

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

JANUARY 29, 1970

Mr. H. W. Balfour,
Municipal Manager.

Dear Sir:

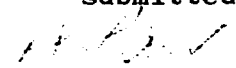
SUBJECT: COMMUNITY PLANS

Under the 1969 Revised Apartment Study, as received by Council, a number of areas throughout the Municipality have been designated as "Community Plan Areas". This designation was introduced where it was felt desirable to take special steps to achieve a high standard of development. This would include consideration of densities, land uses, vehicular movements, land subdivision, major servicing requirements, relationships to existing developments, and possible building locations. Council adoption of such plans will provide a framework for the systematic development of an area as well as providing basic guidelines to be followed by potential developers.

In our report to the Manager dated October 21, 1969, ten "Community Plan Areas" were identified and a priority list established. The Council has recently received our proposal for the first community plan located in Area "L" of the 1969 Revised Apartment Study (i.e. Kingsway and Patterson). The attached reports cover the next three proposed Community Plans in order of priority, located in the following apartment study areas:

- AREA "M" (Maywood - South of B.C. Hydro Right-of-way)
- AREA "A" (Hastings Street - Boundary to Willingdon)
- AREA "L" (Kingsway at Nelson)

Respectfully
submitted,


A. L. Parr,
Planning Director.

RKE/has

APARTMENT STUDY 1969 - AREA "M"

MAYWOOD COMMUNITY PLAN AREA #2

Under the 1969 Revised Apartment Study, a portion of the Maywood area has been proposed for comprehensive high density apartment development, providing for a variety of accommodation. This area, which is well-defined by the B.C. Hydro R. of W. and Beresford Street to the North; Willingdon Avenue and its proposed extension to Patterson Avenue to the East and South; and Central Park to the West, has been designated as a "Community Plan Area". This Department has therefore prepared the following report and attached plans which indicate a conceptual proposal for the development of the area, including a possible road and subdivision pattern.

The proposed street pattern is related to the Willingdon Avenue extension, which allows for the closure of a portion of Patterson Avenue and the development of an uninterrupted link with Central Park. The new road connection between Patterson Avenue and Willingdon Avenue has been proposed approximately 400 feet North of Maywood Street, thus providing for a larger, more readily developable area South of the new road as well as maintaining a large area to the North. By adjustments to Kathleen Avenue and portions of Wilson Avenue and Maywood Street, two major development areas are created and served by short cul-de-sacs which would provide vehicular access to a variety of sites while prohibiting through traffic. The unnecessary road allowances could then be developed as open space and used to provide major pedestrian movements to and from Central Park.

A further result of the Willingdon Avenue extension will be the creation of a potential development area defined by Imperial Street, Willingdon Avenue and the extension. As this area is relatively small and will be separated from the "Community Plan Area" by a major North - South traffic artery, it would seem appropriate for its development to be similar to the adjacent RM3 development to the East.

A detailed examination of the proposed Community Plan Area has been made, and from this, the following statistics and recommendations are derived.

As noted earlier, the 1969 Revised Apartment Study designated the area for high density Apartment development, and therefore the unit density could be assumed to be approximately 100 units/acre. As the gross area (excluding perimeter roads) is approximately 27 acres, this would result in a total potential of approximately 2700 dwelling units. Assuming an estimated figure of 2.3 persons per unit for high density apartments, this would produce a population density of approximately 230 persons per acre, or a total population of approximately 6200 persons.

Using these gross figures, the requirements for schools, parks, transportation, services and commercial facilities were considered and the following conclusions arrived at:

1. SCHOOLS - the requirement for school facilities generated by high density apartment developments is normally minimal and can usually be accommodated by existing school facilities. As noted in the 1969 Revised Apartment Study, the student enrolment in the Maywood Elementary School dropped from 450 in 1966 to 380 in 1969, while during the same period the number of apartment units increased from 993 to 2118.

The assumption that additional school facilities will not be required will be valid provided the type of accommodation is not family oriented. However, it is possible to introduce

a variety of accommodation within a high density apartment development which could include a percentage of family units and therefore add to the need for school facilities. It would therefore be advisable to re-examine the need for schools from time to time, especially when proposed developments are submitted for approval.

2. **PARKS** - The close proximity to Central Park and its developed recreational facilities make it reasonable to assume that additional park facilities are not required for the development of the proposed community plan area.
3. **TRANSPORTATION** - The need for additional roads, based on the possible maximum development of the community plan area has been examined by this Department. It would appear from this examination that with the proposed widening and extension of Willingdon Avenue, adequate routes for distributing the increased volumes of traffic will be available. These routes would include Patterson Avenue, Wilson Avenue and Willingdon Avenue to the North, and Maywood Street and Willingdon Avenue to the South and East.

The increase in traffic volumes generated by the proposed high density apartment developments would be influenced by the use of public transit systems, which at the present time are estimated to carry approximately 15% of the total traveling population in this area. It is logical to assume that, with the introduction of faster, more convenient public transit systems, this percentage would increase.

Finally, the control of potential parking problems will depend on the adequacy of the regulations regarding off-street parking requirements and the future standards for roads in high density apartment areas.

4. **SERVICES** - The need for additional services based on the possible maximum development of the community plan area has been discussed with the Engineering Department. It would appear from these discussions that the existing major services will be adequate, with the exception of sanitary sewers. These have recently been examined by the Engineering Department and a new sanitary sewer system is being designed for the area.
5. **COMMERCIAL FACILITIES** - The close proximity to existing and potential future commercial facilities leads us to the conclusion that additional major facilities, as a result of the proposed high density apartment developments, will not be necessary. However, the idea of introducing a limited amount of personal service commercial within a comprehensive apartment scheme, to serve the local residents, is possible, and should be encouraged.

A conceptual development and a possible subdivision plan have been prepared and form a part of this report. The following comments relate to the content, staging and implementation of these plans, (a copy of the applicable apartment area plan has also been attached). The various sites and areas have been identified by number and are referred to by number.

As noted earlier in the report, the gross area of the proposed community plan area is approximately 27 acres. The proposed subdivision plan would divide this area into 8 possible apartment sites ranging from 2.3 to 3.9 acres (net area). The

maximum density of development for these sites would depend on the allowed Floor Area Ratio.

As an example:

- Site #1 has an approximate site area of 3.9 acres.
- assume max. F.A.R. of 2.2 for RM5 development
- max. gross floor area = $2.2 \times 3.9 \times 43,560$
= 373,745 square feet
- assume 600 sq. ft./floor for high-rise tower
= 62 floors (three towers)
- assume 3 units/floor = 496 units
- assume 2.3 persons/unit = 1140 persons

The actual staging and implementation of the development of the community plan area would depend on various aspects related to individual sites.

Site number 1 is currently developed for single family use only and could be redeveloped by removing the existing dwellings, consolidating the existing lots and lane allowances, dedicating a small portion of cul-de-sac and removing an existing sanitary sewer in the lane allowance. The ultimate closure of portions of Wilson Avenue as shown on the attached plans would not be required for the development of this site. As mentioned earlier, an improved sanitary sewer system will be required for the entire area and the Engineering Department is presently examining this problem.

Sites 2 and 3 would depend on each other for development, as the closure of a portion of Kathleen Avenue and a resubdivision of the area into two sites would be required. Two major existing developments fall within these sites (i.e. the Safeway Egg Plant and Fresh-Pak Ltd.). The relocation of these industrial uses will be the most difficult aspect of developing this area, and we have therefore assumed that these sites will be the last to develop. Further to this problem, it would be desirable for the Municipality to assist in relocating existing uses which conflict with adopted long-range development goals.

The development of Site 4 would depend on the development of Site 5, as the closure of a portion of Kathleen Avenue and a resubdivision of the area would be required. It would therefore be desirable for the two sites to develop together. Further, the dedication of a new cul-de-sac and its construction, and the dedication of appropriate portions of the new road allowance between Patterson and Willingdon and its construction, would also be required. Finally, there is a future widening required along the West side of Willingdon Avenue which would affect sites 3, 5 and 7.

Sites 6 and 7 could develop on their own with the dedication and construction of the appropriate portions of the new road allowance between Patterson and Willingdon. The proposed closures of Maywood and Patterson would not be required for the development of these sites. The development of Site 6 would, however, require the closure of a portion of Kathleen Avenue and the removal of existing services.

