

ITEM	14
MANAGER'S REPORT NO.	75
COUNCIL MEETING	1979 11 05

RE: CALL FOR DEVELOPMENT PROPOSALS ON MUNICIPALLY OWNED PROPERTY
 HALIFAX STREET/PHILLIPS AVENUE
 COMMUNITY PLAN SEVEN - SITE 13
 (ITEM 33, SUPPLEMENTARY REPORT NO. 51, 1979 JULY 30)

Following is a report from the Director of Planning regarding a proposal call to sell municipally owned property for development as a commercial site.

The preliminary estimate of servicing costs for the site is attached.

RECOMMENDATION:

1. That the recommendations of the Director of Planning be adopted.

* * * * *

TO: MUNICIPAL MANAGER

1979 OCTOBER 29

FROM: DIRECTOR OF PLANNING

SUBJECT: CALL FOR DEVELOPMENT PROPOSALS
 COMMUNITY PLAN SEVEN — SITE 13 — COMMERCIAL SITE

RECOMMENDATIONS:

1. THAT Council select Proposal Three (Golden Arrow Investments, Urban Design Group Architects) as the successful proposal and bid;
2. THAT the Municipal Solicitor be authorized to discuss the details of the land purchase with the successful proponents on the understanding that a further report will be submitted to Council;
3. THAT the Director of Planning be authorized to work with the applicant towards a rezoning submission to Council as outlined in Section 4.2 of this report;
4. THAT all parties which submitted a proposal be sent copies of this report with a letter thanking them for their submissions.

REPORT

1.0 BACKGROUND

Council on 1979 July 30 adopted the following motions contained in Manager's Report No. 51, Item 33, related to a call for proposals and tenders for the Municipally owned commercial site designated in Community Plan Seven:

- "1. THAT Council authorize the Planning Department to pursue the proposal call approach outlined in this report;
2. THAT Council authorize the Municipal Engineer to hire a consultant to prepare a design for the Greystone Drive and associated services;

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3. THAT the tender call be put out without an upset price in this particular proposal call only."

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The attached advertisement was placed in the Vancouver Sun and Vancouver Province on 1979 August 18 and 19 and in the Toronto Globe and Mail on 1979 August 18.

In response to these advertisements, detailed information packages were requested to be forwarded to thirty-four interested parties. This information package is attached for convenient reference. Also forwarded was an aerial photograph of the site and available information related to soils, topography and finished road grades.

On the closing date, 1979 October 19, five submissions in response to the proposal call were received. The submissions were opened on 1979 October 22 at 09:00 h. Each submission includes an architectural and site model, drawings illustrating the proposal, identification of the project team, an indication of proposed facilities and development statistics, a proposed purchase price for the land, proof of financial ability to undertake the proposal and a statement of intention to make application to rezone the site to Comprehensive Development (CD) if selected. Submitted models and drawings are available for viewing in the Planning Department Conference Room and will be on display in the Council Chambers on 1979 November 05.

The purpose of this report is to describe the proposals received and to recommend to Council the proposal which in our opinion will best serve the needs of the community.

2.0 DISCUSSION OF PROPOSALS RECEIVED

Following are descriptions of each proposal received. They are not listed in any particular order.

2.1 PROPOSAL ONE

(a) Project Team

Developer	— Bosa Bros. Construction Limited
Architect	— Hale Architects
Landscape Architect	— Fredrick Brooks
Engineer	— Jones Kwong Kishi

(b) Land Cost or Bid Price — \$ 850,000.00 (\$2.99 per sq.ft.)

(c) Development Information

Total Floor Area	— 72,200 square feet
Food Floor	— 22,500 square feet
Retail Shops	— 32,100 square feet
Bank	— 5,400 square feet
Offices	— 11,400 square feet

Floor Area Ratio	— 0.254
Site Coverage	— 21.3 per cent
Parking	— 361 Cars
Loading	— 4 bays

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- Indicated Uses — Food floor, retail shops, offices, bank, restaurant, and liquor store.
- Materials — brick, cedar, tile, interlocking pavers
- (d) Construction Completion — Autumn 1981 (one year construction period).

2.2 PROPOSAL TWO

(a) Project Team

- Developer — Daon Shopping Centres, a division of Daon Development Corporation
- Architect — Waisman, Dewar, Grout
- Landscape Architect — Dan Matsushita Associates Limited
- Soils Consultants — Cook, Pickering and Doyle
- Construction Manager — Intercon Management Limited
- Structural, Mechanical, Electrical — to be selected
- Market Study — Urbanics Consultants Limited

- (b) Land Cost or Bid Price — \$ 600,000.00 (\$2.11 per sq.ft.)

(c) Development Information

- Total Floor Area — 67,905 square feet
- Major Food Store — 34,845 square feet
- Bank — 3,060 square feet
- Unisex Hairstyle Restaurant — 1,350 square feet
- Ladies Wear — 2,700 square feet
- Bake Shop — 1,350 square feet
- Deli — 1,350 square feet
- Florist — 800 square feet
- Liquor Store — 600 square feet
- Pub — 6,000 square feet
- Travel — 2,100 square feet
- Convenience Food Specialty — 650 square feet
- Trust Company — 2,070 square feet
- Cards and Gifts — 650 square feet
- Cleaners — 1,260 square feet
- Laundry — 1,260 square feet
- Drug Store — 600 square feet
- 6,000 square feet

- Floor Area Ratio — 0.24
- Site Coverage — 24 per cent
- Parking — 346 cars
- Loading — 3 bays
- Materials — brick, metal, cedar

- (d) Construction Completion — Spring 1981 (10 month construction period)

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2.3 PROPOSAL THREE

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(a) Project Team

- | | |
|---------------------|--|
| Developer | — Golden Arrow Investments Ltd. |
| Architect | — Urban Design Group Architects |
| Landscape Architect | — Dan Matsushita Associated Ltd. |
| Structural | — Tamm/Tacy Engineering Ltd. |
| Electrical | — Ian Hayward and Assoc. Ltd. |
| Site | — McElhanney Surveying and Engineering Limited |
| Contractor | — H. Haebler Company Limited |

- (b) Land Cost or Bid Price — \$1,517,987.00 (\$5.34 per sq.ft.)

