnaby's Central Valley industrial belt, west of Willingdon Avenue and north of the Trans Canada Highway in the area known as the Willingdon Business Park. The site is flat and low and occupied by the two storey MacDonal's office building incorporating a restaurant with a drive-through facility. Still Creek runs along the southern edge. Stands of trees border the banks of the watercourse and the Willingdon Avenue frontage. To the north, across Still Creek Avenue, lie vacant lands slated for industrial redevelopment. To the south beyond the publicly-owned Still Creek corridor is the Trans Canada Highway and to the southwest vacant land intended for office/warehouse redevelopment in line with the Willingdon Park Community Plan. To the northwest is the vacant site subject of Rezoning Reference #14/94 for a three-storey office/warehouse building which received Third Reading on 1995 July 10. To the east, across Willingdon Avenue, are the partially developed Still Creek Project lands designated for light industrial development.

3.0 BACKGROUND:

3.1 The site lies within the Willingdon Business Office Park area and was previously rezoned for Comprehensive Development under the M5 District guidelines (Rezoning Reference #61/84).

3.2 The site was rezoned to "Amended" Comprehensive Development for the existing MacDonal's regional head office building incorporating a restaurant with a drive-through facility through Rezoning Reference #63/85.

3.3. To date, several other buildings within the park have been completed. In the process, the need to revise the Willingdon Park Community Plan to reflect the changing needs and conditions of the new owners and tenants became apparent. The intent of the revised Plan is to provide a clear, comprehensive guide to future development and circulation within the context of overall patterns of growth in Burnaby. The revised Community Plan was adopted in conjunction with the Final Adoption of Rezoning Reference #40/91 on 1995 August 28.

4.0 GENERAL COMMENTS:

4.1 Preliminary Project Description:

The initial proposal calls for a multi-storey office expansion to the existing building of about 39,000 sq.ft. over several levels of above-grade parking. This expansion is sited to the east of the existing building on a portion of the current surface parking lot. While

acknowledging difficult soil conditions, the proposed parking structure requires careful landscape and berming treatments. Architectural integration of both the office addition and parking structure with the original building is important.

4.2 Relationship to the adopted Community Plan

The revised development guidelines for the office park in the Willingdon Park Community Plan show building heights within lots to the south of the Still Creek Drive subject to a height limit of 2 to 4 storeys. Building coverage is limited to 50% of the lot. The density guideline is an FAR of 1.0. Discussions will be pursued with the developer to determine an appropriate development in line with the established guidelines and in a manner similar to previously approved neighbouring structures.

4.3 Servicing Requirements

The City Engineer will assess the need for any further services to the site which was previously serviced at the time of initial construction, including, but not necessarily limited to sanitary sewer upgrading.

4.4 Easements and Covenants

Any necessary easements and covenants for the site are to be provided.

4.5 Access

All vehicular access will continue to be from Still Creek Drive. Ministry of Transportation and Highways' approval is required to the rezoning application.

4.6 Landscape Buffer Strip

The existing clumps of deciduous and underbrush along the creek and Willingdon Avenue frontages will need to be protected during construction with suitable supplementary native landscaping as necessary. A maintenance plan for the area is required.

4.7 Environmental Health Concerns

Environmental Health Services has some concerns about possible site contamination from previous uses which may need addressing in line with current regulations and procedures and a suitable soil study may be requested.

4.8 Rezoning Prerequisites

A complete outline of all proposed prerequisite conditions to the rezoning will be included in a more detailed report to Council at a future date prior to advancing to a Public Hearing.