The development of Site 3 will depend upon the completion of the proposed Willingdon Avenue extension, but not necessarily on the closures of the portions of Patterson Avenue and Maywood Street as noted on the attached plans. In conjunction with this site, the Willingdon Avenue extension will also allow for the development of area 1C (as noted on the attached plan) for additional RM2 type apartments.

In conclusion, it is the aim of this report to establish a preliminary concept for the development of the subject area with respect to densities, land uses, vehicular movements, land subdivision, major servicing requirements, relationships to existing developments and possible building locations. We would request Council acceptance of the preliminary development plans, as outlined in the report, as the framework from which more detailed proposals can be developed by both the Municipality and private developers.

LEGEND

I.-8. PROPOSED R.M.5 SITES

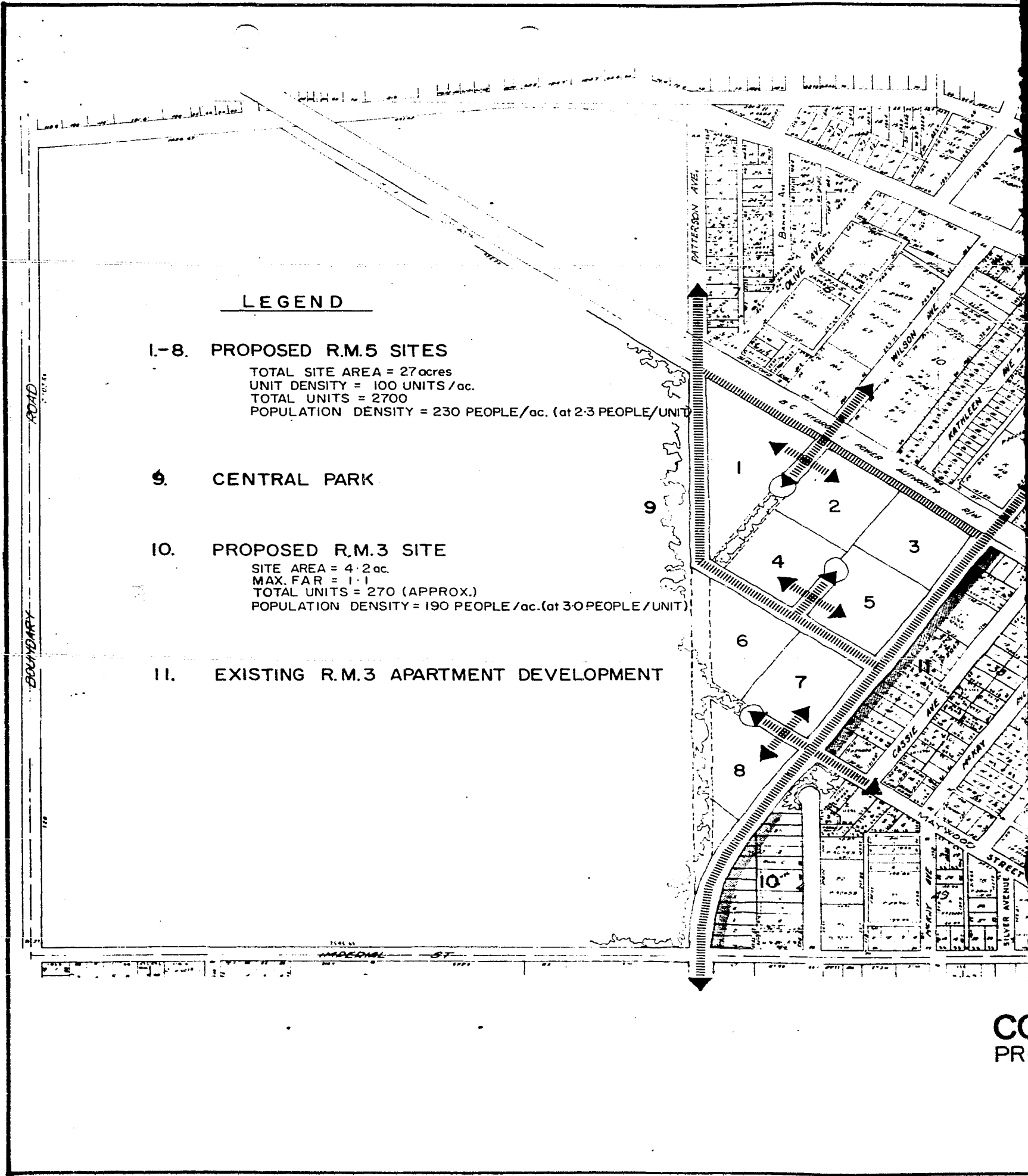
TOTAL SITE AREA = 27 acres
UNIT DENSITY = 100 UNITS/ac.
TOTAL UNITS = 2700
POPULATION DENSITY = 230 PEOPLE/ac. (at 2.3 PEOPLE/UNIT)

9. CENTRAL PARK

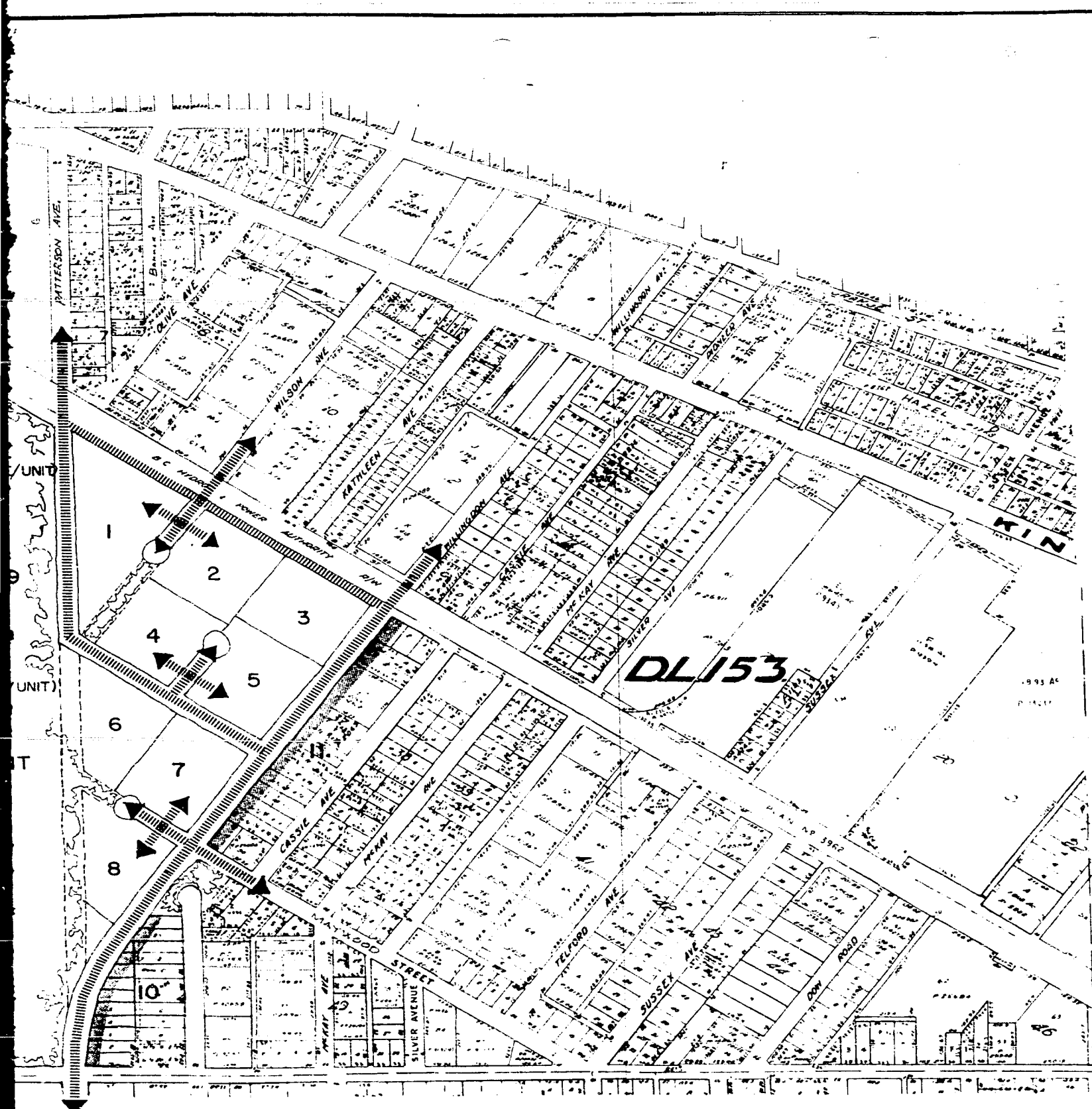
10. PROPOSED R.M.3 SITE

SITE AREA = 4.2 ac.
MAX. FAR = 1.1
TOTAL UNITS = 270 (APPROX.)
POPULATION DENSITY = 190 PEOPLE/ac. (at 3.0 PEOPLE/UNIT)

