

RE: PROPOSED COMMERCIAL DEVELOPMENT
LOTS 209, 210, 211, D.L. 151, GROUP 1, PLAN 67065, NWD
4700 KINGSWAY

A supplementary report that will address the core related road network which is needed to support this major development proposal will be submitted to Council on Friday, May 11.

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

* * * * *

TO: MUNICIPAL MANAGER 1984 May 08

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: PROPOSED COMMERCIAL DEVELOPMENT
REZONING REFERENCE #78/83

LEGAL: LOTS 209, 210, 211, DISTRICT LOT 151, GROUP 1,
PLAN 67065 N.W.D.

FROM: M1 MANUFACTURING DISTRICT

TO: CD COMPREHENSIVE DEVELOPMENT DISTRICT
(UTILIZING THE C3, P2 AND RM5 USES)

ADDRESS: 4700 KINGSWAY
(SKETCHES ATTACHED)

=====

RECOMMENDATION:

1. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 1984 May 28, and to a Public Hearing on 1984 June 19 at 19:30 h, and the following be established as prerequisites to the completion of the rezoning:
 - a) The submission of a suitable plan of development for the Phase I development and of a Community Plan which will serve as a general guide for the ultimate development of the subject site.
 - b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed and constructed to the approval of the Director Engineering. One of the conditions for the release of occupancy permits will be the completion of all requisite services.
 - c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.

- d) The submission of an undertaking to remove all existing improvements from the site within six months of the rezoning being effected but not prior to Third Reading of the Bylaw. In the event that existing improvements on the site are vacant and considered to be a hazard to life or property, the Fire Prevention Office may issue an order to demolish such improvements and remove the resultant debris prior to Third Reading.
- e) The dedication of any rights-of-way deemed requisite.
- f) The provision of public pedestrian walkway easements through the site and the provision of paving, lighting, and trees to the approval of the Director Engineering.
- g) The pursuance of the construction of a pedestrian overpass of Kingsway just east of Sussex Avenue in conjunction with this development. The detailed applicability of the Metrotown Grade-Separated Pedestrian Linkage Charge would be resolved relative to this pedestrian overpass provision.
- h) The provision and development of a major Public Square. The detailed applicability of the Metrotown Public Open Space Charge would be resolved relative to this public square provision.
- i) The determination of appropriate arrangements for the provision of a Metrotown Resource Library within the development.
- j) The determination of appropriate arrangements for the provision of a bus loop area within the development.
- k) The provision of a grade-separated pedestrian passerelle linking the Metrotown ALRT station, the bus loop, the commercial development, and the public square together.
- l) The determination of appropriate arrangements to provide the necessary off-site road dedications and roadworks which are necessary to facilitate this development.

SUMMARY

The applicant has submitted an overall development plan which reflects the Municipal objectives for Metrotown, and outlines a high quality major Phase I retail development within the context of an appropriate Community Plan indicating the ultimate development potential for the subject site. Further refinements will be pursued in the ongoing rezoning process. The completion of the rezoning and consideration of further readings would be pursued under standard procedures.

The development of this site is considered a key one to assure the solid establishment of Metrotown as a viable Municipal and regional focus. Together with appropriate linkages to adjacent development, the development of this site will give a heart to Metrotown. (See attached Sketches 1 and 2).

This is a complex proposal accommodating in its major component parts:

- i) Major 3 level shopping mall with 2 major department stores, a food floor, an interior community festival square and cinemas, with a gross floor area of 970,000 square feet.
- ii) A shopping mall linkage to the existing Sears department store and a major refurbishing of the Sears store is envisaged.
- iii) Office development of 50,000 square feet.
- iv) A Public Square.
- v) A major bus loop for BC Transit.
- vi) Passerelle linkage from the development to the bus loop and ALRT station.
- vii) Major developed public pedestrian corridors.
- viii) A Metrotown Resource Library.
- ix) Future phased development providing for over 3,350,000 square feet of building area in the form of hotels, offices, apartments, etc.

This development will undoubtedly result in spin-off development on the adjacent GTE/Electrolier and Sears properties as well as in other areas of Metrotown both in terms of commercial and residential development.

