

ITEM	9
MANAGER'S REPORT NO.	17
COUNCIL MEETING	1982 03 15

RE: PROPOSED DRAFT REVISIONS TO COMMUNITY PLAN EIGHT
APARTMENT STUDY AREA I. CANADA WAY/SMITH AVENUE.

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1982 MARCH 10

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: PROPOSED DRAFT REVISIONS TO COMMUNITY PLAN EIGHT
APARTMENT STUDY AREA I. CANADA WAY/SMITH AVENUE

RECOMMENDATIONS:

1. THAT Council receive this report dealing with the proposed amendment of Community Plan 8 (Apartment Study Area I).
2. THAT Staff be authorized to prepare and distribute an information sheet to properties in the Plan area and report back to Council within two months.

REPORT

1.0 Summary:

The purpose of this report is to present a number of proposed changes or adjustments to the existing adopted Community Plan 8 for the Canada Way/Smith Avenue district centre area. The purpose of this plan is to develop a viable commercial core with a surrounding mixed density residential development area, and this purpose is unchanged from the time the initial Community Plan was adopted in 1971.

This report proposes certain changes to the land uses and proposed density of development. Minor changes to traffic patterns, and adjustments to the boundaries of the plan area are being recommended by the Planning Department in order to update the plan to better serve current needs. The necessity to review the plan arises from development pressures in the Smith Avenue area north of Canada Way which, up to this time has been a future apartment area, and which now should, in the view of the Planning Department, be permitted to redevelop.

2.0 Background:

The original apartment study in 1969 recognized this Study Area I as a potential apartment development area due to the presence of an existing commercial core on Canada Way and the nearby location of Burnaby General Hospital and the B.C. Institute of Technology. Today the expansion of office, institutional uses and the employment opportunities afforded by the Discovery Park reinforce the original concept.

The Residential Growth Management Study for Burnaby prepared in 1980 confirmed that this Canada Way Smith Area is to be a "Community Level" centre in the heirarchy from town centres, district centres, community centres and down to neighbourhood level commercial/residential centres in the Municipality. This would mean that the commercial core here would meet the shopping needs of several neighbourhood areas, have a variety of services such as offices and provide a mixture of low and medium density housing opportunities.

The Growth Management study resulted in the area north of Canada Way being considered for meeting some of the demand for ground oriented family housing in the Municipality. An analysis of this proposal has been conducted and it appears that, in the light of the closure of Schou School in 1980 and also based upon some preliminary projections of the anticipated supply of new ground-oriented housing that it would be appropriate to pursue a policy of developing apartments in this area, with certain adjustments to the existing adopted plan.

An assessment of the boundaries of the existing apartment area has been made and an expansion of the apartment area to the north of Manor Street to the freeway is proposed to avoid leaving two very small single and two family residential enclaves in this area. Thus the plan area will include both a new residentially designated area and a new light industrial area.

Other assets of the area include the presence of two parks, Broadview and Avondale, some fine views to North Burnaby and the general central location and convenience to transit. The area has natural boundaries of the Trans Canada Highway on the north, Gilmore Avenue on the east, Boundary Road on the west and the established single and two family (R5 zoned) neighbourhood to the south.

In recent years the potential development sites in the area south of Canada Way in the existing plan have been virtually all developed or been proposed through the rezoning process for redevelopment. The area north of Canada Way has remained essentially unchanged and remains a mixture of older single family homes with some new duplexes.

3.0 Transportation and Streets:

Now that Linwood Street has been constructed eastward from Smith Avenue to Kalyk Avenue no new, or additional streets are proposed to be constructed. The Manor Street road right-of-way from Boundary Road to Gilmore Avenue is to be protected as a public way, however it is proposed to be developed as a buffer area where it abuts the freeway with a pedestrian trail as this road link parallel to the freeway is not intended to be developed in the foreseeable future.

In order to reduce the number of intersections between local and arterial streets which will improve the capacity of the main streets, and to improve the potential development sites, it is proposed that a number of streets be closed. These should include Laurel Street for the half block west of Smith, Norfolk Street at Boundary Road and Manor Street for the block west of Gilmore in order to provide the buffer/trail south of the freeway. The intersection of Esmond Avenue with the Granview Highway (freeway ramp) should also be closed for safety and to prevent continued "short cutting" to and from the 401 freeway through the neighbourhood.

No additional traffic signals beyond those presently installed are anticipated as a result of the redevelopment proposed in the plan.