(c) Development Information

- | | |
|---------------------------|--|
| Total Floor Area | — 65,500 square feet |
| Supermarket | — 33,000 square feet |
| Retail Shops and Services | — 32,500 square feet |
| Floor Area Ratio | — 0.23 |
| Site Coverage | — 23 per cent |
| Parking | — 326 cars |
| Loading | — 4 bays |
| Indicated Uses | — supermarket, travel, music, pharmacy, restaurant, florist, pub, audio, mens boutique, bakery, childrens shop, shoes, women's boutique, books, crafts, pets, sporting goods, fabric, cheese, coffee and tea, toys, cards, dry cleaning, bank, womens accessories, news stand, hair salon and jewellery. |

- Materials — brick, cedar, exposed aggregate concrete paving

- (d) Construction Completion — November 1980 (eleven month construction period.)

2.4 PROPOSAL FOUR

(a) Project Team

- | | |
|----------------------|--|
| Developer | — Grosvenor International Holdings Limited |
| Architect | — Musson Cattell and Associates |
| Landscape Consultant | — W. Livingstone |
| Consulting Engineer | — Bush, Bohlman and Partners |
| Market Consultant | — Urban Marketing and Leasing Limited |

- (b) Land Cost or Bid Price — \$250,000.00 on completion of the purchase of land
 \$500,000.00 on rezoning
 \$550,000.00 on completion of Phillips Ave. to Curtis and Broadway
 Total Bid — \$1,300,000.00 (\$4.57 per sq.ft.)

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(Purchase conditional upon rezoning and completion of noted road connections as outlined above within three years of the date of this proposal).

(c) Development Information

- Total Floor Area — 61,150 square feet
- Supermarket — 30,000-35,000 square feet
- Drug Store — 5,000-7,000 square feet
- Bank — 2,500-4,000 square feet
- Pub/Restaurant — 2,500-3,000 square feet
- Other Retail/Office — 12,000-16,000 square feet
- Floor Area Ratio — 0.215
- Site Coverage — 21.5 per cent
- Parking — 306 cars
- Loading — 3 bays
- Materials — cedar, brick, and cedar shakes

(d) Construction Completion — Early 1981 (one year construction period)

2.5 PROPOSAL FIVE

(a) Project Team

- Developer — First City Investments
- Architect — R.K. Ewing Architect
- Landscape Architect — Don Vaughn and Associates
- Engineering — C.A. Boom Engineering Limited

(b) Land Cost or Bid Price — \$652,000 (\$2.29 per sq.ft.)

"In determining a purchase price for the land the poor soil conditions of the site and the resulting uncertainty as to the cost of bringing the site to a buildable condition was a major factor. If construction could take place without additional site preparation being required, the land component of the project cost would be \$1,150,000. However, the potentially high cost of site preparation must be considered and, therefore, we are prepared to offer \$652,000 for clear title to the subject property upon receipt of zoning approval for our development proposal. Further, we recognize our estimate of the cost of site preparation may be unduly conservative and, therefore, in addition to \$652,000 we would agree to share the actual saving in regard to site preparation in the form of an additional payment to the City."

(c) Development Information

- Total Floor Area — 69,000 square feet
- Supermarket — 32,045 square feet
- Retail Shops and Services — 36,955 square feet
- Floor Area Ratio — 0.243
- Site Coverage — 24.3 per cent
- Parking — 343 cars
- Loading — 4 bays

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Materials

— giant brick, cedar, interlocking pavers.

Indicated Uses

— Sporting goods, bakery, salon, shoe repair, health food, pub, squash court, drug store, post office, liquor store, medical/dental, supermarket, bank, restaurant.

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(d) Construction Completion — 14-16 months after zoning approval.

3.0 EVALUATION OF PROPOSALS

All of the proposals received represent a great deal of thought and effort on the part of each design and development team. Each proposal provides a similar range of shops and services which will serve the needs of the community which are expected to be met in this level of centre in a pleasant and efficient manner. Each team is capable of undertaking the project and each has indicated an intention to make application to rezone the subject site in order to proceed with development.

The clearly distinguishing features of the proposals are the architectural solutions and amounts bid for the land.

On the basis of architectural design Proposal One is the most outstanding. This proposal is the best in terms of its integration into the community as evidenced by pedestrian linkages and building forms. The shopping piazza proposed would be a lively, urban community space. The building forms are well integrated into the earth forms and are human in their scale. The proposal goes beyond the functional requirement of providing a "shopping centre" to provide a beautifully scaled "village centre".

Proposal Three offers the highest bid for the land. From an architectural point of view this is the second most successful proposal. It shows well-articulated building forms, integration of the existing creek into the pedestrian area and the creation of a pleasant pedestrian shopping area which is generally visually separated from the parking area.

As Proposal Three represents a high quality architectural concept (albeit not as elegant as Proposal One) which will successfully serve the needs of this community and as the amount bid for the land is well in excess of all other bids, we recommend that Council select Proposal Three as the successful proposal.

The Legal and Lands Department has analyzed current market conditions and the bids submitted, and is satisfied that the recommended bid is acceptable.