This estimated \$150 million initial Phase I development is expected to provide initial taxes to the Municipality in the range of \$2 million per year. The longer term and spin-off tax assessment benefits to the Municipality are considerable. From a Municipal planning and physical provision point of view, each of the components of this development could in their own right be considered major initiatives. Together these components as part of a single complex initiative will have a dynamic effect in establishing Burnaby Metrotown as a premier focus within the region. The overall timing appears to be propitious at this time.

Many of the rezoning prerequisites address complex issues which require resolution prior to the finalization of the rezoning proposal. Municipal support is essential in achieving certain aspects such as the supporting transportation system which are needed to permit the developer to proceed with this initiative. It is imperative that this rezoning application be advanced to a Public Hearing at this time in order to obtain political and public support so that staff can continue to move forward in pursuing this proposal. This will also assist the developer in his necessary arrangements related to financing, etc.

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

REPORT

1.0 REZONING INTENTION

The intent of the proposed bylaw is to accommodate in a Phase I development, a major multi-leveled retail commercial development with ancillary facilities such as a public square, a possible public library, offices, and a bus loop area. Future phased development composed of office, commercial and accessory residential uses will be accommodated through the establishment of a Community Plan, which will serve as a general guide for the ultimate development of the subject site.

2.0 BACKGROUND

Council, on 1978 February 20, approved a proposed development concept for Metrotown, a higher level town centre of regional significance in the Kingsway/Central Park area. A core area was delineated within the Metrotown precinct which is intended to be the centre of primary concentration of commercial development and main focus of urban activity within the Municipality. The subject 21.8 acre site is located (see sketch #1) in the strategic centre of the core area and offers the prime opportunity for a major new commercial development. The subject site is also related to two other prime abutting core development sites in single ownership which are the 5.7+ acre Electrolier site to the west and the 25+ acre Sears site to the east.

After extensive preliminary studies by the developer including an early presentation to Council of an emerging proposal, an initial rezoning report was submitted to Council on 1984 January 23, and Council authorized the Planning & Building Inspection Department to continue to work with the applicant in accordance with the terms outlined in that report towards the development of a suitable plan of development appropriate for presentation to a Public Hearing.

The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

3.0 GENERAL COMMENTS

3.1 Rezoning Guideline

The subject development is being rezoned:

From: M1 Manufacturing District

To: CD Comprehensive Development District

Based on the C3 District for commercial uses, the P2 District for institutional uses, and the RM5 District for future residential uses.

3.2 Site Servicing

The Director Engineering has been requested to prepare an estimate for all services necessary to serve this site. These services will include specified roadworks, storm and sanitary services and water services.

The necessary roadworks include the dedication of right-of-way off the GTE/Electrolier property (approximately 13,300 sq.ft.) for North Beresford Street and the construction of North Beresford Street east from Silver Avenue to the east property line of the subject site. However, BC Transit has made prior commitments to provide this required dedication as well as the road construction east from Silver Avenue to Sussex Avenue in conjunction with the rezoning of the Metrotown ALRT station (RZ#47/82). Therefore, this developer would be responsible for only a minor proportion of these provisions.

Certain roadwork costs to be met by this developer may arise out of traffic management requirements related to the Kingsway and North Beresford Street frontages of the subject site. Further work by the developer's consultant in consultation with Municipal staff would determine any specific requirements.

3.3 Dedications

In addition to the North Beresford Street dedication noted in the preceding Section 3.2, the dedication of Kingsway right-of-way widening amounting to a 16.5 ft. wide strip is required.

The site has been consolidated into one legal parcel in conjunction with the approved Sussex Avenue Road Exchange Bylaw. As part of the exchange agreement, the Kelly-Douglas Produce Building which straddles the new North Beresford Street right-of-way is to be removed by 1986 July 01.

3.4 Parking Provisions

The developer has retained Wilbur Smith & Associates, Transportation Consultants, to assist in establishing appropriate parking requirements for this development. In general, it is expected that less parking will be required as compared to other suburban commercial centres due to the surrounding high walk-in apartment population, a good bus transit network focused on the Metrotown core, and the convenience of the Metrotown ALRT station from which large numbers of people can access the site. The following points have been considered by Municipal staff and are supportable.

