

ITEM 5

MANAGER'S REPORT NO. 82

COUNCIL MEETING Dec. 20/71

5. Re: Community Plan #8 - Canada Way - Smith Avenue  
Apartment Study 1969 - Area "I".

Following is the report of the Planning Director dated December 15, 1971.

RECOMMENDATION:

THAT Council approve of Community Plan #8 (Canada Way - Smith Avenue.)

\* \* \* \* \*

Planning Department,  
December 15, 1971.

Our file #15.148

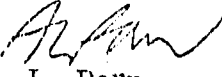
RE: COMMUNITY PLAN #8 - CANADA WAY - SMITH AVENUE AREA.

Eight of the nine community plans, which were prepared as a follow-up to the Apartment Study '69 report, have now been approved by the Council.

The Advisory Planning Commission, which had been requested earlier to comment and report to the Council on Community Plan #8, recommended concurrence with the proposed concepts on December 9, 1971. A copy of this particular study is attached.

The Planning Department would recommend Council approval of Community Plan #8 (Canada Way - Smith Avenue) as a guide to future development in the area.

Respectfully submitted,

  
A. L. Parr,  
DIRECTOR OF PLANNING.

RBC:ew  
alt.

c. c. Municipal Clerk  
Senior Planner

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT,  
June 1, 1971.

Our file #15.148

Mr. Melvin J. Shelley,  
MUNICIPAL MANAGER.

Dear Sir:

Re: COMMUNITY PLAN #8 - CANADA WAY - SMITH AVENUE  
APARTMENT STUDY 1969 - AREA "I".

Under the 1969 Apartment Study, a portion of the Canada Way - Smith Avenue area has been designated as a "Community Plan Area". The study provides for a community level commercial center with medium density apartment development around it. At the present time there has been minimal interest in developing new commercial or apartment projects in this area. However, the potential for substantial development exists. This is especially true for the large site presently occupied by a drive-in theatre and which is the designated community plan area.

This department has, therefore, prepared the following report and attached plans which indicate a conceptual development proposal and a possible subdivision pattern for the Community Plan area as well as a more detailed proposal for the development of the entire apartment study area. The various sites and developments have been identified on the plans and are referred to by number.

A variety of uses, including multiple family, commercial and institutional, have been proposed for the area. The multiple family developments would range from high density towers to low density town houses, with an average density of 50 - 60 units per acre. The institutional developments would include a possible high-rise senior citizens project on corporation owned property.

The basic road proposals involve the elimination of unnecessary access to the major roads, (i.e. Canada Way, Boundary Road and the 401 Freeway) and the provision of internal road systems to serve the various areas defined by the major roads. These proposals would include the following:

- the extension of Linwood Street, as noted on the attached plans, through the existing drive-in theatre site to connect with Curle Avenue. This would not only provide access to a variety of sites within the Community Plan area, but also reduce the number of required accesses off Canada Way.
- the cul-de-sacing of Laurel Street east of Smith Avenue, as noted on the attached plans. This would allow for the creation of a deeper medium density apartment site, which extends through to Canada Way, on the north side of Laurel Street. Access to this site would be provided from Laurel and, therefore, no access would be required off Canada Way. Further, the proposed cul-de-sac would allow for the creation of a larger Senior Citizens' high rise site on the south side of Laurel Street.
- the closure and cul-de-sacing of Norfolk Street at Boundary Road as noted on the attached plans. This would eliminate a problem intersection.
- the construction of the undeveloped section of Ingleton Avenue between Norfolk and Dominion. This would provide for internal circulation around the proposed apartment sites.

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- the cul-de-sac of Norfolk and Dominion, east of Macdonald Park. This would allow for the construction of proper turn arounds, as the two streets already dead end at the Park.
- the closure of that portion of Esmond Avenue, between Manor Street and the Grandview Highway as noted on the attached plans. This would eliminate the existing traffic problem which results from the left turn movement off Grandview Highway onto Esmond. This movement takes place as an effort to by-pass the Boundary Road - Grandview Highway intersection.
- the abandonment of a number of undeveloped road allowances, as noted on the attached plans, and the integration of these with the adjoining sites to form part of existing and future developments. This would include those sections of Esmond, Ingleton, Macdonald and Carlton, which fall between Canada Way and Norfolk.
- the extension of Manor Street westerly from Carlton, as noted on the attached plans, to provide a frontage road along the south side of the 401 Freeway. In the future this road will tie into the freeway interchange system at Grandview Highway and Boundary Road. However, the details of the interchange system and the future road connections are not known at this time. Therefore, the proposed development of the area lying north of Manor Street, east of Boundary Road and west of the 401 Freeway has not been included in this report. It would not be appropriate to entertain developments in this area without having the details of the future road patterns established.

The following comments relate to the various individual sites as noted on the attached plans.

Basically, there are three potential development areas within the Smith Avenue - Canada Way, apartment study area. They are generally defined as being north or south of Canada Way and east or west of Macdonald Park.

The first area is bounded by Canada Way, Macdonald Park, the 401 Freeway and Boundary Road. As noted on the attached plans and in keeping with the 1969 revised apartment study, the areas designated number 1 are proposed for commercial development while the areas designated number 2 are proposed for medium density apartment development. It is intended that the commercial area should be developed in depth with through sites between Canada Way and Norfolk Street. The apartment areas could be subdivided in a variety of sites. However, the larger sites allow for a better development of open space as well as the possibility of abandoning unnecessary lane and road allowances. We have not made any specific recommendations for the development of the area north of Manor Street for, as noted earlier in the report, the details of the major road patterns in this area are not known at this time. However, in general it is felt that the area would not be suitable for apartment development, as suggested in the 1969 Apartment Study report. This conclusion was based on the fact that the area, which is small and isolated, is surrounded by major arterials, allowing limited access to the area. This situation will, in all probability, be even more critical when the future road patterns are developed.