4.0 NEXT STEPS

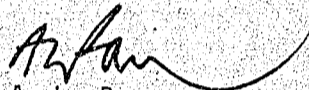
4.1 Upon selection of the successful proposal the Municipal Solicitor should be authorized to discuss the details of the land purchase with the successful proponent on the understanding that a further report will be submitted to Council.

4.2 The approved applicant will proceed with an application to rezone the site to Comprehensive Development and be subject to compliance with all usual zoning procedures and requirements. As noted in the Proposal Call Information Package, the selected development scheme, which forms the basis of

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the suitable plan of development required for rezoning, will be refined in greater detail prior to presentation to a Public Hearing. As noted in Manager's Report No. 51, Item 33, and in the Proposal Call Information Package the site will be sold as a serviced site and it will be the responsibility of the Municipality to provide the services as described in these reports.


A. L. Parr
DIRECTOR OF PLANNING

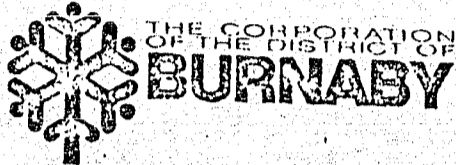
CBR/ds

attachment

cc Municipal Treasurer
Legal and Lands Department

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LAND SALE AND PROPOSAL CALL BURNABY, BRITISH COLUMBIA

The Municipality of Burnaby invites interested developers to submit proposals for the purchase and development of 2.64 hectares (6.53 acres) of publicly owned land located on the west side of Phillips Avenue north of Halifax Street. The address of the site is 1405 Greystone Drive. The legal description is Lot 434, D.L. 138, Plan 54890. The site is designated for the development of a local commercial centre with a floor area of 5,500-6,500 m² (59,200-70,000 sq. ft.) within the adopted Community Plan Seven.

Submissions for development will be received by the Director of Planning on or before 16:30 h, 1979 October 19, and should include the following:

- a) A simple, block model at a scale of 1:360 (1" = 30') which generally indicates mass of building(s), principal exterior building materials, landscaped areas, plaza areas and parking areas.
- b) Sketches indicating the character of the project and a preliminary floor plan with immediately surrounding outdoor areas.
- c) Identification of the project team (architect, landscape architect, engineers, development company, etc.); description of the firms and involved personnel; and description of experience and pertinent work of the firms.
- d) A list and brief description of proposed facilities and uses on the subject site.
- e) Preliminary development statistics.
- f) Proposed construction schedule including any phasing.
- g) Proof of financial ability to undertake the proposed development.
- h) A proposed purchase price for the land.
- i) A statement of an intention to make application to rezone the subject site to Comprehensive Development District (CD) if selected.

Submissions will be evaluated by representatives of the Municipality of Burnaby, and selection of the successful proponent will be made by the Municipal Council. The successful proponent will be determined by the price offered for the land, the quality of the proposed development and the experience and financial capability of the Design and Development Team. The successful proponent will be expected to enter into formal agreements covering all aspects of land sale, project design and development.

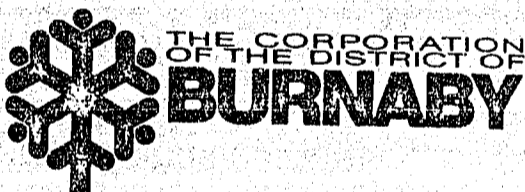
A more detailed information package should be obtained from the Burnaby Planning Department (Telephone: (604) 294-7411). Address all correspondence and proposals to:

A. L. Parr
Director of Planning
Municipal Hall
4949 Canada Way
Burnaby, B.C.
V5G 1M2

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Proposal Call Information

Halifax Street/Phillips Avenue
Community Plan Seven
Site 13
Proposed Commercial Development



Proposal Call Information - Site 13 - Community Plan Seven

1.0 Background

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The site which is the subject of this proposal call is owned by The Corporation of the District of Burnaby. The purpose of this proposal call is to offer an appropriate, interested development team the opportunity to purchase this publicly-owned property (Site 13, Sketch 1) to design and construct a local commercial centre. The call for proposals will facilitate the evaluation of development concepts on a common basis.

2.0 Adopted Community Plan

Within the 1969 Apartment Study the area situated on the southwest slope of Burnaby Mountain bounded by Montecito Drive, Duthie Avenue, the proposed Greystone Drive and Phillips Avenue is designated as suitable for multiple family housing and associated supporting facilities. The plan for the area is more clearly delineated in Community Plan Seven as revised 1976 March (attached Appendix "A"). Site 13 of Community Plan Seven is designated as suitable for commercial development.

3.0 Site Analysis

3.1 Site Observations

The general area in which the site is located is an area of great natural beauty and amenity - the southwest foot of Burnaby Mountain adjacent the Burnaby Mountain Golf Course. The site is undeveloped. It is evenly covered with second growth alders. A water-course traverses the site flowing from north-west to south-east. Much of the site appears to be covered with a layer of soft fibrous peat approximately six feet in depth. The Municipality, however, has no detailed soils reports.

3.2 Surrounding Area

The site is bounded on the east across the Phillips Avenue road allowance by the Burnaby Mountain Golf Course, on the south across a proposed new road by a Municipally-owned development site, on the west by a low density housing site and on the north across Greystone Drive road allowance by a proposed single family subdivision.

3.2 Surrounding Area - Cont'd.

The Municipally-owned site to the south (Site 12, Sketch 1) will be developed in the future with a use which will best serve the community needs. This use may be residential, commercial or institutional in nature. The low density housing site to the west (Site 5, Sketch 1) is undergoing rezoning at this time to accommodate 65 townhouses. Construction is expected to commence this year.