3.4.1 Conceptual parking reductions for a major mixed-use development as outlined in the following statements are considered reasonable:

- i) A centre of 1,000,000 sq.ft. Gross Leaseable Area (GLA) can accommodate an additional 100,000 sq.ft. of office use without any additional parking requirements.
- ii) Centres of over 200,000 sq.ft. Gross Leaseable Area (GLA) can accommodate 750 theatre seats without providing additional parking space. Every 100 seats in excess of the initial 750 seats should provide 3 additional parking spaces.
- iii) A centre of over 600,000 sq.ft. Gross Leaseable Area (GLA) can reduce the required parking by 4.0 spaces per 1,000 sq.ft. of GLA devoted to food services subject to the food services GLA not exceeding 5% of the total GLA.

3.4.2 The Consultant's study indicated that parking of 3.5 spaces per 1,000 sq.ft. GLA is considered sufficient for this type of development.

Therefore, for this development with 820,000 sq.ft. GLA, 2,870 parking spaces are required.

The Consultant recommends that 2,900 parking spaces be provided. In principle, this standard for the Phase I development is acceptable. However, the appropriateness of the parking provided will be reviewed at the Phase II stage.

For the 1987 centre opening, up to 40% small car parking may be reasonable subject to comparison with projections based on Provincial motor vehicle registrations.

3.4.3 Future parking requirements for further commercial and apartment development would be determined at that future date. Adherence to current zoning bylaw parking requirements for apartments and hotels, and with some reduction possible for major future office additions are proposed. 131

3.4.4 Surface parking areas for the Phase I development are to be surrounded by an appropriate landscaped buffer strip as well as accommodating islands of landscaping within the parking areas. A boulevard and canopy tree treatment is proposed.

3.5 Kingsway Under Provincial Jurisdiction

The Ministry of Transportation and Highways is being consulted with regard to its interest in Kingsway which is a provincial highway and with regard to accesses off Kingsway into abutting development sites.

3.6 Bus Loop

A Metrotown bus loop connected by the passerelle to the ALRT station and to the Phase I development is accommodated within the site in accordance with the P2 zoning guideline. Previously contemplated in a north-south alignment, the proposed site plan now indicates an east-west alignment for the bus loop directly abutting the west property line and the North Beresford Street right-of-way. Further details of this bus loop are noted in Section 7.2.4.

3.7 Passerelle

An elevated covered pedestrian passerelle is to be provided linking the ALRT station, bus loop, and Phase I development. A direct link to the Public Square at-grade is also required as is a direct link to the sidewalk at-grade on the north side of North Beresford Street. The needs of the handicapped should be accommodated wherever possible in relation to this passerelle. The passerelle is also expected to provide places of special interest or some commercial activity (i.e. newstand, sundries) along its length.

3.8 Pedestrian Canopy and Development Facade

A continuous pedestrian canopy/arcade 10 feet wide is provided along the north, west and south faces of the Phase I building development. On the west face, this protected pedestrian canopy follows the north-south public pedestrian corridor. These canopies will link with future continuations of pedestrian cover towards the east into the Sears lands.

Interesting facade modelling, extensive fenestration, display windows, and shops where feasible, are encouraged along the face of the development. Special activity provisions related to the building facade and the north-south pedestrian corridor are encouraged such as landscaped sitting areas, garden shops, etc. Specific architectural screening treatment of the parking structure face is required to give it a high quality appearance.

3.9 Relation to Sears

The developer is pursuing an agreement by which a strip of the subject property along the east property line will continue to be utilized by Sears for its loading requirements in return for the extension of the proposed 3-level shopping mall by this developer into the Sears property along the Kingsway frontage, connecting into the existing Sears department store.

The Sears department store may be refurbished relative to the Phase I development. The resolution of property lines relative to this mall extension to the west as it may be affected by Building Code regulations requires examination.

3.10 Internal Traffic Provisions

The detailed internal traffic requirements will be pursued through further consultant work as engaged by the developer.

3.11 Future Residential

Residential development in future phases will be governed by the Community Plan guidelines and the RM5 zoning district. In the Metrotown core area commercial uses must remain the dominant use although significant residential development is possible as an important minority use. The potential for attracting major hotels and office buildings in this core area site should not be compromised by residential proposals.

Residential development is proposed in the form of point-block towers or innovative terraced developments above a minimum two-storey commercial podium development. The roof areas of podium development should be landscaped and accessible for use by residents.