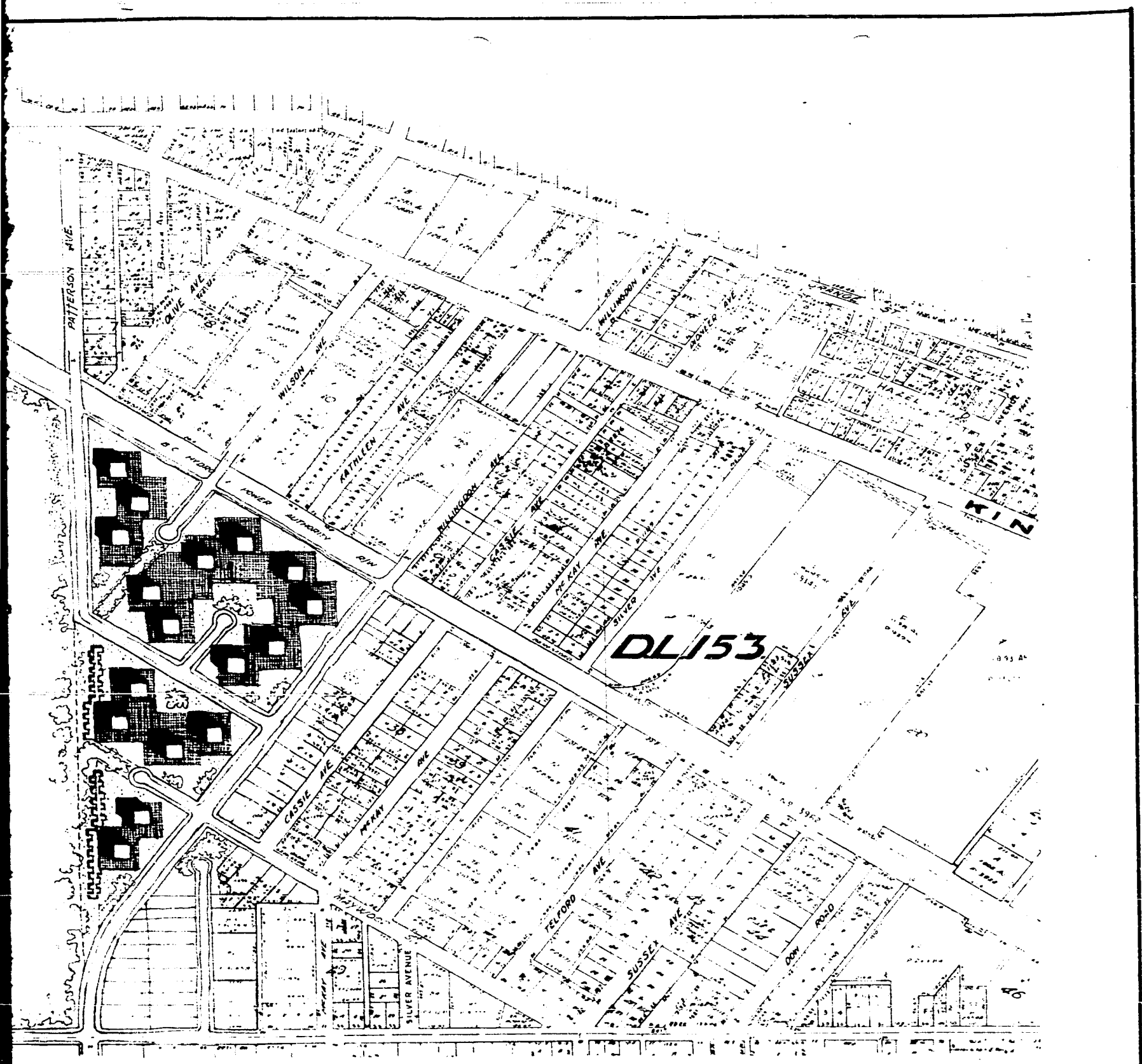
II. EXISTING R.M.3 APARTMENT DEVELOPMENT



CO
PR



COMMUNITY PLAN - AREA "M"
PROPOSED SUBDIVISION



COMMUNITY PLAN - AREA "M."
PROPOSED DEVELOPMENT

APARTMENT STUDY 1969 - AREA "A"
HASTINGS STREET COMMUNITY PLAN AREA #3

Under the 1969 Revised Apartment Study, two sectors of the Hastings Street area have been proposed for comprehensive high density apartment development. While the area bounded by Albert, MacDonald, Pender and Boundary has been designated as a "Community Plan Area", the area bounded by Albert, Rosser, Pender and Carlton has not specifically been designated as such. However, the same development criteria should apply to both areas and therefore both have been included in the report. The two areas have been noted on the attached plans as Areas "A" and "B" and will be referred to as such in the report.

In order to develop the individual community plans, the entire Hastings Street area, extending from Boundary Road to Willingdon Avenue, has been examined and a basic concept proposed. This concept establishes high density apartment use, and possibly some limited commercial development at the extremities of the area, changing to high density commercial use at the core of the area (i.e. intersection of Gilmore and Hastings).

Based on this concept, detailed examinations of the two areas have been made and the attached conceptual development and possible subdivision plans prepared (a copy of the applicable apartment area plan has also been attached). The various sites and areas have been identified and are referred to by number.

AREA "A"

Area "A" is bounded by Albert, MacDonald, Pender and Boundary, with the North side of Albert and the South side of Pender being presently developed with RM3-type apartments. The existing commercial development along this portion of Hastings Street is minimal and could be included in proposed comprehensive development schemes. The Hastings Street Urban Renewal project falls within the area and development proposals for it will be examined to ensure that they relate to the development of the two adjacent areas which are not included in the Urban Renewal Scheme.

In line with the basic concept, the development would be primarily Multiple Family apartments at the Westerly end of the area with commercial development located towards the core. Sites 1, 2 & 3, as indicated on the attached plans, are therefore proposed for high density apartment use with some limited personal service commercial at the Hastings Street elevation. It is further proposed that these areas be developed as through sites from Albert to Hastings and Hastings to Pender, with the grade differences in the area being used to establish terraced developments which would separate the commercial level from the Multiple Family Apartment level, and the vehicular movement from the pedestrian movement. Site 4 is a new RM3 apartment development presently under construction, and as such, limits the use of Site 5 to some form of commercial development. Site 6 is the Hastings Street Urban Renewal area and Sites 7 and 8 are the two privately-owned adjacent sites which are not included in the renewal scheme. These sites have been proposed for High Density apartment use and should be developed in such a manner that they form an integral part of the Urban Renewal scheme. Finally, Site 9 has been proposed for future commercial development, the density and use of

which will be established as a result of the proposed high density apartments and the subsequent increased local population.

The following is a detailed examination of the potential development of possible individual sites as noted on the attached plans.

Site 1 has been shown as having a potential for two sites although it could be developed as one large project. The proposed use is primarily high density apartment with limited commercial use on a lower level to serve the occupants of the development. The site has a potential of approximately 380 apartment units, based on the maximum allowable development under RM5 regulations without commercial development (as noted on the attached plans). The introduction of commercial areas would reduce the allowable apartment development. The ratio of apartment use to commercial use would be determined by the percentage of floor area in any one use to the total area, based on C3 and RM5 zoning categories.

Site 2, which has been proposed for the same form of development as Site 1, is slightly smaller in area and therefore the only difference would be in the total number of apartment units. This site has a potential of approximately 360 units, based on the maximum allowable development under RM5 regulations without commercial development.