The approximate envisioned catchment or market area for the commercial centre is shown on Sketch 3. Population projections for this area are as follows:

1971	.....	7,631
1976	.....	9,855
1979	.....	11,380
1986	.....	12,000
Saturation	.....	15,000

The intensity of proposed development within the Community Plan Area can be determined from Sketch 1. Of course particular shops and services would be expected to draw from and to serve a larger market area.

3.3 Site Area

The site is irregular in shape and has an area of 2.64 hectares (6.53 acres). For site dimensions refer to Sketch 1.

3.4 Address

The address of the site is 1405 Greystone Drive.

3.5 Legal Description

The legal description is Lot 434, D.L. 138, Plan 54890.

3.6 Development Guidelines

- (a) The site requires rezoning to the Comprehensive Development District (CD) utilizing the Community Commercial District (C2) guidelines.
- (b) The site is to serve the day to day and occasional shopping needs of the general market area noted in Sketch 3. To this end, the centre should include a range of retail shops, personal service establishments and a major food floor and may additionally include some medical/dental facilities, a restaurant and a neighbourhood pub, subject to compliance with all governing regulations.
- (c) Provided floor area should generally be between 5 500 - 6 500 m² (59,200 - 70,000 sq.ft.). The floor area could be increased beyond these figures if some parking is located underground in order to maintain planted areas and plazas. In any case, some underground parking is considered desirable as it will free the site for other uses.

3.6 Development Guidelines - Cont'd.

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- (d) Parking is to be based on a ratio of 1 space per 14 m² (1 space per 150.70 sq.ft.) of retail floor area. Retail floor area for purposes of this calculation can be considered 75% of the gross floor area.
- (e) Loading is to be based on the following -
- (i) 4 600 m² (49,515.61 sq.ft.) of gross building area = 3 spaces.
 - (ii) each additional 4 600 m² (49,515.61 sq.ft.) of gross building area or fraction thereof in excess of 2 300 m² (24,757.80 sq.ft.) = 1 additional space.
- (f) While meeting the above-noted functional requirements, site specific environmental and design goals must be satisfied.

Adequate landscaped areas must be provided around the perimeter. An 11 m (36.08 ft.) landscape strip which retains any good quality existing trees should be provided along the westerly property line adjacent the proposed low density housing site.

The watercourse traversing the site is to be preserved and enhanced. Culverting or bridging of minor lengths would be acceptable. Relocation of portions of the watercourse to enhance the development and landscape concept and to situate the stream in a location more beneficial to the overall Community Plan may be appropriate, subject to Council approval.

Surface parking areas should contain planting areas and ideally be separated into distinct groupings.

The centre should have a village character. Development around a square is one means of achieving a village character. Arbutus Village Shopping Centre at King Edward Avenue and Arbutus Street in Vancouver is one local example of the desired character. Any separated elements should be linked with covered walkways and bridges over the watercourse. Shoppers should relate to the village centre rather than to a strip of shops. Roof elements are important in that the centre will be viewed from nearby towers. The impact of vehicular circulation and parking on surrounding residents should be carefully considered. Lighting of parking and other areas must be carefully handled to avoid glare in this essentially residential area.

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3.6 Development Guidelines - Cont'd.

(g) Vehicular access to the site will be as follows -

- (i) access with all turning movements from Greystone Drive.
- (ii) access from Phillips Avenue with right turn in/right turn out only.
- (iii) access with all turning movements from the new road to the south of the site.

All accesses need not be used at the discretion of the applicant. The exact positioning of the accesses is to respond to the development plan proposed and to good traffic design practice.

- (h) Appropriate fire truck access must be provided. Accesses are to be a minimum of 7.3 m (23.9 ft.) wide with outside turning radii of 11.3 m (37.05 ft.) and must carry 27 272.7 kg (60,000 lb.) G.V.W.
- (i) Proposed pedestrian routes are indicated on Sketch 1. The southerly route will be the more heavily used. Pedestrian links within the development site should be provided to connect with these routes.
- (j) The Municipality may be able to accept up to 10,000 yards of peat for park site developments in the nearby area if it is of suitable quality and if it is determined that it must be removed for structural reasons.

3.7 Site Servicing Information

- (a) The site will be sold as a serviced site. Greystone Drive from Duthie Avenue to Phillips Avenue and Phillips Avenue from Halifax Street to Aubrey Street are to be constructed with 7 m (22.95 ft.) pavements including curbs and gutters. At a future date, a second 7 m separated carriage-way is proposed for these roads. An access road abutting the southern property line of the commercial site (Site 13) will be constructed to a 14 m (46 ft.) finished standard. The developer of Site 5 (Rezoning Reference #35/77) will be responsible for the construction of the section of Phillips Avenue from Halifax Street to the access road and the access road itself. The Municipality will be responsible for the other road construction. It will be arranged to have this construction completed prior to completion of construction of the shopping centre.

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3.7 Site Servicing Information - Cont'd.

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- (b) It will be the responsibility of the developer of the subject commercial site to provide the necessary driveway crossings and water connection.
- (c) It will be the responsibility of the developer of the subject commercial site to treat the watercourse which is to be maintained in an open condition. This work will vary depending upon how the watercourse is incorporated within the development. An easement will be required for the watercourse. The width and location will be resolved in conjunction with the design. Any watercourse treatment will be subject to the approval of the Municipal Engineer and a cost estimate will be prepared for inclusion in the servicing estimate.
- (d) The successful applicant will be expected to submit a certified Letter of Credit to cover the cost of watercourse treatment and a cash payment for items noted in (b) above.