The Neighbourhood Parkland Acquisition Charge in accordance with the established schedule will apply to any future residential development. This charge would be deposited at the time of a future rezoning application which encompassed a detailed residential component.

4.0 REQUIRED ROAD SYSTEM FOR THE METROTOWN CORE

Various road linkages and improvements are required to support the major redevelopment of the Metrotown Core Area centred on those properties owned by GTE/Electrolier, Kelly-Douglas and Sears. A number of these road requirements are already in the Municipal Capital Improvement Program and are being pursued operationally. Some others such as the eastward linkage of North Beresford Street to Imperial Street are currently under detailed study and will be included in an updated Capital Improvement Program. The general needed road linkages and improvements affect the following alignments:

- a) Willingdon Avenue (between Kingsway and Imperial Street).
- b) Silver Avenue (between Grange and North Beresford Streets).
- c) North Beresford Street (between Willingdon Avenue and Imperial Street).
- d) Brief Street (between Bonsor and Nelson Avenues).
- e) New east/west road access (from Silver Avenue east into the Kelly-Douglas site).
- f) Other streets which would eventually be improved or operationally affected such as by restricting on-street parking, left-turn channelization or widening include:
 - i) Sussex Avenue (between Kingsway and Grange Street)
 - ii) McMurray Avenue (between Kingsway and Grange Street)
 - iii) Grange/Dover Street (between Kingsway and Royal Oak Avenue)
 - iv) Kingsway (between Patterson and Royal Oak Avenues)
 - v) Nelson Avenue (between Imperial and Grange Streets)

Further details of the supporting road system are outlined in a separate report which is intended to be submitted concurrently to Council.

5.0 PUBLICLY-ORIENTED PROVISIONS

133

5.1 Public Pedestrian Corridors

The prime public pedestrian corridors are:

- a) along the Kingsway frontage within the dedicated right-of-way
- b) along the North Beresford Street frontage within the dedicated right-of-way
- c) north-south corridor (general Sussex Avenue alignment) along the west side of the Phase I building development within a 20 ft. wide easement.
- d) east-west corridor approximately mid-site tying into the north-south corridor within a 20 ft. wide easement.

The developer will be expected to provide quality pedestrian paving with boulevard trees, ornamental lighting, and appropriate street elements such as benches. These public corridors should directly access private pedestrian linkages and forecourt plazas to private development. For the two pedestrian corridors on easement, these easements will protect the right of the public to use these pedestrian ways while providing for the maintenance of these pedestrian ways as an integral part of this development.

Both the Kingsway and the North Beresford Street frontages of the Phase I development building are proposed to provide major forecourt plazas enriching the pedestrian street experience and providing "gateway" settings for the retail mall.

5.2 Public Square

A major "Public Square" is proposed with an area of 25,000 sq.ft. This "Public Square" is located at the heart of this development and of the overall Metrotown core area. The Public Square is a direct extension of the community festival square, a major indoor glass-roofed space. The proposed Metrotown Public Library fronts onto this square. The square is accessible via an elevated passerelle directly to the Metrotown ALRT station and bus loop. The square is also accessible by pedestrians via the north-south pedestrian corridor on easement directly north to Kingsway and south to North Beresford Street. A service access easement may be required to the Public Square. It is desirable that this Public Square be maintained by the developer.

The Metrotown Public Open Space Charge of \$0.50 per gross square feet of non-residential building applies to this development. It is proposed that the provision of a major developed high quality "Public Square" by this developer would fulfill the Metrotown Public Open Space Charge.

As the processing of this development continues, the operational and jurisdictional aspects and details of this Public Square would be resolved and coordinated.

5.3 Metrotown Resource Library

A larger branch library is an identified need in the Metrotown area to serve a large and growing population as well as to meet a resource library need for Burnaby residents as a whole. The convenience, accessibility, and attractiveness of a central Metrotown location are self-evident. One of the prime sites being considered by the Library Board for such a resource level branch library is the subject site.

A potential public library functioning at a resource level can be accommodated within this development. The library is projected on a preliminary basis to have a building area of approximately 43,000 sq.ft. accommodating such primary components as:

- a) Fiction collection
- b) Non-fiction collection
- c) Reference and special collections
- d) Audio-visual collections
- e) Children's library
- f) Overall library administration
- g) Workrooms and book storage

The main library entry would be accessible at-grade directly off the Public Square. Maintenance responsibility should be kept as separate as possible from the balance of the development in order to control operating costs.