The Easterly boundary of Site 3 has been determined by the new RM3 apartment which is presently being constructed on Site 4 as noted on the attached plans. The type of development which has been proposed would be similar to Sites 1 and 2, and at the same unit density would allow for a maximum development of approximately 190 apartment units.

The basic concept for development of the Urban Renewal area (Site 6) is mixed commercial and high density apartment development for the area between Ingleton and MacDonald and high density apartment use for the Westerly portion between Ingleton and Esmond. It is proposed that this area be developed comprehensively under C3 and RM5 regulations. It is further proposed that sites 7 and 8, the two privately-owned areas adjacent to the urban renewal site, be developed under RM5 high density apartment regulations. As noted earlier, Sites 6, 7 and 8 should be developed in such a way that the final outcome is a complete and integrated project rather than three separate projects that bear no relationships to one another. Site 7 has a potential of approximately 100 apartment units, while Site 8 has a potential of approximately 190 apartment units based on the maximum allowable development under RM5 regulations.

AREA "B"

Area "B" is bounded by Albert, Rosser, Pender and Carlton, with the North side of Albert and the South side of Pender fully developed as single family residential areas. Similar to Area "A", the existing commercial development is minimal and could be included in proposed comprehensive development schemes. Therefore, in keeping with the basic concept, this area is pro-

posed for high density apartment development in conjunction with limited commercial. Further, the area should be developed with through sites extending from Hastings to Albert and Hastings to Pender.

The following is a detailed examination of the potential development of possible individual sites as noted on the attached plans.

Site 10 has been shown as having a potential for three sites, although it could be developed as one large project. The proposed use is primarily high density apartment, with limited commercial use on a lower level to serve the occupants of the development. The site has a potential of approximately 445 apartment units based on the maximum allowable development under RMS regulations without commercial development. As noted in Area "A", the introduction of commercial areas would reduce the allowable apartment development.

Sites 11, 12 and 13 have been proposed for the same form of development as Site 10, with the only variations being in the size of the site and therefore in the number of apartment units. The maximum potential apartment developments of Sites 11, 12 and 13 are 430, 440 and 445 respectively.

The development of any one of the potential sites in the Hastings Street area would depend primarily on a consolidation of sufficient property and the redevelopment of existing strip commercial and residential uses.

The proposed road pattern for the total area would maintain Hastings Street at its present arterial level with some widening at the Westerly end, and would develop Pender and Albert as through streets, between Boundary and Willingdon. These would also serve as collectors for local commercial and residential traffic.

As a part of the Hastings Street Urban Renewal scheme, a portion of Ingleton between Hastings and Pender will be closed and used as a pedestrian open space. Further to this proposal, it would be logical to close the corresponding portion of Ingleton on the North side of Hastings and establish a continuous pedestrian walkway between Pender and Albert with the possibility of constructing a pedestrian level over Hastings Street.

It is also proposed that, in order to reduce the many North - South intersections with Hastings Street, Madison Avenue between Albert and Pender be closed and developed as another North - South pedestrian link with the possibility of a pedestrian level over Hastings Street.

Finally, it is proposed that Boundary Road, Gilmore and Willingdon would be maintained as the major North - South routes, with Esmond, MacDonald, Carlton and Rosser serving as secondary access or loop roads.

In conjunction with the proposals as set forth in this report, the requirements for schools, parks, transportation, services and commercial facilities were considered, resulting in the following conclusions:

1. SCHOOLS - The requirement for school facilities, generated by high density apartment development, is minimal and can normally be accommodated by existing school facilities. As noted in the 1969 Revised Apartment Study, the existing schools which serve the area are capable of handling moderate increases in enrolment. The actual student enrolment in the area has dropped slightly over the last few years.

2. PARKS - As noted in the 1967 Review of the Burnaby Park Sites Report, the Burnaby Heights area is one of the oldest and most intensively developed residential districts in the Municipality. It is also one of the most deficient insofar as local parks are concerned. The existing facilities are quite limited and with the introduction of high density apartment development, the situation will become more critical. Opportunities for expanding existing park facilities or developing new ones are limited due to the extensive existing development. It would, therefore, be advisable to establish, as part of any high density apartment proposal in the Hastings Street area, the requirement for a high standard of developed recreational facilities to serve the occupants.

3. TRANSPORTATION - The existing road patterns have been examined with respect to the possible future high density apartment and commercial developments, and it would appear that with the development of Albert and Pender as additional East - West through routes, sufficient roads exist to provide the necessary flexibility for altering and revising the road patterns as future developments take place.

The increase in traffic volumes generated by the proposed high density apartment developments will be influenced by the use of public transit systems. The Hastings Street area is convenient to existing public transit and it is logical to assume that it would be well-used by occupants of any high density apartment development. With the introduction of more extensive public transit systems, which would appear to be the trend for the future, the percentage of use from this area should increase considerably.

Finally, the control of potential parking problems, created by the introduction of high density apartment developments, will depend not only on the adequacy of their off-street parking, but also on the provision of adequate parking facilities related to existing and future commercial developments, and effective Municipal control of on-street parking.

4. SERVICES - The need for additional services based on the possible maximum development of the Hastings Street area has been discussed with the Engineering Department. It would appear from these discussions that the existing major services are adequate to serve the proposed high density apartment and commercial developments. Any minor servicing requirements can form part of the cost of the particular development they serve.

5. COMMERCIAL FACILITIES - The existing commercial facilities in the Hastings Street area are fairly extensive and capable of serving the initial high density apartment development, particularly if some limited personal service commercial facilities are developed as part of the apartment proposals. Should the high density apartment developments ultimately generate a need for more extensive commercial facilities, the areas presently designated for such use will logically develop or redevelop. It is therefore proposed that the development of major commercial facilities in this area should be left until such time as the need is generated.

In summary, this report establishes preliminary concepts for the development of the subject areas, which with Council consent will be used as basic guide plans for the development of individual sites. These concepts will regulate land uses, densities, land subdivision, vehicular movements, possible building locations and relationships to existing developments, and will enable the department and private interests to develop detailed proposals.

1. PROPOSED R.M.5 HIGH DENSITY APARTMENT SITE

SITE AREA = 3.03 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 380 (APPROX.)
 POPULATION DENSITY = 280 PEOPLE / ac. (APPROX.)

2. PROPOSED R.M.5 HIGH DENSITY APARTMENT SITE

SITE AREA = 2.80 ac.
 MAX. F.A.R. = 2.2 ac.
 TOTAL UNITS = 360 (APPROX.)
 POPULATION DENSITY = 290 PEOPLE / ac. (APPROX.)

3. PROPOSED R.M.5 HIGH DENSITY APARTMENT SITE

SITE AREA = 1.55 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 190 (APPROX.)
 POPULATION DENSITY = 280 PEOPLE / ac. (APPROX.)

4. EXISTING R.M.3 APARTMENT SITE

5. PROPOSED C.3 COMMERCIAL

6. HASTINGS ST. URBAN RENEWAL AREA

7. PROPOSED R.M.5 HIGH

SITE AREA = 1.55 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 190 (APPROX.)
 POPULATION DENSITY = 280