4.0 Operational Rules for the Proposal Call

- 4.1 The attached Appendix B is a copy of the public advertisement placed in various newspapers. The information contained in this advertisement should be used as a guideline.
- 4.2 The submissions will be reviewed and evaluated. A report will be submitted to the Municipal Council describing the proposals and recommending a particular proposal and development team.
- 4.3 The approved applicant will then proceed with a rezoning application and be subject to compliance with all usual zoning procedures and requirements. The selected development scheme will form the basis of the suitable plan of development which will be refined in greater detail prior to presentation to a Public Hearing.
- 4.4 The selected applicant will be expected to enter into a contract for the purchase of the Municipal land as a prerequisite to the rezoning.

The selected applicant will be expected to deposit a sum of \$25,000 as a surety to be subsequently applied to the purchase price. Terms will be total cash payment or one-third down and three years to pay, plus interest calculated at the Corporation's bank mortgage rate in effect on the date the agreement of sale is entered into.

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5.0 Minimum Content of Proposal Call Submissions

Each submission in response to the proposal call shall include the following:

- a) A simple, block model at a scale of 1:360 (1" = 30') which generally indicates mass of building(s), principal exterior building materials, landscaped areas, plaza areas and parking areas.
- b) Sketches indicating the character of the project.
- c) Identification of the project team (architect, landscape architect, engineers, development company, etc.) including information on the firms' experience and pertinent projects.
- d) A list and brief description of proposed facilities and uses on the subject site.
- e) Preliminary development statistics.
- f) Proposed construction schedule including any phasing.
- g) Proof of financial ability to undertake the proposed development.
- h) A proposed purchase price for the land.
- i) A statement of an intention to make application to rezone the subject site to Comprehensive Development District (CD) if selected.

ATTACHMENTS:

- Appendix "A" - Community Plan Seven
- Sketch #3 - Market Area
- Appendix "B" - Copy of published "Proposal Call".

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Appendix - A-

COMMUNITY PLAN SEVEN

Halifax St. - Phillips Ave. / Apartment Study Area "E"

Reference Date: 76-03

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Under the 1969 Revised Apartment Study, a portion of the Halifax - Phillips area was designated as a Community Plan area. A comprehensive development scheme has, in fact, already been approved and the first phase of the four-staged development is nearing completion. With the designated community plan area already committed, it was felt desirable to broaden the area of study and concentrate on the large undeveloped portion to the North, designated as a future expansion area on the attached apartment study plan.

This department has, therefore, prepared the following report and attached plans which indicate a conceptual development proposal and a possible subdivision pattern for the expanded area to the North of Halifax Street, as well as indicating the approved development for the designated community plan area. The various sites and developments have been identified on the plans and are referred to by number.

The proposed street pattern would maintain Duthie Avenue and Halifax Street as local collectors bounding the area on the West and South, with the proposed major arterials bounding the area on the North and East. Within the area, a series of cul-de-sacs have been proposed to provide access to the future low density multiple family developments, while at the same time preventing through traffic. The existing Hatton Avenue road allowance would be terminated at its present length. Kitchener Street would be terminated at its intersection with Augusta Avenue, a portion of which would be closed to vehicular traffic and used as a pedestrian route only. A loop road would be introduced around the proposed commercial area to provide secondary access to the various commercial sites and to alleviate traffic congestion on Halifax Street and the proposed North-South arterial. A new cul-de-sac would extend into the low density multiple family area from the proposed loop road to provide the necessary vehicular access for a variety of sites, as vehicular access to individual sites would not be provided from the two major arterials.

As noted on the plans, a series of pedestrian routes have been proposed, not only to provide convenient access to the commercial area, but also to provide a continuous walkway through the area forming part of the overall Burnaby Park Trail system.

Details of proposed development sites and densities are outlined on the Community Plan sketch.

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

1. **SCHOOLS** — The requirement for school facilities, generated by high density apartment developments, is minimal and can normally be accommodated by existing school facilities. However, the introduction of low density multiple family accommodation will increase considerably the need for additional school facilities. A new elementary school has been proposed on the Sutliff - Duthie site in D.L. 136. However, a firm commitment on the construction schedule has not been established to date. As noted in the 1969 revised Apartment Study, the school requirements generated by phase 1 of the "Montecito Project" are being taken care of temporarily by the existing Sperling Avenue Elementary School. However, Phase 2 of the project will require the construction of the proposed Sutliff - Duthie School. Therefore, no approvals should be granted to any further development proposals within the community plan area which may generate a need for additional school facilities, until such time as the Sutliff - Duthie School is under construction. Further, the staging of additional school facilities on the Sutliff - Duthie site should be such that each new development proposal can be accommodated as it is completed.

2. **PARKS** — In the 1967 review of the Burnaby Parks Sites Report, provision was made for a 2-acre park development in conjunction with the proposed Sutliff - Duthie School site. A similar-sized neighbourhood park was proposed within the area designated as low density family accommodation, but this park was not included in the 1969 revised Apartment Study. However, a district playfield — Junior Secondary School site of approximately 25 acres has been proposed for the area immediately North of the public golf course.

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The area will, therefore, be fairly well served by major park and playground facilities for older children. However, these facilities will not accommodate the young children of primary school and pre-school age. Their needs will have to be satisfied in the various developments by the provision of local recreational and play space within the developments themselves.

3. TRANSPORTATION — The road proposals, as previously described in this report, will provide the necessary vehicular routes to accommodate the anticipated increase in traffic volumes generated by the proposed Multiple Family and commercial developments. The existing public transit route on Duthie Avenue is convenient to the study area and with the completion of the two major arterials, a more extensive public transit system can be anticipated to serve the proposed multiple family developments. Finally, the control of potential parking problems will depend on the adequacy of off-street parking regulations for apartment and commercial developments.

4. SERVICES — The need for additional services, based on the possible maximum development of the study 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 multiple family and commercial developments. Any required extension of services can form part of the cost of the particular development they serve.