It is proposed that the Provincial Ministry of Transportation and Highways continue to acquire property on the south side of Grandview between Boundary Road and the freeway (5 properties) in order to develop Grandview to a proper standard and provide a buffer strip area between the Grandview and the residential area to the south, as was envisioned when the freeway was first designed.

In terms of public transit it is anticipated that the existing north-south bus service on Smith Avenue will ultimately be added to by the use of this portion of Canada Way as an east/west route.

4.0 Community Facilities:

4.1 Parks

The two existing parks are Broadview, on the north side of Canada Way and Avondale Park in the south part of the area. Broadview is approximately 3.2 ha. (8.0 acres) however the presence of a ravine restricts the development potential of the park for active recreational uses. Due to the anticipated population density increase it is proposed that one lot on the east side of the park on the south side of Dominion Street be acquired in the long term future, for inclusion in the park. There is a new (1981) duplex on this lot thus it is not anticipated that the property be considered for acquisition for 10 or more years, however apartments would be permitted to be developed on the block without the assembly of this lot.

The effectiveness of Avondale Park 1.2 ha. (2.9 ac) as an active play area is restricted by the existence of two private properties in the northwest corner of the park which contain two older homes which front on Smith Street. These properties were proposed for ultimate inclusion in the park in the 1969 Apartment Plan; however, the two properties were shown in the 1971 presently adopted Community Plan as a medium density apartment site. It is again proposed that they be acquired as they become available to improve the shape and development potential of Avondale Park.

No further park expansion in this Community Plan area is anticipated.

4.2 Pedestrian Trail System

In addition to the overall park/trail system which passes through this area a number of local pedestrian easements 3.0 metres in width are proposed. These trails will connect the residential areas with destinations such as the bus stop points, the commercial area, the parks and other destinations such as the Hospital. The link at the east end of Avondale Street to Gilmore will afford the opportunity for people who live in this apartment area to conveniently walk or bicycle to B.C.I.T. or the Discovery Parks area without travelling on major streets.

4.3 School/Recreational Facilities

The recent closure of Schou School results in children from this area having to travel south along Smith Avenue to Cascades School, a distance of 1 km. south of Canada Way. The distance and the presence of the Canada Way barrier to school children has been considered to render the area north of Canada Way less suitable for family oriented housing.

The old Schou School is presently reutilized as a resource centre by the Burnaby School Board and there is some limited community use of the buildings. In the future the potential role of these buildings in serving the social and recreational needs of area residents should be considered.

The anticipated growth of apartments in this plan area is not expected to increase enrollments at Cascades School due to the low number of elementary school students normally generated in apartment districts.

The nearest existing Burnaby Parks and Recreation Centre is the small centre at Westburn Park, which is approximately 2 km. to the south.

5.0 Commercial Facilities:

5.1 Primary Commercial Area

The primary commercial core of this area will be centred on Canada Way, in the block between Boundary Road and Smith Avenue in order to develop a compact, intense, viable shopping area. The increase in residential density in the surrounding area will support a larger number of shops, services and offices to serve the increased population of the area. This commercial core area should be redeveloped with small shop frontages and a continuous storefront facade along Canada Way (with no parking areas in front of the buildings). In recognition of the traffic volumes, new commercial buildings should be setback 3 m from the Canada Way property lines to accommodate a wider sidewalk and street trees to improve the pedestrian environment. The C2 commercial zone uses and density guidelines will be observed. Vehicle access will be from the rear rather than from Canada Way.

5.2 Secondary Commercial Area

The Secondary commercial area will extend down the Boundary Road hill from Canada Way to the Grandview Highway. In this area there will be a mixture of offices and stores at street level with the opportunity for mixed use projects with residential units on the east side of the projects oriented towards the residential area and views to the east and away from Boundary Road.

A minimum setback of 7.5 m for the sites on Boundary from the front property line will assist in providing an area for landscaping between the buildings and the very heavy traffic on the Boundary Road hill. The depth of these development sites will be extended eastward across the north/south lanes which will be closed. Vehicular access to these sites will be from the side streets rather than from Boundary Road.

The C2 commercial and RM2 residential zone guidelines for use and density will generally be utilized in this secondary core area on Boundary road. As part of the implementation of this plan the three residentially developed properties at the northeast corner of Linwood and Boundary Road should be brought into conformity by rezoning these parcels from C1 to R5.

6.0 Industrial/Office Area: The Boundary Road/Grandview Highway/Trans Canada Highway Triangle

When the Trans Canada was constructed through this area a triangular area of approximately 2.4 ha (6 acres) was cut off from the adjacent neighbourhoods. This area is presently developed with older single family homes.