8. PROPOSED R.M.5 HIGH

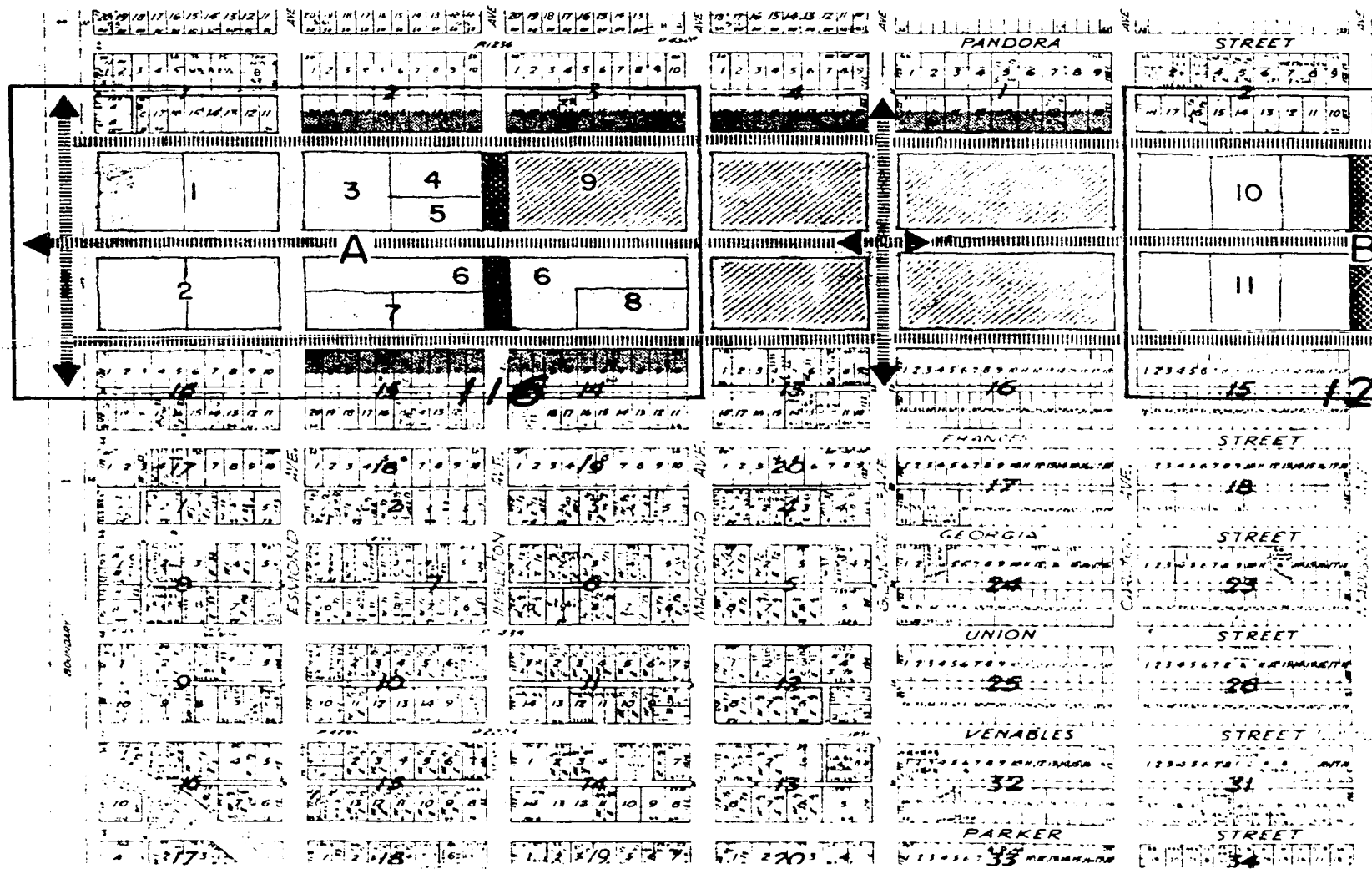
SITE AREA = 0.91 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 100 (APPROX.)
 POPULATION DENSITY = 290

9. PROPOSED C.3 HIGH D


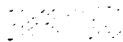


10. - 13. PROPOSED R.M.5

SITE AREA = 3.50 ac.
 (10) MAX. F.A.R. = 2.2
 TOTAL UNITS = 445 (APPROX.)
 POPULATION DENSITY = 290

SITE AREA = 3.40 ac.
 (11) MAX. F.A.R. = 2.2
 TOTAL UNITS = 430 (APPROX.)
 POPULATION DENSITY = 290



LEGEND

-  EXISTING AND PROPOSED R.M.3 MEDIUM DENSITY
-  PROPOSED C.3 COMMERCIAL
-  MAJOR PEDESTRIAN LINKS
-  MAJOR TRAFFIC ROUTES

7. PROPOSED R.M.5 HIGH DENSITY APARTMENT SITE

SITE AREA = 1.55 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 190 (APPROX.)
 POPULATION DENSITY = 280 PEOPLE / ac. (APPROX.)

8. PROPOSED R.M.5 HIGH DENSITY APARTMENT SITE

SITE AREA = 0.91 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 100 (APPROX.)
 POPULATION DENSITY = 250 PEOPLE / ac. (APPROX.)

9. PROPOSED C.3 HIGH DENSITY COMMERCIAL

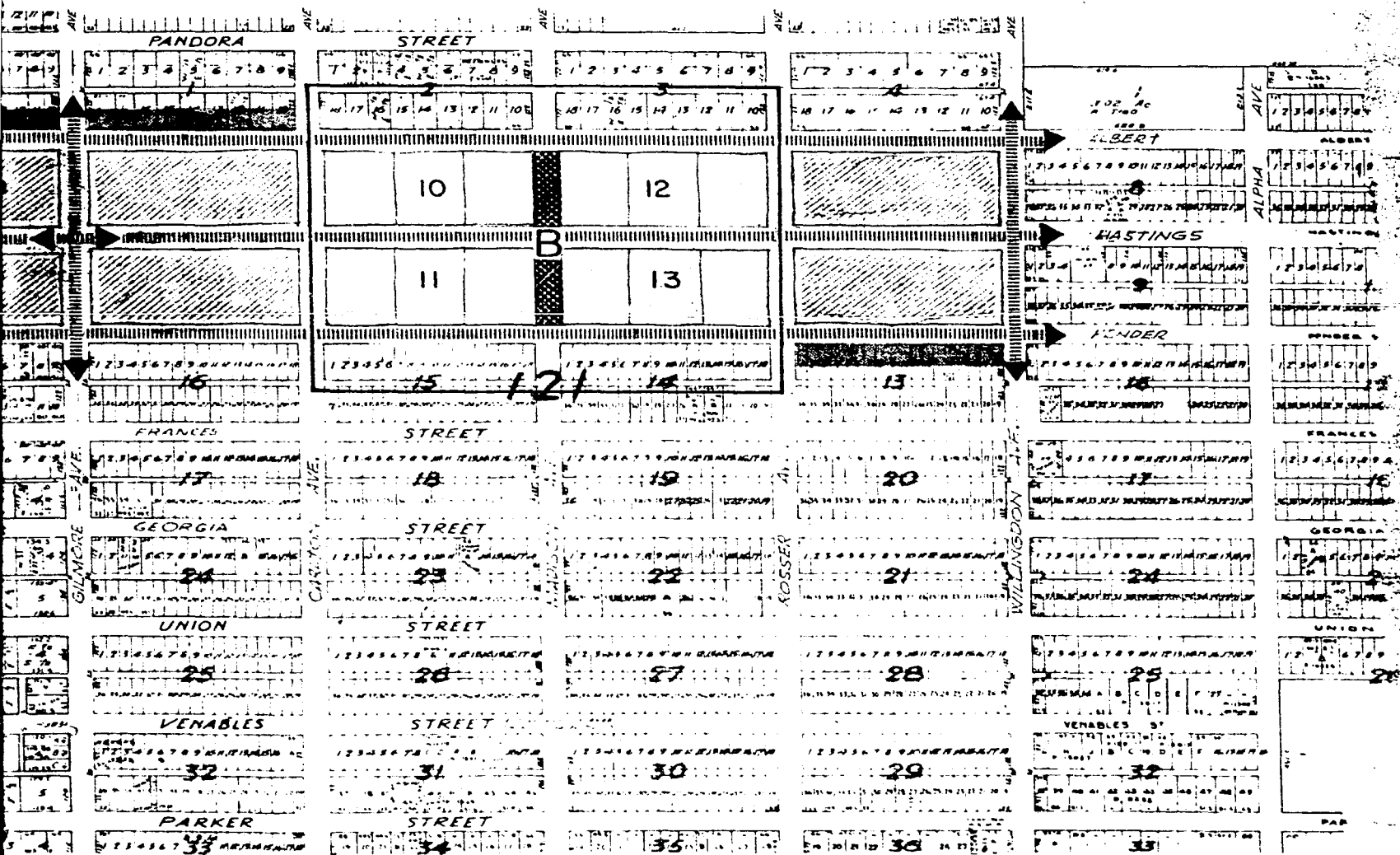
10. - 13. PROPOSED R. M. 5 HIGH DENSITY APARTMENT SITES

(10) SITE AREA = 3.50 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 445 (APPROX.)
 POPULATION DENSITY = 290 PEOPLE / ac. (APPROX.)