In conclusion, this report has established a preliminary concept for the development of the Halifax - Phillips area with respect to such aspects as land uses, densities, types of accommodation, vehicular movements, land subdivision and possible building locations. We would therefore 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.

Council approved the revisions to the Community Plan Area "E" as outlined below.
REVISION TO COMMUNITY PLAN AREA "E" MARCH 22, 1976

The former Site 10 is divided into the following sites in the amended plan.

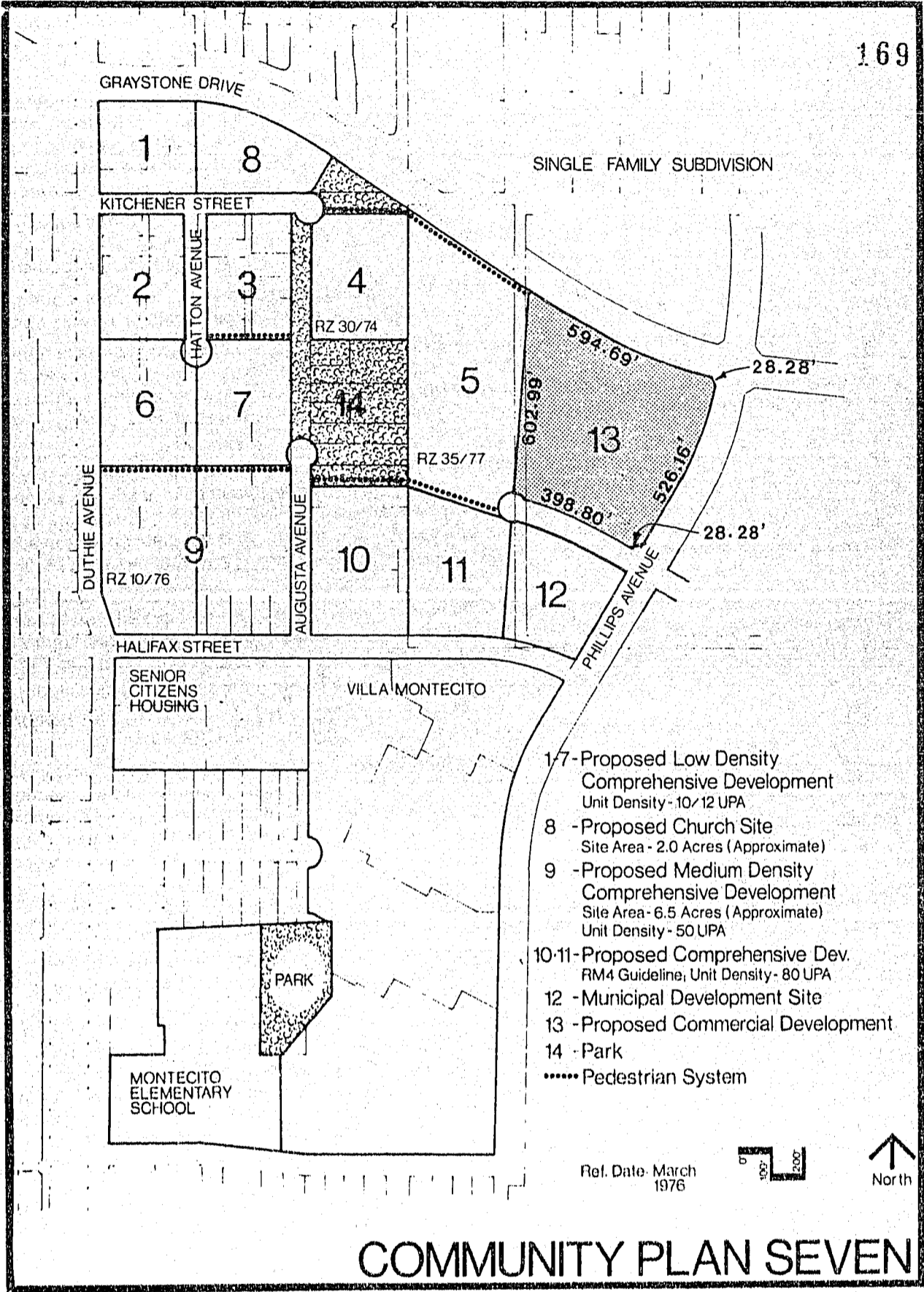
- a) Site 5 with an area of 5.9 acres is designated for low density multiple housing at a unit density of 10-12 units per acre and will be rezoned in accordance with the Comprehensive Development District. Access to the site will be via a new cul-de-sac off Phillips Avenue. No access to the site is to be allowed off Graystone Drive.
- b) Site 11 with an area of 2.73 acres is designated for medium density multiple housing at a maximum unit density of 80 units per acre, utilizing the RM4 zoning district as a guideline. The site will be rezoned in accordance with the Comprehensive Development District. Access to the site will be via the new cul-de-sac off Phillips Avenue or off Halifax Street. The general orientation and character of the development is to be compatible with the established Villa Montecito apartment development and other future apartment developments in the area.
- c) Site 12 with an area of approximately 2.4 acres is designated for municipal development purposes and is under municipal ownership at the present time. It is suggested that the municipal options for future use be kept open on this site at the present time. Some possible options are for senior citizens housing, apartment development, community services, recreational or institutional use.
- d) Site 13 with an area of approximately 6.7 acres is designated for a community level shopping centre and is under municipal ownership at the present time.

The neighbourhood park site has been increased marginally in size towards the south to reflect the increase in residential units without reducing the development viability of adjacent sites and in particular site 10 to the south.