In the past many uses have been considered or proposed for this area. The Grandview Highway freeway ramp is a barrier which effectively cuts off this enclave from the balance of this Community Plan area land use pattern.

The area is proposed for development under the M5 (light industrial, office) zone guidelines. This zone permits a variety of uses which is complemented by other industrial uses in the Central Valley industrial area which lies to the east and north of this site. The land to the west, across Boundary Road in Vancouver, is also light industrial.

7.0 Residential Areas Development Concept:

The goals for the residential redevelopment of this Community Plan area include providing a medium density housing neighbourhood which is primarily adult oriented, due to the remoteness of this area from schools, and the convenience to nearby employment areas such as the hospital, B.C.I.T., Discovery Parks and the office area to the east. The available stock of rental apartments in this portion of Burnaby should be increased and encouragement given by the Municipality to this type of housing given the general demand for rental housing and the demand generated by the nearby institutions.

The concept allows for RM3 (three-storey apartment) development in the core area and RM2 (apartment) development around the perimeter of the area to provide:

- a) a better opportunity for the transition to the existing low density residential areas,
- b) to provide improved setbacks and buffer areas in the heavily noise - impacted zone along the Trans Canada Highway,
- c) to assist in protecting the views to the north.

The development site consolidations will be assembled in a manner which will optimize the development pattern without limiting the viability of future adjacent development sites. Buildings in excess of 70 m in length should be discouraged in favour of buildings which are separated to reduce building bulk and length and afford view corridors. Buildings adjacent Smith Avenue should be oriented north/south to preserve views where practicable.

The block bounded by Smith, Norfolk, Canada Way and Broadview Park should be developed with through lot patterns with north-south building orientation so that the ends of the buildings face Canada Way to reduce the noise impact and to afford the sites vehicular access from Norfolk Street.

7.1 Phasing of Residential Development

The first priority development area should be the general area north of Canada Way and west of Broadview Park and any remaining development sites south of Canada Way. No new single or two family dwellings should be permitted in this part of the Community Plan area.

The second priority development area is that area north of Canada Way and east of Broadview Park. The present condition of the dwellings in this area is somewhat better than the western area and the area will not be required for redevelopment until some time into the future.

This second priority apartment area should not begin to be redeveloped until such time as the first priority area west of the park is more than half redeveloped for apartment use.

8.0 Plan Implementation:

It is proposed that Council afford the opportunity to receive response from the public and interested parties on the proposed draft Community Plan revisions.

It is proposed that the public be advised of the proposed plan amendments through the distribution of a brief information sheet to properties in the affected area and the holding of an "open house" in the area to provide people with further information and an opportunity to discuss the policies with staff. A further report will then be prepared and submitted to Council conveying the responses and recommending adoption of the finally-revised plan.