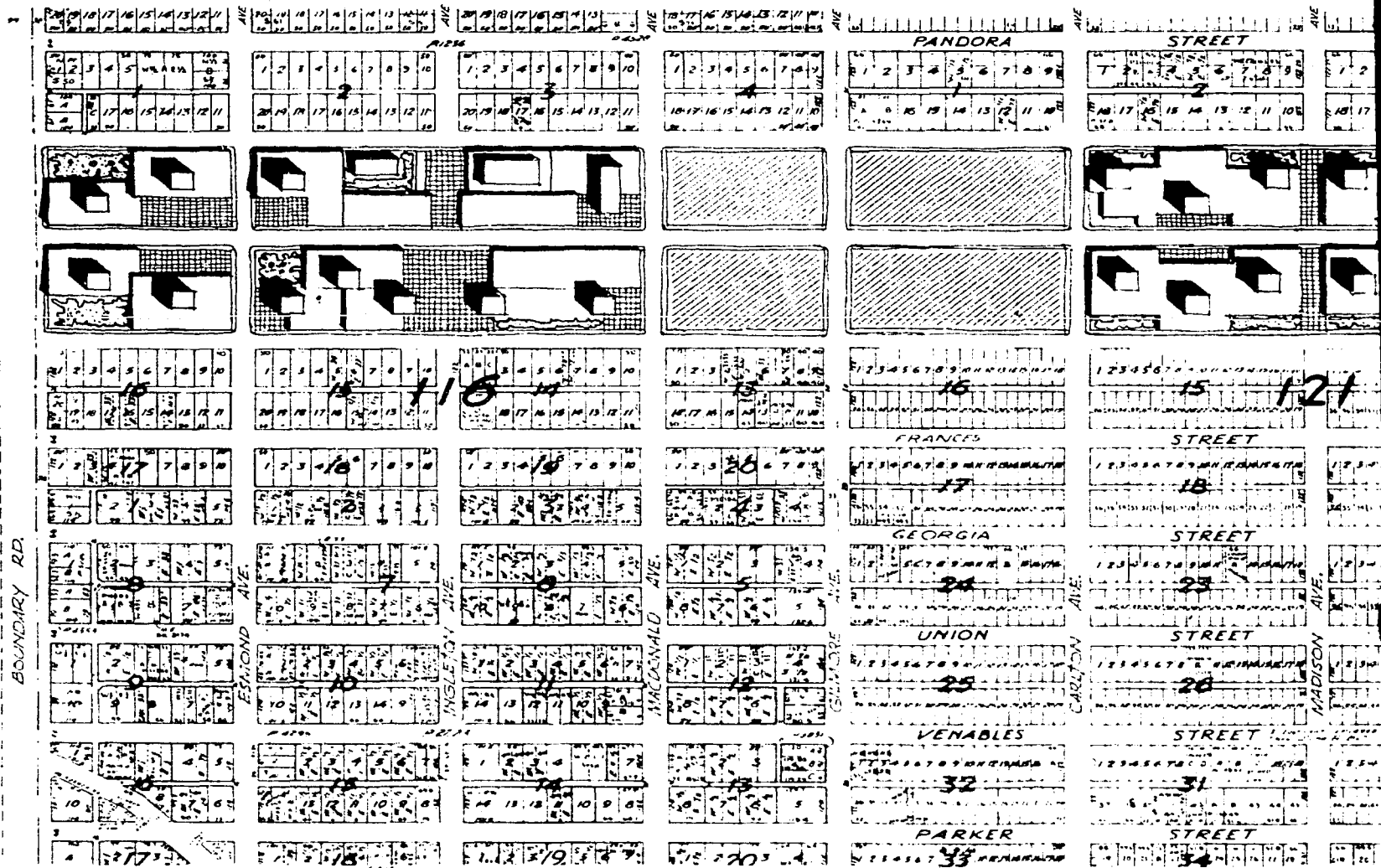
(12) SITE AREA = 3.43 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 440 (APPROX.)
 POPULATION DENSITY = 295 PEOPLE / ac. (APPROX.)

(11) SITE AREA = 3.40 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 430 (APPROX.)
 POPULATION DENSITY = 290 PEOPLE / ac. (APPROX.)

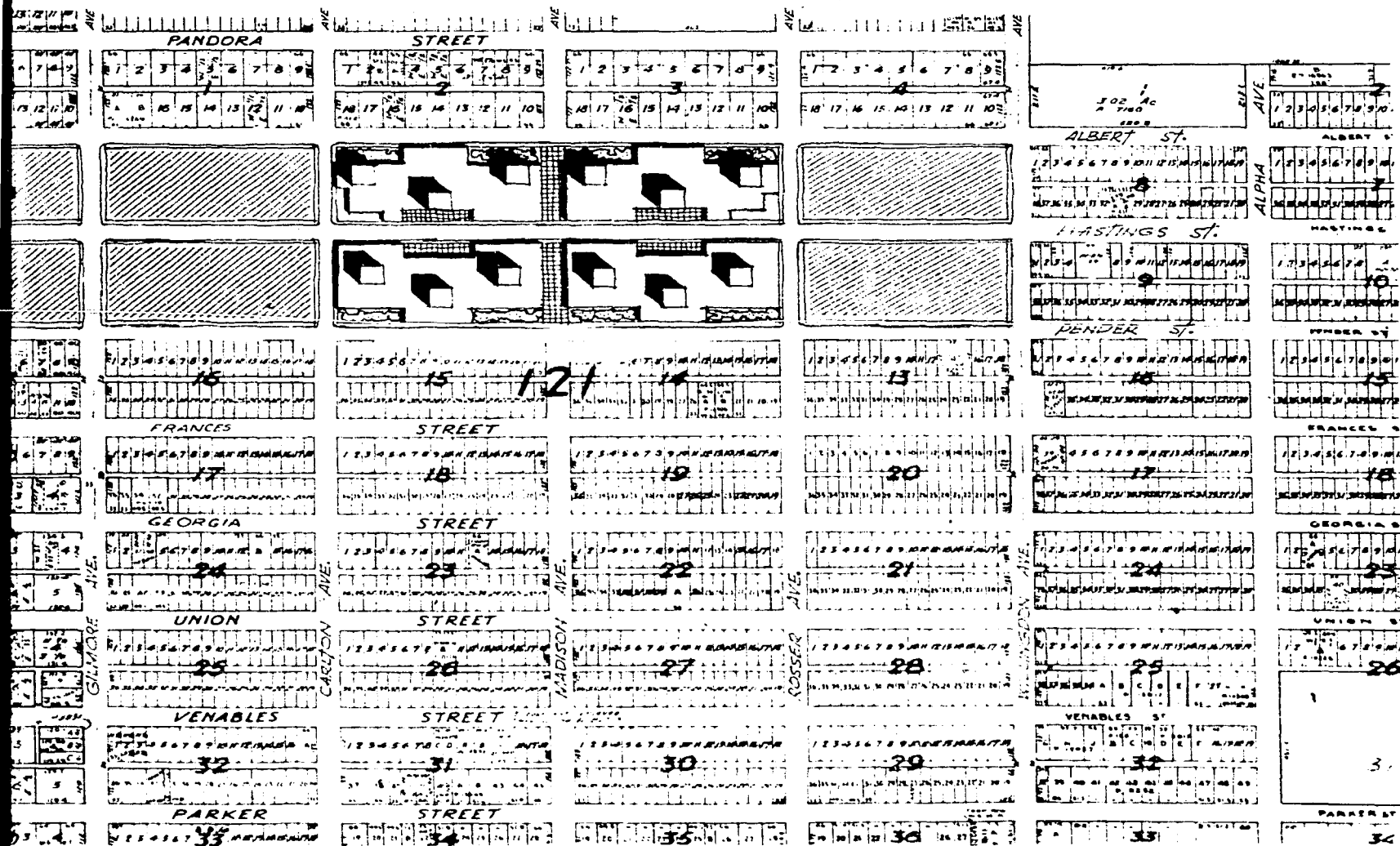
(13) SITE AREA = 3.47 ac.
 MAX. F.A.R. = 2.2
 TOTAL UNITS = 445
 POPULATION DENSITY = 295 PEOPLE / ac. (APPROX.)