The appropriateness of the location of this neighbourhood park is confirmed. Proposed developments around this park are low density multiple housing to the west, north and east, and medium density multiple housing to the south-west, south and south-east. This park provides public open space at the center of the community plan area. It is also a pivotal link in the public pedestrian system which extends through this community plan area and which includes a number of smaller park strip areas. This park also assists in providing a good overall matrix of public open space in this sector which includes the Municipal Golf Course to the east and the Montecito Park/School Site to the south-west.

The amount of existing development which consists of 6 single family dwellings is relatively moderate in relation to the overall proposed park of 3.0 acres.

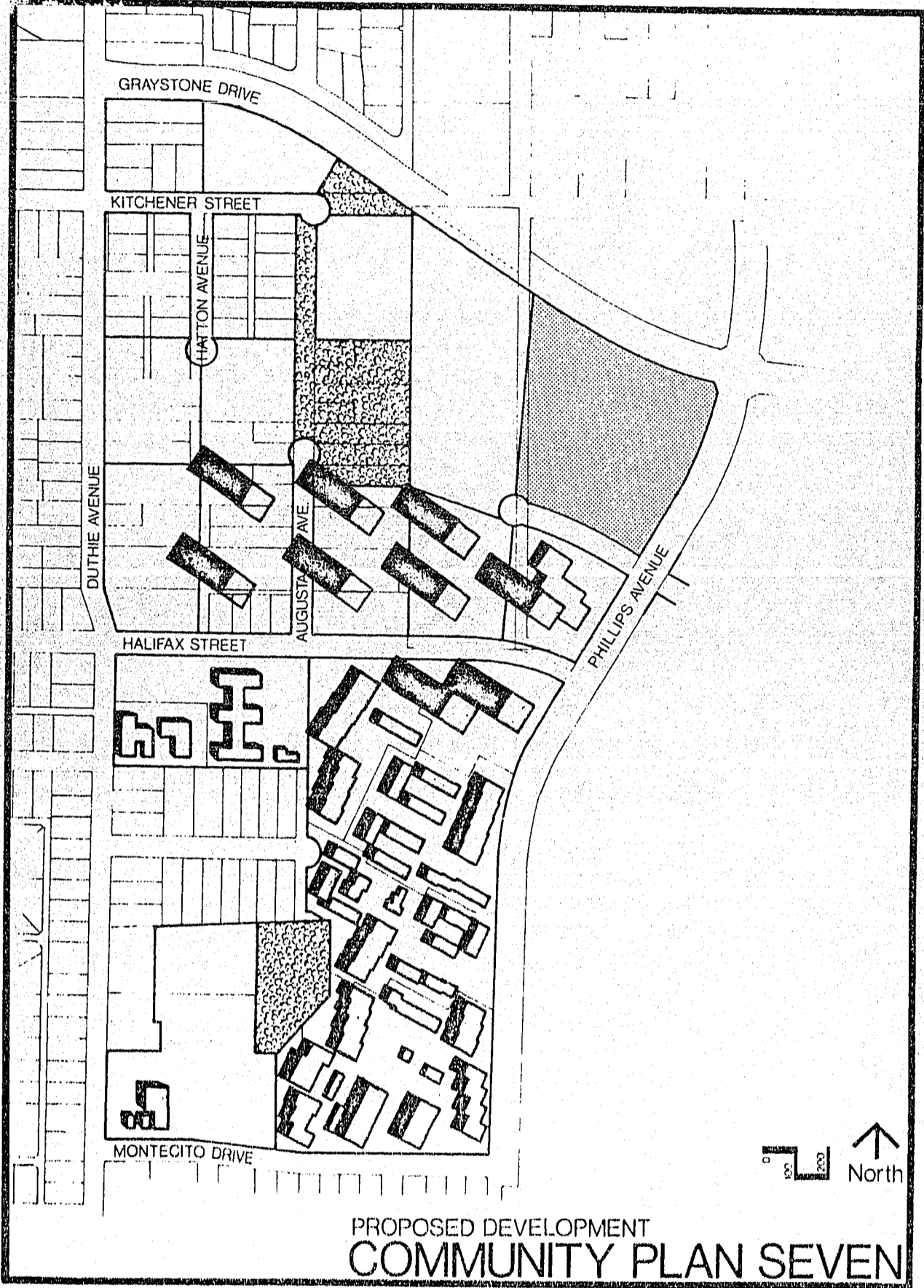
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COMMUNITY PLAN SEVEN