The second area is bounded by Canada Way, Macdonald Park, the 401 Freeway and the Gilmore diversion. The areas designated number 2 are proposed for medium density apartment development and, similar to the first area, it is proposed that these sites be as large as possible. There is an existing elementary school site which has been developed in conjunction with the Macdonald Park development. Further, it is proposed to provide additional institutional area, (designated number 3 on the attached plans) in conjunction with the existing private hospital. The proposals for this area are generally

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in keeping with those expressed in the 1969 revised apartment study.

The third area lies south of Canada Way and is bounded on the east by the Gilmore diversion and on the west by Boundary Road. It can be further divided into two areas lying east and west of Smith Avenue.

The existing drive-in theatre site, which falls within the area east of Smith Avenue, has been designated as a "Community Plan Area" under the 1969 Apartment Study. As noted on the attached plans, a comprehensive development proposal has been suggested for this site. The proposal would provide low density townhouse units to the south, adjacent the existing single family area and high density apartment towers to the north, adjacent Canada Way and the proposed commercial area. The proposed development of 3 storey walk ups for the area between the low and high density developments would provide the desirable transition from one to the other. The proposed overall density for the total site would be approximately 50 - 60 units per acre which would be in keeping with a medium density apartment development.

A senior citizens' high-rise development has been proposed for the corporation owned property, immediately west of the drive-in theatre site on the north side of Linwood Street. This proposal would include the closure of a portion of Laurel Street with one half of it going to the senior citizens' site and the other half going to the proposed medium density apartment site to the north. The proposed senior citizens' tower would relate to the proposed highrise towers to the east.

The area east of Curle Avenue has been designated for future institutional development in keeping with the 1969 revised apartment study. A further area (designated number 6 on the attached plans) lying south of the institutional area and not within the apartment study, has been looked at with the idea of developing something other than a single family subdivision. The dimensions of the property are such that it does not readily lend itself to a single family subdivision without including additional area from the proposed institutional sites. However, if some form of townhouse development was proposed, the area could be developed on its own and in stages. The density of development should be such that it would be compatible with the surrounding developments.

The area west of Smith Avenue and south of Canada Way, designated for commercial development under the 1969 Apartment Study, has been expanded upon and now includes the properties along the south side of Laurel Street between Smith Avenue and Boundary Road. The shallow depth of the existing double fronting lots on Canada Way, restricts the development of substantial commercial projects, as it would be difficult to provide the necessary parking facilities on the same site. The additional area would, therefore, be used for parking facilities, thereby allowing for better commercial development along Canada Way.

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 designated Community Plan area falls within the Schou Street Elementary School catchment area. The existing school facilities are presently being used to their approximate maximum capacity. However, as noted in the 1969 revised apartment study, the enrolment has remained at the same relative level for the last few years. The introduction of medium density, RM3 type, apartment development, as noted on the attached plans, should not add to the future enrolment as they would be replacing existing single family residences. The proposed development of the existing drive-in theatre site, with a mixture of apartment types could add to the future enrolment requirements, based on the proposed townhouse accommodation. However, in the Burnaby School Sites Review Report, a moderate increase in school facilities has been recommended to meet the future needs based on the 1965 apartment study. Therefore, the future school needs based on the proposed community plan should not create any particular problem.

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2. PARKS - as indicated on the attached plans, two parks fall within the apartment study area, Avondale Park to the south of Canada Way and Macdonald Park to the north. Avondale Park is basically developed, however, some future expansion to the north is possible, by utilizing the corporation owned lot fronting on Linwood Street.

This would provide a desirable link between the park and the proposed senior citizens' high rise site on the north side of Linwood Street. It could also provide part of a total pedestrian system through the study area. Macdonald Park, which is the major facility in the area, is partially developed and forms part of the existing school site development. The existing ravine which runs through the park site could be further developed in conjunction with the expansion possibilities to the north and provide for the more passive park activities while the existing development provides the active play areas. The existing park facilities and noted expansions should adequately serve the proposed future developments within the apartment study area.

3. TRANSPORTATION - the road proposals, as previously described in this report, should provide the necessary arteries to accommodate any increase in traffic volumes resulting from the proposed medium density apartment developments. The study area is conveniently near an existing public transit route which could provide an alternative transportation mode for the apartment occupants.

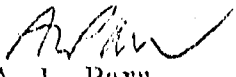
The introduction of a more extensive public transit system, which would appear to be the trend for the future, would encourage greater use of the facility by residents of the area.

The control of potential parking problems as a result of the introduction of medium density apartment developments, will depend upon the adequacy of regulations regarding off-street parking requirements and enforcement of any off-street parking controls.

4. SERVICES - the need for additional services, based on the possible maximum development of the apartment study area has been discussed with the Engineering Department. It would appear from these discussions that the existing major services are adequate and any required extensions of services can form part of the cost of the particular development they serve.
5. COMMERCIAL FACILITIES - the existing commercial facilities are presently adequate to serve the surrounding area on a community level. However, with the introduction of major apartment and institutional developments, a demand for additional commercial facilities will be created. The expansion potential of the commercial core is considerable and should, therefore, be able to meet the future commercial needs.

In summary, this report proposes a preliminary concept for the development of the subject area with respect to such aspects as land use, density, type of accommodation, vehicular movement, land subdivision and possible building locations. We would, therefore, request Council acceptance of the concept, as outlined in this report, as the framework from which more detailed proposals can be developed by both the Municipality and private developers.

Respectfully submitted,

  
A. L. Parr,  
DIRECTOR OF PLANNING.

RKE:ew  
att. 3 plans  
c.c. Municipal Clerk, Senior Planner -4-