COMMUNITY PLAN - AREA "A".
 PROPOSED SUBDIVISION



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COMMUNITY PLAN - AREA "A"
PROPOSED DEVELOPMENT

APARTMENT STUDY 1969 - AREA "L"
KINGSWAY AND NELSON COMMUNITY PLAN AREA #4

Under the 1969 Revised Apartment Study, a portion of the Kingsway - Nelson area has been designated as a Community Plan Area for comprehensive high density apartment development. In order to develop this plan, it was desirable to broaden the area of study to establish a comprehensive approach to the development of the Kingsway - Nelson area. This department has therefore prepared the following report and attached plans which indicate a conceptual development proposal and a possible road and subdivision pattern for the designated community plan area, as well as indicating the various major development proposals which are either presently being developed or have been proposed for future development (a copy of the applicable apartment study plan has been included). Also included are proposals for the McMurray area, the school site expansion at Nelson and Sanders, the expansion of the Bonsor Park site and the possible comprehensive development of the Jubilee - Imperial area. The various sites and areas have been identified and are referred to by number.

The proposed future road pattern would include the following recommendations:

1. The extension of Grange Street eastwards to connect with Dover Street, serving the existing single family residential development to the North and the proposed high density apartment development to the South.
2. The extension of Hazel Street eastwards to connect with Sanders Street and create a secondary collector road North of Kingsway, serving the commercial development to the South and the proposed high density apartment area to the North.
3. The closure of Miller Avenue and portions of McMurray in order to create a more flexible and developable area for high density apartments. In conjunction with this, two short cul-de-sacs have been proposed to provide access into the area.
4. The closure of a portion of Newton in order to eliminate an existing major traffic problem at the intersection of Nelson, Kingsway and Newton. This closure would also allow for a more useable commercial site on the Kingsway frontage between Nelson and Marlborough.
5. The proposed closure of Bonsor and Fern in conjunction with Simpson's Sears expanding parking area and the location of their major access to Nelson Avenue or the Bennett Street alignment. In conjunction with the closure of Fern and a portion of Lily, Brief Street has been extended to Nelson Avenue.
6. The closure of the Southerly end of Fern Street for the creation of a larger site for Bonsor Park. In conjunction with this, Beresford Street on the North side of the B.C. Hydro Right-of-Way has been extended through to Lily and provides a secondary route to Nelson Avenue.
7. The proposed closure and cul-de-sacing of the Southerly end of Jubilee in conjunction with the proposed comprehensive development of the area.

Taking each site separately, the following comments relate to the individual proposals.

Site 1 is presently being developed as a high density apartment site with two high-rise towers. As part of this development and any development to the East, it is proposed that a portion of McMurray Avenue be closed and developed as a pedestrian mall which links with the commercial developments to the South.

Sites 2 and 3 have been shown as potential high density apartment sites running from McMurray Avenue to Nelson Avenue. By consolidating the sites in an East - West direction, the problem of isolating a strip of existing single family development along Nelson Avenue is eliminated. Site 2 has been shown with some town-house development as well as high-rise development in order to establish a better relationship with the surrounding lower density developments. Site 2 has a potential of approximately 440 units based on the maximum allowable development under RM5 regulations, while Site 3 has a potential of approximately 300 units. Although the majority of existing development on these sites is single family residential, there is one non-residential structure located on site 3. This structure, which is a Salvation Army Hall, is relatively new and as such could create a problem for the development of site 3. Should it prove to be uneconomical to acquire this property, it would be possible to leave the structure and develop in relation to it. This alternative would, of course, reduce the size of Site 3 and reduce the amount of apartment floor area accordingly.

Site 4 has been shown as being developed in accordance with the consultant's plan for the McMurray area. This area would be developed as high density commercial with pedestrian malls through the area linking the high density apartment area to the North with the Simpson's Sears development to the South.

Site 3 contains the high rise apartment development which is presently being constructed on Sanders Street and the future apartments to be developed on Newton Street. The total development is a comprehensive scheme recently adopted by Council.

Site 7 has been shown as a potential commercial development with some high density apartment at the Easterly end. A proposed pedestrian link with the future development on the South side of Kingsway has also been indicated.

Site 8 indicates a proposed comprehensive development for the area as submitted to this department by a private developer. This proposal has been expanded upon to include the existing single family residential development on Nelson Avenue, which would provide for additional commercial development and a possible pedestrian link with the Simpson's Sears development.

Sites 12 and 13 have been proposed for comprehensive development based on a combination of RM4 apartment and C2 commercial regulations. Site 12 would be developed primarily with high rise apartments oriented towards Bonsor Park, with a lower level of commercial towards Jubilee Avenue. Site 13 would be redeveloped under C2 commercial regulations and integrated with the Westerly development to form a total comprehensive scheme.

In conjunction with the proposals as set forth in this report, the requirements for schools, parks, transportation and services were considered and the following conclusions arrived at:

1. **SCHOOLS** - The requirement for school facilities, generated by high density apartment development, is minimal and can normally be accommodated by the existing school facilities. As noted in the 1969 Revised Apartment Study, the existing schools and their proposed expansions will be capable of handling any increase in student enrolment as a result of the proposed high density apartment developments.
2. **PARKS** - As noted in the 1967 Review of the Burnaby Park Sites Report, the existing park facilities as well as their future expansion possibilities should be more than adequate to handle the expected population increases as a result of high density apartment developments. Further, as the proposed developments are comprehensive in nature, they are capable of providing considerable outdoor recreational facilities within their own developments.
3. **TRANSPORTATION** - The road proposals, as previously described in this report, are based on the needs established as a result of earlier examinations of the potential high density commercial and apartment developments for the Kingsway area. Therefore, any increase in traffic volumes generated by these high density proposals should be adequately accommodated.

Similar to the Hastings Street area, the Kingsway area is convenient to existing public transit and we can therefore assume that a percentage of the increased population will use this form of transportation. With the introduction of more extensive public transit systems, the percentage of use should increase considerably.

Finally, the control of potential parking problems will depend on the adequacy of off-street parking regulations for high density apartment and commercial developments.

4. **SERVICES** - The need for additional services based on the possible maximum development of the Kingsway - Nelson area has been discussed with the Engineering Department. From these discussions, it would appear that the existing major services are adequate to serve the proposed high density apartment and commercial developments. Minor service requirements can be developed in conjunction with the particular proposal they serve.

In conclusion, this report has established a preliminary concept for the development of the Kingsway - Nelson area with respect to such aspects as land uses, densities, vehicular movements, land subdivision, relationships to existing developments and possible building locations. Council acceptance of this concept would provide a framework from which more detailed proposals can be developed by both public and private agencies.



LEGEND

1. PROPOSED R.M.5 HIGH DENSITY APARTMENT COMPREHENSIVE DEVELOPMENT

SITE AREA = 2.41 ac.
MAX. F.A.R. = 2.15
TOTAL UNITS = 258 (APPROX.)
POPULATION DENSITY = 240 PEOPLE /ac. (APPROX.)

2. PROPOSED R.M.5 HIGH DENSITY APARTMENT SITE

SITE AREA = 3.49 ac.
MAX. F.A.R. = 2.2
TOTAL UNITS = 440 (APPROX.)
MIXED ACCOMMODATION HIGH TOWERS & TOWNHOUSES
POPULATION DENSITY = 300 PEOPLE /ac. (APPROX.)

3. PROPOSED R.M.5 HIGH DENSITY APARTMENT SITE

SITE AREA = 2.39 ac.
MAX. F.A.R. = 2.2
TOTAL UNITS = 300 (APPROX.)
POPULATION DENSITY = 290 PEOPLE /ac. (APPROX.)

4. PROPOSED C.3 HIGH DENSITY COMMERCIAL COMPREHENSIVE DEVELOPMENT

5. SCHOOL SITE

6. PROPOSED R.M.5 HIGH DENSITY APARTMENT COMPREHENSIVE DEVELOPMENT

SITE AREA = 3.62 ac.
MAX. F.A.R. = 2.0
TOTAL UNITS = 412 (APPROX.)
POPULATION DENSITY = 260 PEOPLE /ac. (APPROX.)