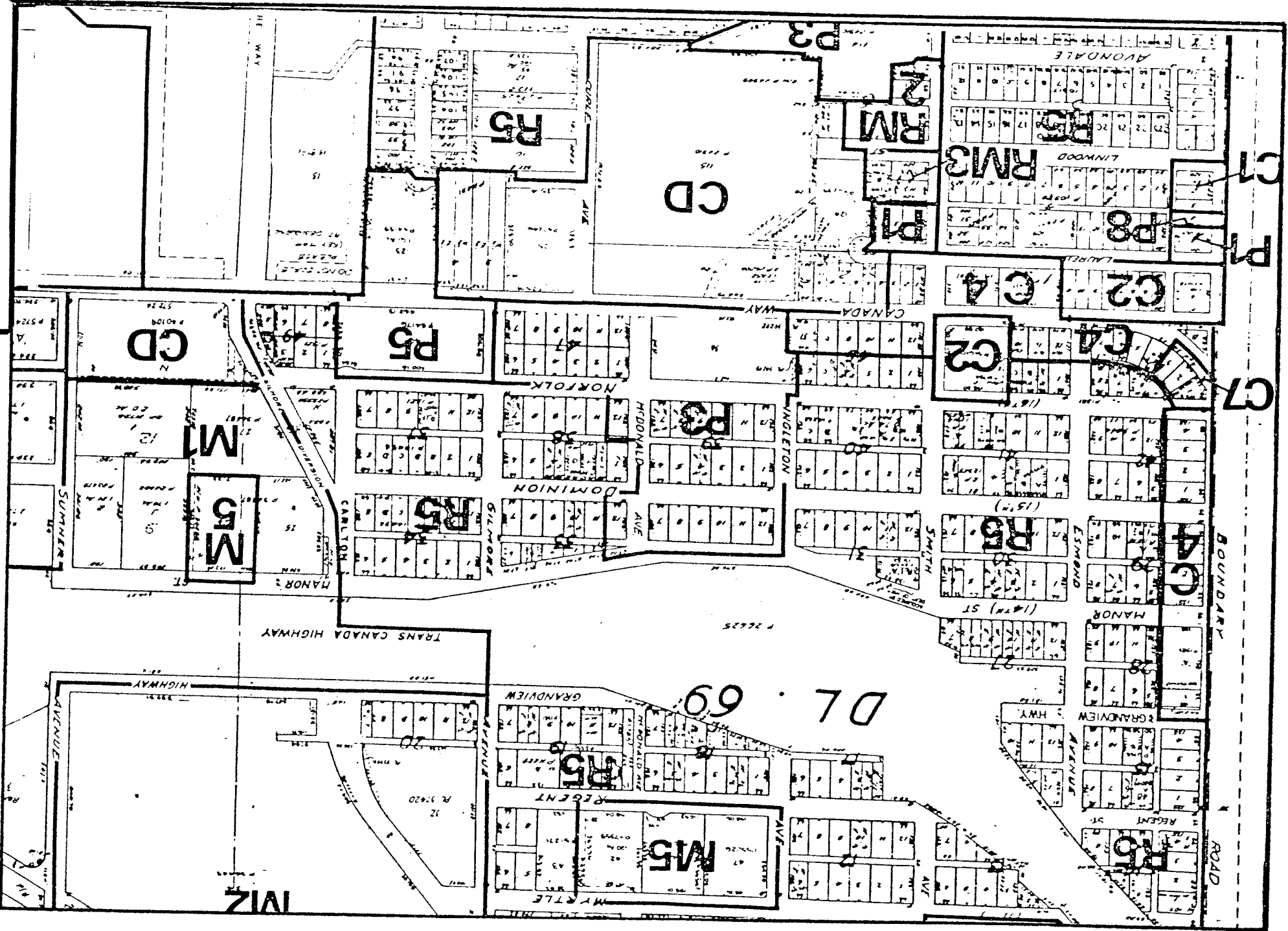


A. L. Parr,
DIRECTOR PLANNING &
BUILDING INSPECTION

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Att.

cc: Director Recreation & Cultural Services
Director Engineering
Secretary Treasurer, Burnaby School Board