This proposal including the determination of a specific recommended site will be pursued in greater detail with the Library Board and subsequently with Council. An agreement will eventually be required to encompass the various conditions and terms if it is determined that the Metrotown Resource Library be established within this development.

5.4 Metrotown Grade-Separated Pedestrian Linkage

A Metrotown Grade-Separated Pedestrian Linkage Charge of \$0.306 per gross sq.ft. of commercial building floor area is applicable to this development. It is proposed that this requirement be met through the actual construction by this developer of one of these grade-separated pedestrian bridges over Kingsway just west of Sussex Avenue, in conjunction with the Phase I development. The possible use of available levy funds as the assisting Municipal contribution to the construction of this bridge will be explored. Appropriate connections and provisions related to the landings of this pedestrian bridge on both sides of Kingsway and especially the continuity of this pedestrian linkage both through the shopping mall itself and outdoors along the north-south public pedestrian corridor would also assist in fulfilling this requirement.

6.0 MUNICIPAL INVOLVEMENT

The applicant considers this development to be a major commercial proposal which will create an impetus for further development in the Metrotown especially directly abutting properties such as the Sears and the GTE/Electrolier lands; provide a key commercial component giving a recognizable focus to the area; establish a high profile acknowledged image of Metrotown within the region; and provide Burnaby with a major new source of tax revenue.

However, it has been noted that in an infill situation such as Burnaby Metrotown as contrasted with more suburban virgin land development situations, this developer of a major shopping center is faced with initial high land costs and the unavailability of sufficient land for adequate surface parking areas and the resulting need for expensive parking structures and underground parking. There are many examples of major core area redevelopment projects both in this province and across Canada which have been able to proceed only on the basis of financial participation by various governmental levels.

In this particular project, Municipal support can be provided through the provision of supporting off-site roadworks as outlined in Section 4.0, through the manner in which Development Cost Charges are handled as outlined in this report, and through the Municipality participating in the possible purchase as a public investment of the GTE/Electrolier property of approximately 5.7 acres as an assisting element in the overall site development. The details of a specific proposal covering Municipal involvement are planned to be submitted to Council in a further report shortly.

It is considered that the tax revenues generated not only by the Phase I development but also by future Phases and redevelopment of neighbouring sites will more than justify any investment which the Municipality is able to make in the Metrotown area.

7.0 DEVELOPMENT PROPOSAL

- 7.1 a) Gross Site Area - 21.8 acres
- b) Dedications - 0.24 acres
- c) Net Site Area - 21.56 acres

7.2 Phase I Development

7.2.1 Retail Commercial with Ancillary Offices:

- a) Retail Leaseable Area 770,000 sq.ft.
Includes 2 department stores,
food store, indoor community
festival square, a 3-level
retail mall, and multi-
theatre cinema.
- Gross Retail Building Area 970,000 sq.ft.
- Gross Office Building Area 50,000 sq.ft.
- TOTAL GROSS BUILDING AREA 1,020,000 sq.ft.

- b) General Height of the Project is 2 storeys above grade. Certain accessory building elements will be higher including a proposed 5-storey office structure.

- c) Parking provided 2,900 stalls
Parking location: Surface - 1,000
Underground - 1,200
Structured Deck - 700
(above-ground parking decks are to be included in generalized floor area calculations).

Segregated underground loading areas provided - 12 stalls
(additional stalls may be provided)

Garbage collection - 2 main internal locations.

- d) Publicly-oriented design aspects include:

- landscaping in and around surface parking areas
- internal landscaped public pedestrian routes
- landscaped pedestrian orientation along the Kingsway and North Beresford Street frontages
- pedestrian plaza forecourts on Kingsway and on North Beresford Street at the north and south ends of the retail development respectively
- special project lighting, street furniture, project paving, and features such as fountains, sculpture, etc.

- e) Exterior Materials and Finish

- brick and concrete exterior materials
- extensive glass skylighting and canopies
- interlocking pavers in plaza and pedestrian walkway areas with ornamental lighting.

- f) A Comprehensive Sign Plan is required which will provide integrated designs encompassing all exterior signs, freestanding signs, informational and identifications signs, and traffic management signs.