7. & 8. PROPOSED C.3 HIGH DENSITY COMMERCIAL & R.M.5 HIGH DENSITY APARTMENT COMPREHENSIVE DEVELOPMENT

9. PROPOSED EXPANDED SIMPSONS-SEARS DEVELOPMENT

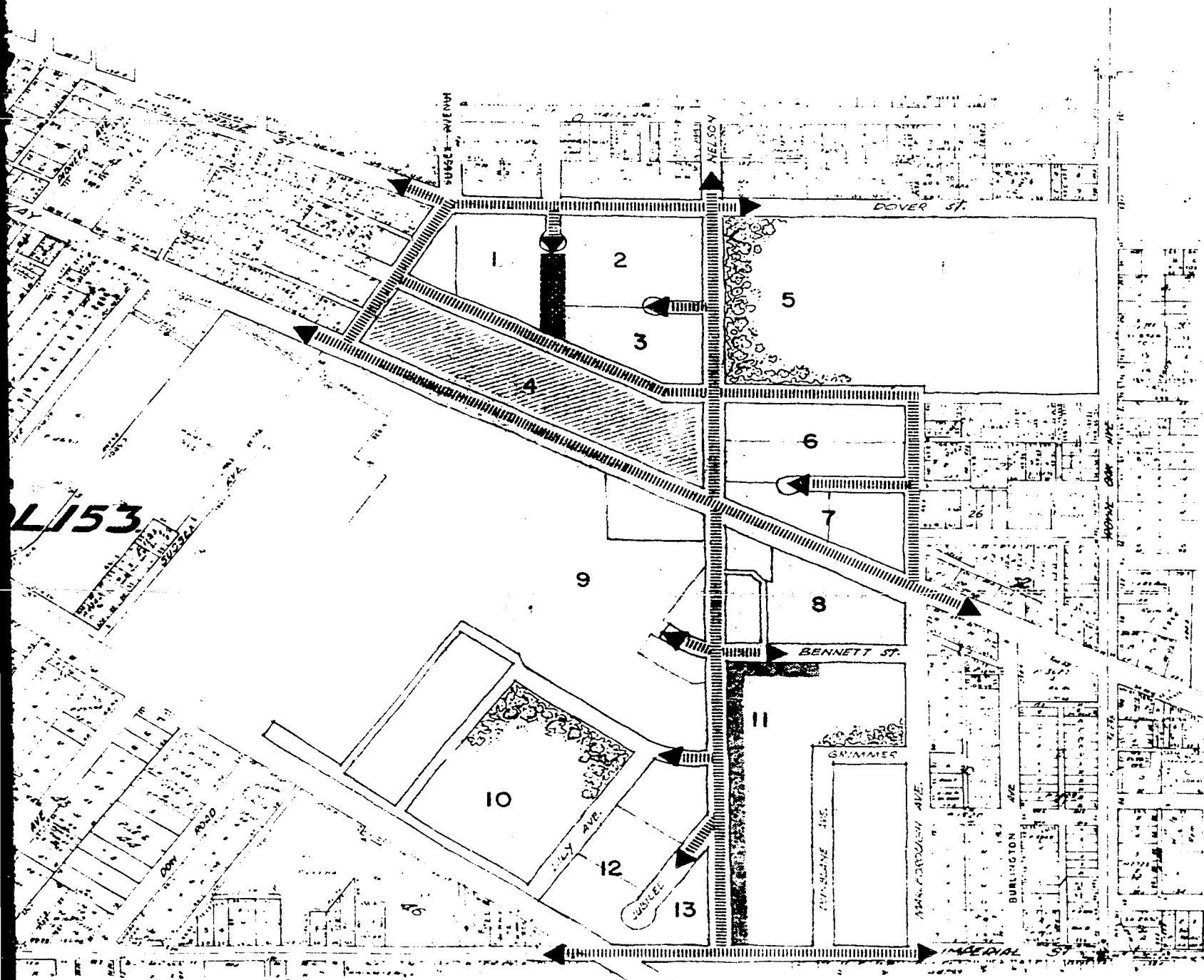
10. PROPOSED EXPANDED BONSOR PARK

11. EXISTING R.M.3 APARTMENT DEVELOPMENT

12. PROPOSED COMPREHENSIVE DEVELOPMENT AREA, C.2, R.M.4 MIXTURE.

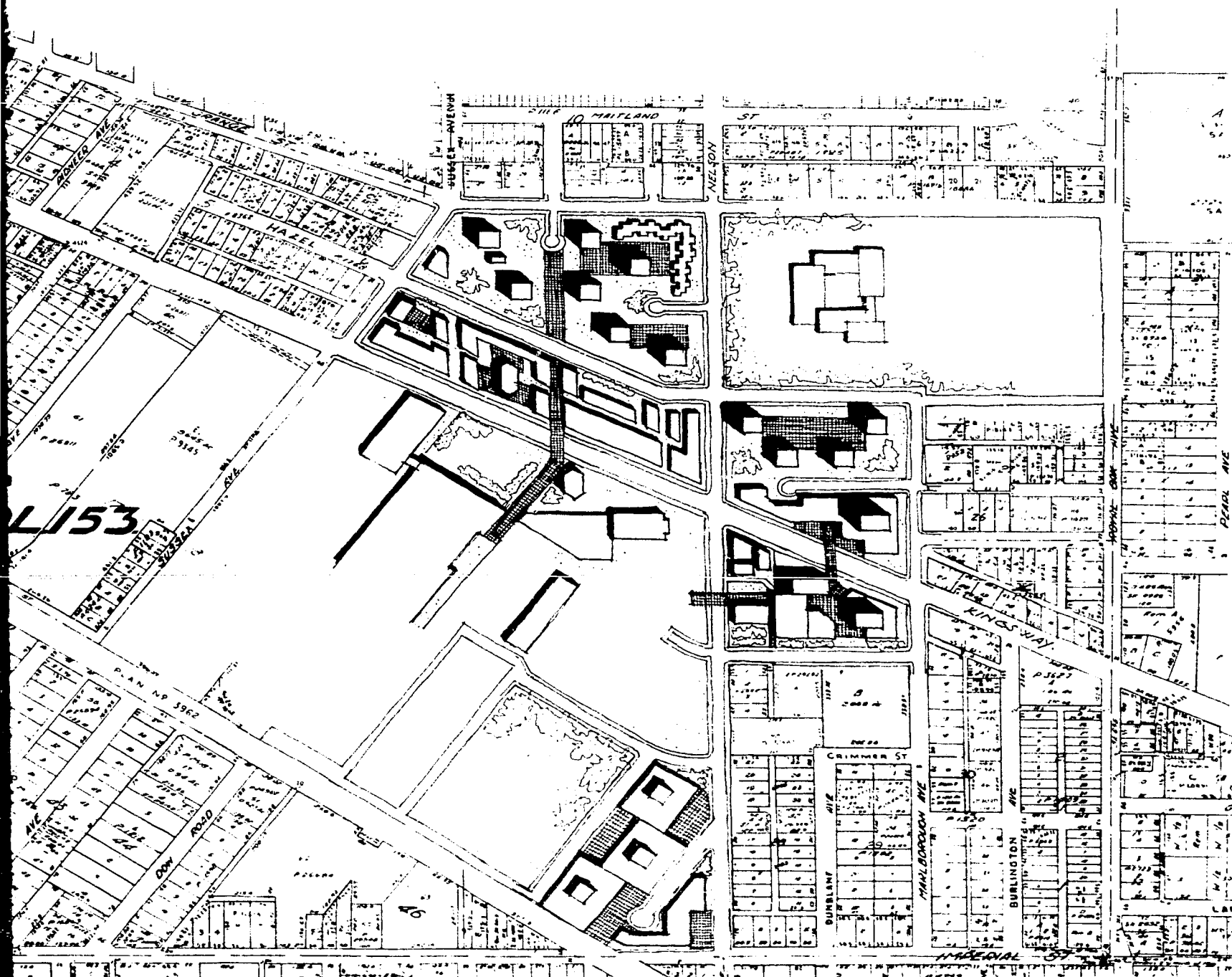
13. EXISTING C.2 COMMERCIAL AREA

**COM
PROP**



LI53

COMMUNITY PLAN - AREA "L".
PROPOSED SUBDIVISION



COMMUNITY PLAN - AREA "L".
PROPOSED DEVELOPMENT