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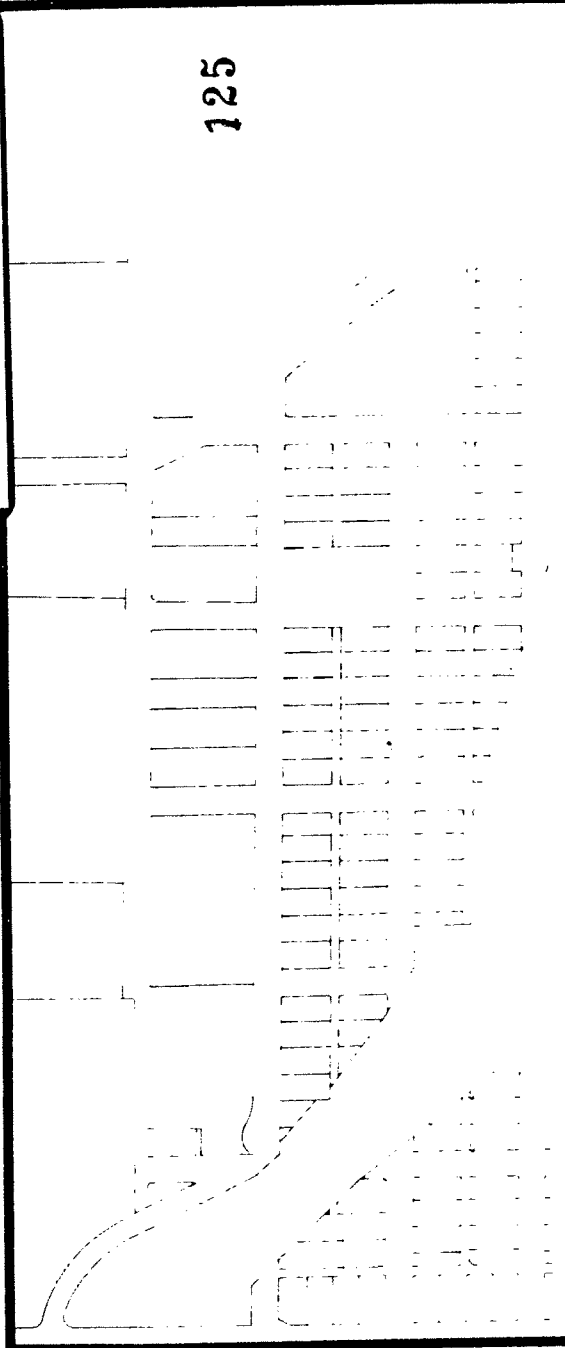
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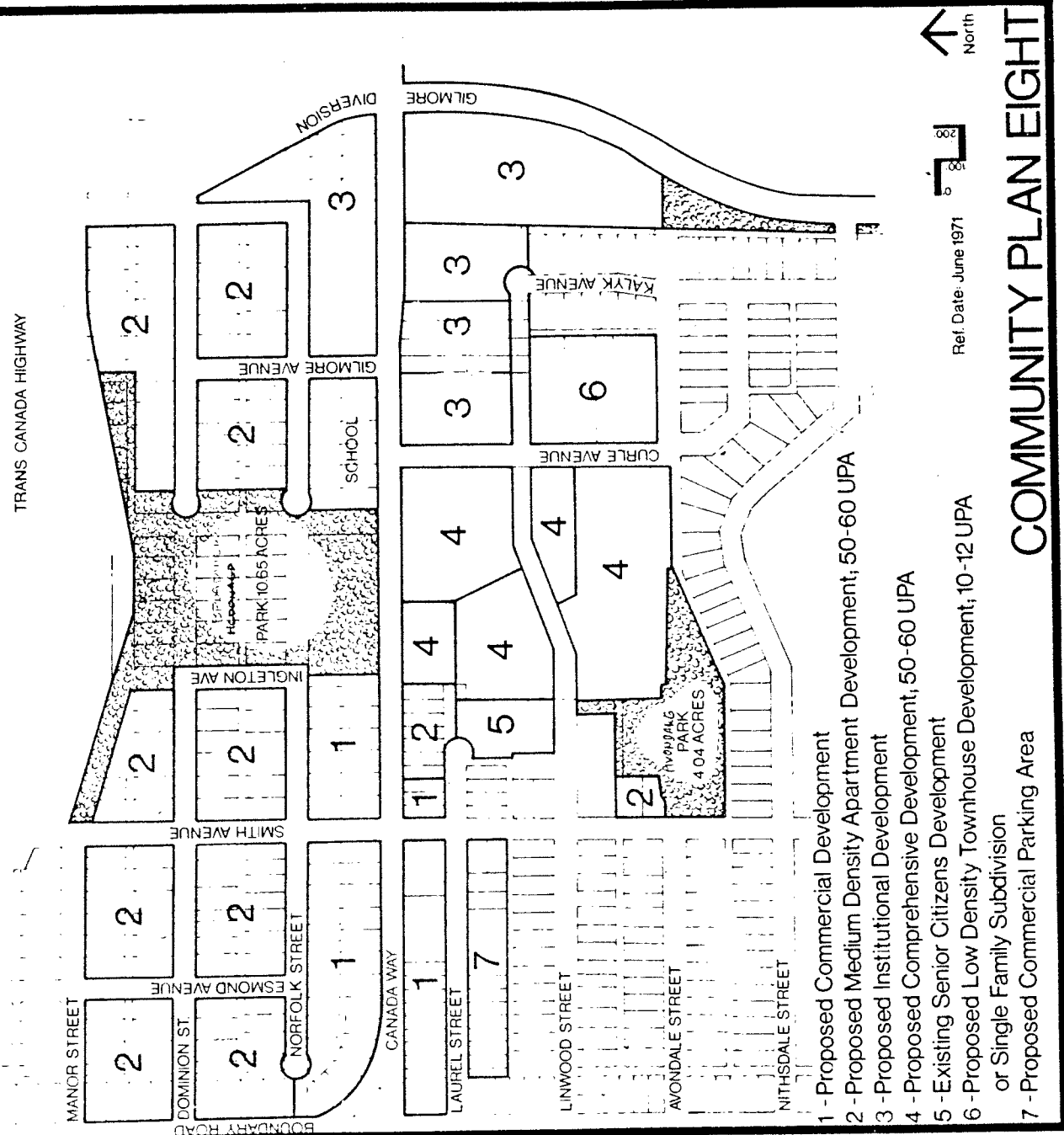
EXISTING ZONING
 COMMUNITY PLAN 8