Sketch 1

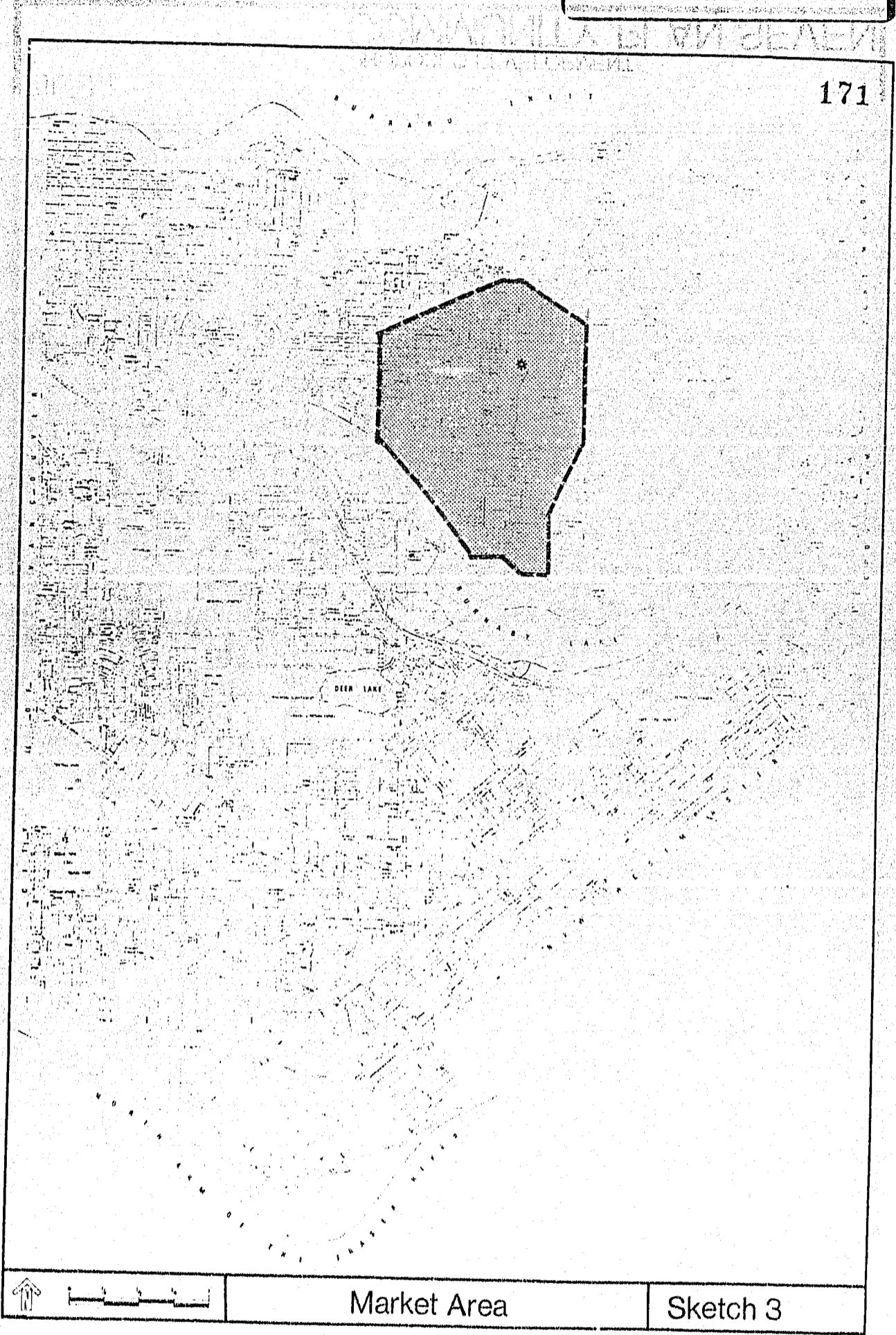
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PROPOSED DEVELOPMENT
COMMUNITY PLAN SEVEN

Sketch 2

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Appendix -B-

NEWSPAPER ADVERTISEMENT

- publish in the Vancouver Sun, Vancouver Province and Toronto Globe and Mail.

LAND SALE AND PROPOSAL CALL - BURNABY, BRITISH COLUMBIA

The Municipality of Burnaby invites interested developers to submit proposals for the purchase and development of 2.64 hectares (6.53 acres) of publicly owned land located on the west side of Phillips Avenue north of Halifax Street. The address of the site is 1405 Greystone Drive. The legal description is Lot 434, D.L. 138, Plan 54890. The site is designated for the development of a local commercial centre with a floor area of 5 500 - 6 500 m² (59,200-70,000 sq.ft.) within the adopted Community Plan Seven.

Submissions for development will be received by the Director of Planning on or before 16:30 h, 1979 October 19, and should include the following:

- A simple, block model at a scale of 1:360' (1" = 30') which generally indicates mass of building(s), principal exterior building materials, landscaped areas, plaza areas and parking areas.
- Sketches indicating the character of the project and a preliminary floor plan with immediately surrounding outdoor areas.
- Identification of the project team (architect, landscape architect, engineers, development company, etc.); description of the firms and involved personnel; and description of experience and pertinent work of the firms.
- A list and brief description of proposed facilities and uses on the subject site.
- Preliminary development statistics.
- Proposed construction schedule including any phasing.
- Proof of financial ability to undertake the proposed development.
- A proposed purchase price for the land.
- A statement of an intention to make application to rezone the subject site to Comprehensive Development District (CD) if selected.

Submissions will be evaluated by representatives of the Municipality of Burnaby, and selection of the successful proponent will be made by the Municipal Council. The successful proponent will be determined by the price offered for the land, the quality of the proposed development and the experience and financial capability of the Design and Development Team. The successful proponent will be expected to enter into formal agreements covering all aspects of land sale, project design and development.

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A more detailed information package should be obtained from the Burnaby Planning Department (Telephone: (604) 294-7411). Address all correspondence and proposals to:

A. L. Parr
Director of Planning
Municipal Hall
4949 Canada Way
Burnaby, B.C.

V5G 1M2

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PRELIMINARY ESTIMATE OF SERVICING COSTS
 COMMUNITY PLAN SEVEN
 SITE 13

The following estimates are based on very preliminary design information and that due to the presence of bad ground conditions, pipelines, etc. on the Graystone Drive right-of-way, a completely realistic assessment of servicing costs is not possible without the benefit of a soils study and a final engineering design of the proposed works. It is anticipated that the final design will be available by the end of this year.

1. Water: Construct a watermain on Graystone Drive from the main being constructed to serve Site 5 (RZ# 31/78) east to the existing watermain serving S.D. Ref. No. 52/78.	\$ 50,000
2. Road: Construct a single 7 m (23 ft.) curbed standard on Graystone Drive from Duthie Ave. to Phillips Ave. (a portion of this road must be preloaded due to peat).	241,000
3. Storm Sewers: Construct storm sewers on Graystone Drive (a large portion of the required storm sewers to be constructed on piles).	401,000
Total	\$ 692,000