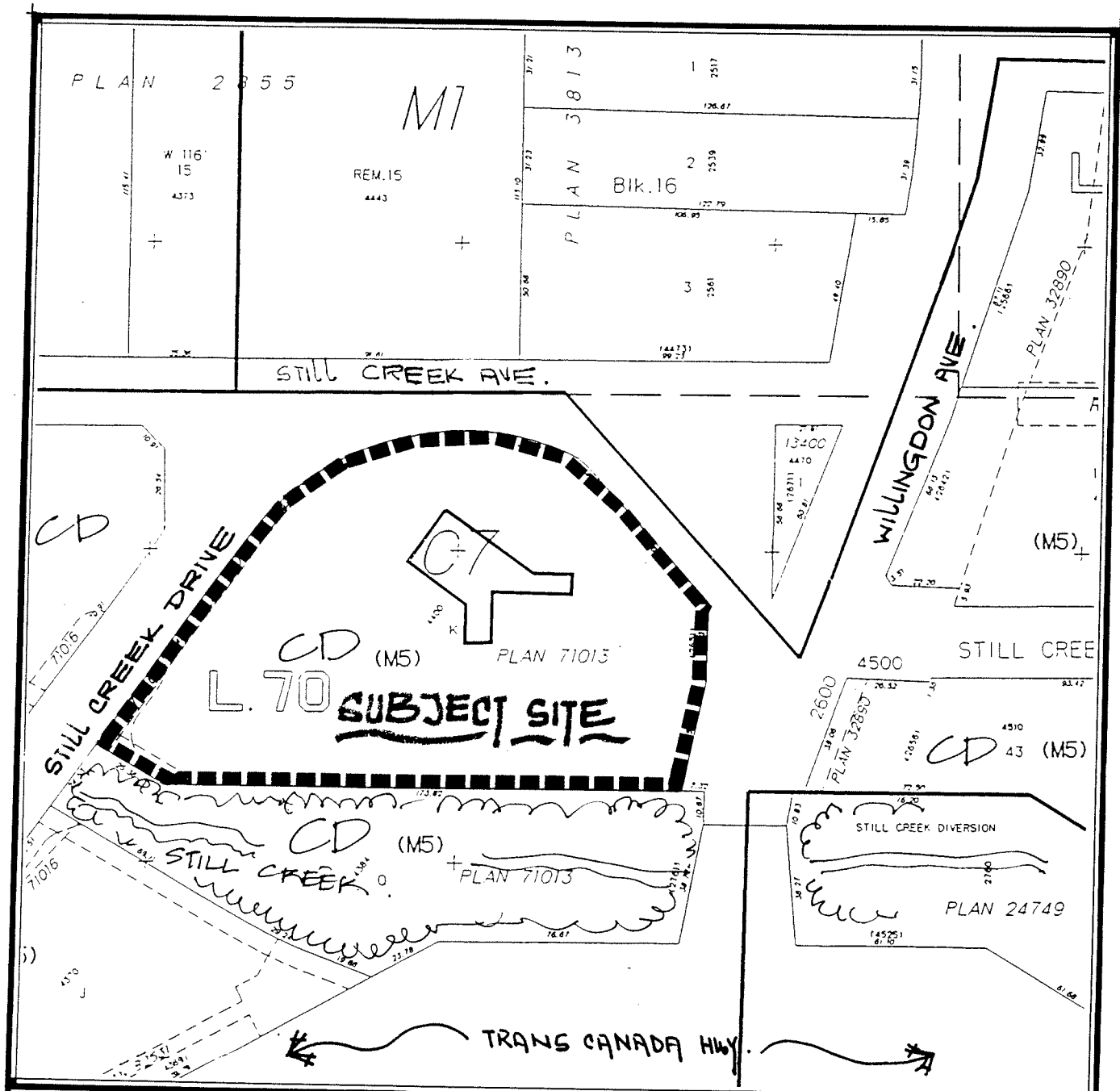
5.0 RECOMMENDATION:

- 5.1** THAT staff be authorized to work with the applicant towards the preparation of a plan of development suitable for presentation to a Public Hearing.



FA:gk
Attach

cc: Director Engineering
Director Recreation & Cultural Services
Chief Environmental Health Officer



Date:
NOVEMBER 1995

Scale:
1:2000

Drawn By:
J.P.C.



City of
Burnaby
 Planning & Building Dept.