SKETCH 1

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 COUNCIL MEETING 1982 03 15



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COMMUNITY PLAN EIGHT

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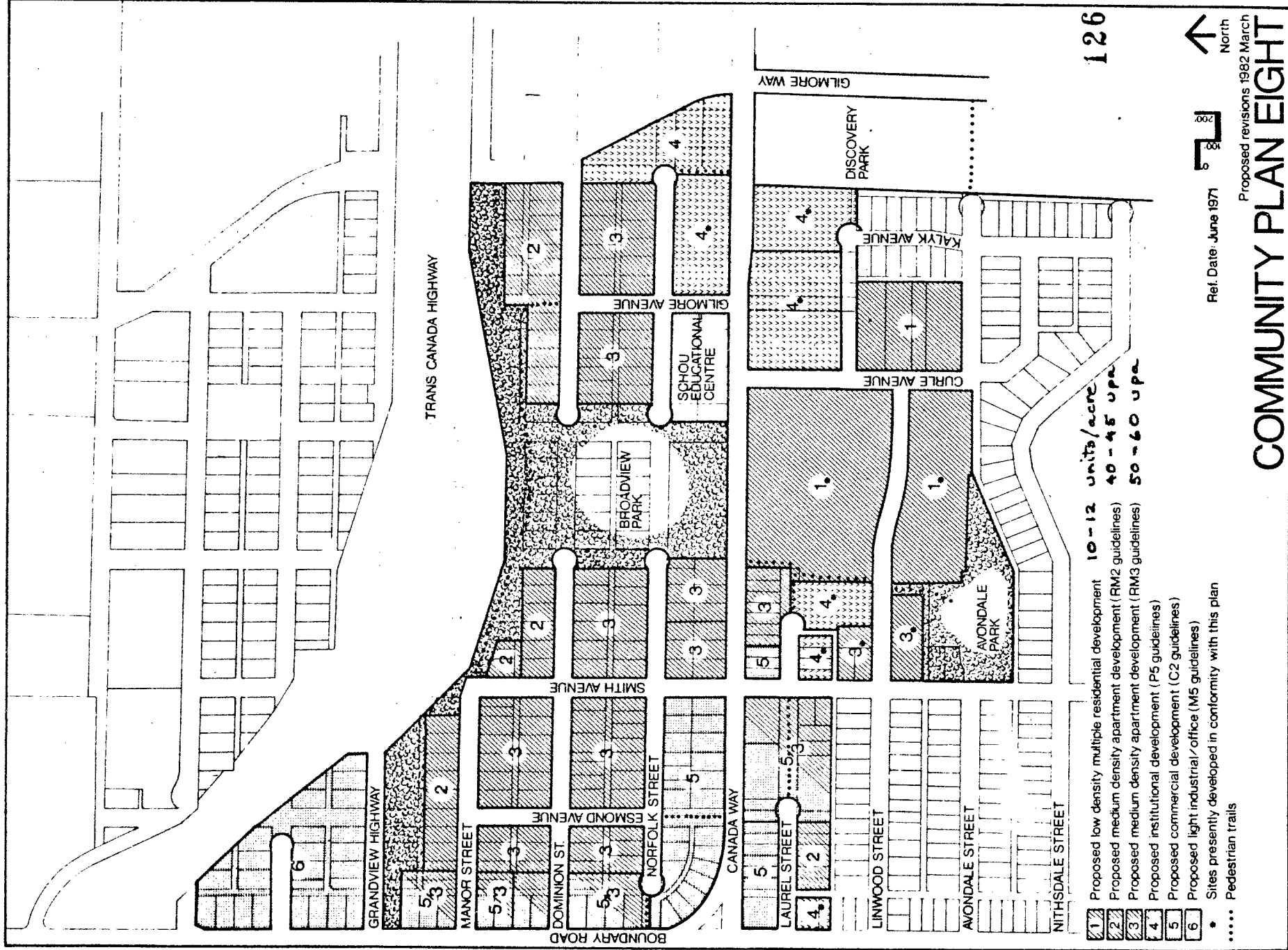
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EXISTING ADOPTED PLAN

SKETCH 2

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COMMUNITY PLAN EIGHT

Ref. Date: June 1971
 Proposed revisions 1982 March

SKETCH # 3