REZONING REFERENCE #47/95

SKETCH # 1

SUBJECT SITE

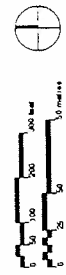
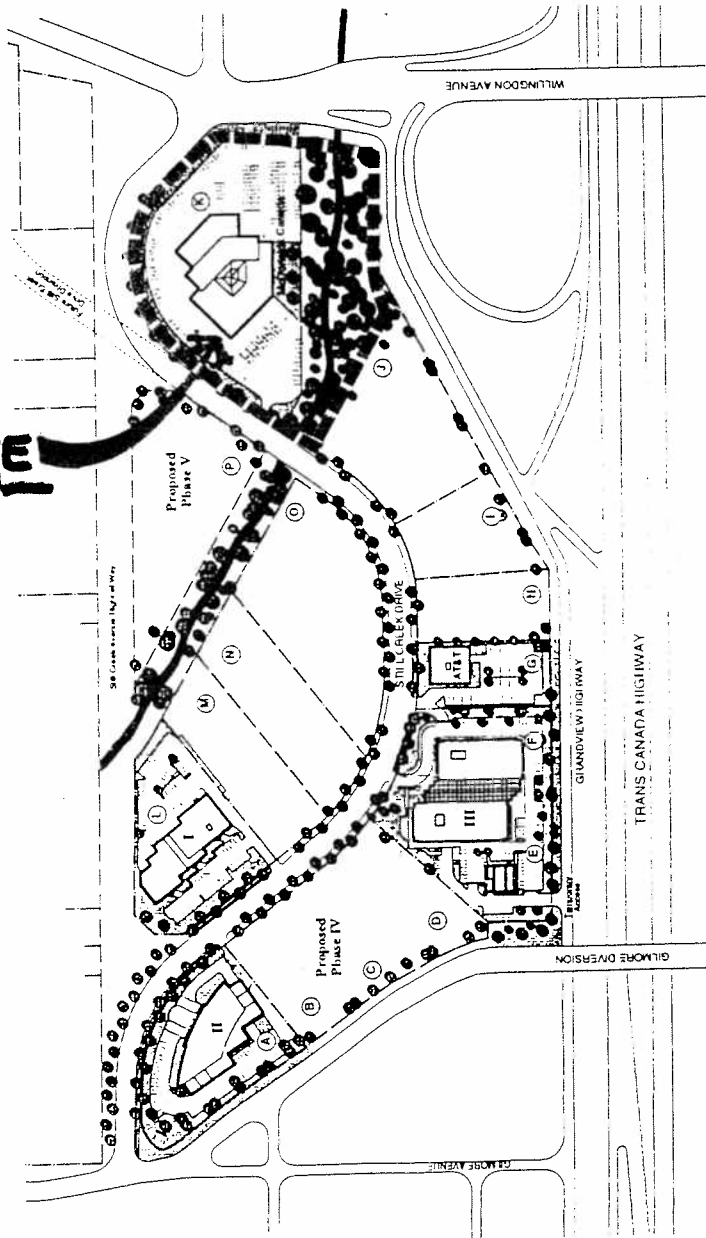


Fig. 3
Existing Development • 1994

WILLINGDON PARK
BY S. CLAYTON ESTATE
CANADA

Willingdon Park • Community Plan

- LEGEND**
- (E) LOT DESCRIPTION
 - (II) COMPLETED PHASES I, II, III
 - (IV) PHASES I THROUGH ZONING APPLICATION (LIT. 3085)
 - (V) PHASES I THROUGH ZONING APPLICATION (LIT. 3085)
 - (VI) PHASES I THROUGH ZONING APPLICATION (LIT. 3085)
- INTERPLAN ARCHITECTURE & PLANNING
FEBRUARY 1995

Date:
NOVEMBER 1995

Scale:
N.T.S.

Drawn By:
J.F.C.



City of
Burnaby
Planning & Building Dept.

REZONING REFERENCE # 47/95

SKETCH # 2

October 31, 1995

The City of Burnaby
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Attention: Planning & Building Inspection Department

Dear Sir;

Re: McDonald's Restaurants of Canada Ltd.
Western Regional Office - Future Expansion
Comprehensive Development
Rezoning Process - Letter of Intent
Our project # 9548.01

This proposed development is to expand the Regional Head Office for McDonald's Restaurants of Canada now located in the Willingdon Business Park. The Original Development was finished in 1987 and comprised 34,590 square feet of office and 10,430 square feet of restaurant. The new proposed development is to expand the office component of the development.

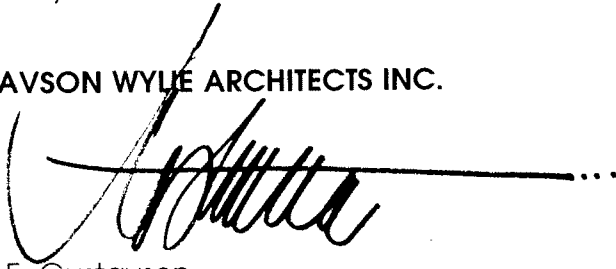
The new proposed office will be comprised of four stories of office, and a parking structure adjacent to the office expansion. The total square footage of the office expansion is 39,000 square feet. The parking provided for the development will be 110 spaces on site after the proposed new building is constructed with an additional 114 spaces in the new parking structure for a total of 224 spaces which exceeds the 208 spaces required by the City of Burnaby.

The Floor Space Ratio of the site is approximately .5 FSR which complies with the community plan prepared for the area by Slough Estates and adopted by the City of Burnaby. Further to the above, the architecture of the proposed office expansion compliments the existing development as well as the existing developments of the Willingdon Business Park and the Slough Estates Community Plan.

The proposed expansion of the site is located to the east of the existing office and south of the restaurant. The site planning of the expansion continues the 100 foot set back from the south property line respecting the environmental concerns of the creek and its habitat. The new expansion will help to reinforce the original building as the gateway to the Willingdon Business Park by not revising the original design but rather completing the composition of the development.

Yours truly,

GUSTAVSON WYLIE ARCHITECTS INC.

A handwritten signature in black ink, appearing to read 'John E. Gustavson', is written over a horizontal line that ends in a series of dots.

John E. Gustavson
MAIBC, MRAIC