7.2.2 Proposed Metrotown Resource Public Library Preliminary Statistics:

a) Gross Floor Area	43,000 sq.ft.
b) Parking Required	56 spaces
c) Loading	2 spaces
d) To be totally integrated with the Phase I development and front onto the Public Square.		

7.2.3 Public Square Preliminary Statistics:

a) Site Area	25,000 sq.ft.
b) Interlocking pavers with special features, trees, benches, etc.		

7.2.4 Metrotown Bus Loop Preliminary Statistics:

- | | | |
|--------------|-------|---------------|
| a) Site Area | | 70,000 sq.ft. |
|--------------|-------|---------------|
- b) To be buffered on all sides by a minimum 10 ft. wide (preferably 20 ft. wide) landscaped strip. A 20 ft. wide landscaped buffer along North Beresford Street is called for.
- c) This developer to reach agreement with BC Transit on the location and configuration of the bus loop, subject to concurrence by the Municipality.
- d) Future development is intended to be accommodated over the bus loop area.

7.3 Community Plan

The step-by-step development of additions to the retail centre, of additional more intensive commercial and residential development, and the ultimate phasing out of surface parking areas is envisaged.

- a) The Community Plan will permit incremental development of further phases which will be specifically implemented through the amendment rezoning process.
- b) A coherent overall system of site servicing and access corridors both for users and for emergency vehicles is planned to which each future phase development can be plugged in easily. If individual sites are to be either strata titled or subdivided, servicing to the individual site boundaries must be to the approval of the Director Engineering and if not within dedicated rights-of-way must be protected by easement. It is proposed that these service corridors be in the same general alignment as the two main internal north-south and east-west public pedestrian corridors - a total 60 ft. wide easement width to accommodate all requirements is suggested.

c) Commercial uses are permitted throughout the overall site which has a depth of over 1,000 feet south of Kingsway. Residential development in this Metrotown core area is precluded within a narrow corridor approximately 260 feet on either side of Kingsway recognizing the primary commercial emphasis of this stretch of Kingsway between Willingdon and Nelson. Residential development is permitted on the balance of the site.

Future development is proposed in the form of high-rise, point-block towers oriented on an axis diagonal to the Sussex Avenue alignment surmounted on 2-storey or terraced commercial podium developments with retail commercial uses on at least the ground floor area. Large overshadowing slab buildings are not desirable. Towers could accommodate (among others) offices, hotels, apartments, and medical/dental buildings. This high rise development will be so located and configured to optimize penetration of natural light to the pedestrian "street" and plaza areas.

d) An at-grade, open space system of individual project plazas, canopied areas, landscaped areas, and interproject pedestrian linkages will be provided. Full underground or hidden and integrated above-ground structured parking provisions are called for.

e) The potential future expansion of the retail mall into the Sears site is accommodated including the possibility of a fourth department store located on the southern portion of the Sears' site. The general overall manner in which future development of the abutting GTE/Electroliner and Sears sites could be integrated with the subject site is illustrated.

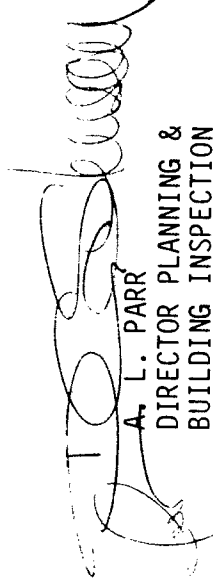
f) The total future potential development currently projected for this 21.56 acre site is in the range of 3,350,000 sq.ft. of gross building floor area, representing a Floor Area Ratio of 3.56. Increases in the Floor Area Ratio toward a maximum of 5.0 is possible although care will have to be taken to avoid "spot" overbuilding.

ALP

KI:lf

Attachments

cc: Director Engineering
Director Finance
Director Recreation & Cultural Services
Chief Librarian
Municipal Solicitor
Director Fire Services


A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

Metrotown

The Corporation of the
 District of Burnaby

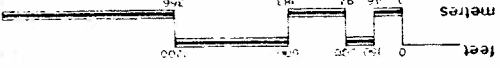
Composite Sketch of Development Guidelines

Completed or Rezoned
 in accordance with
 Development Guidelines

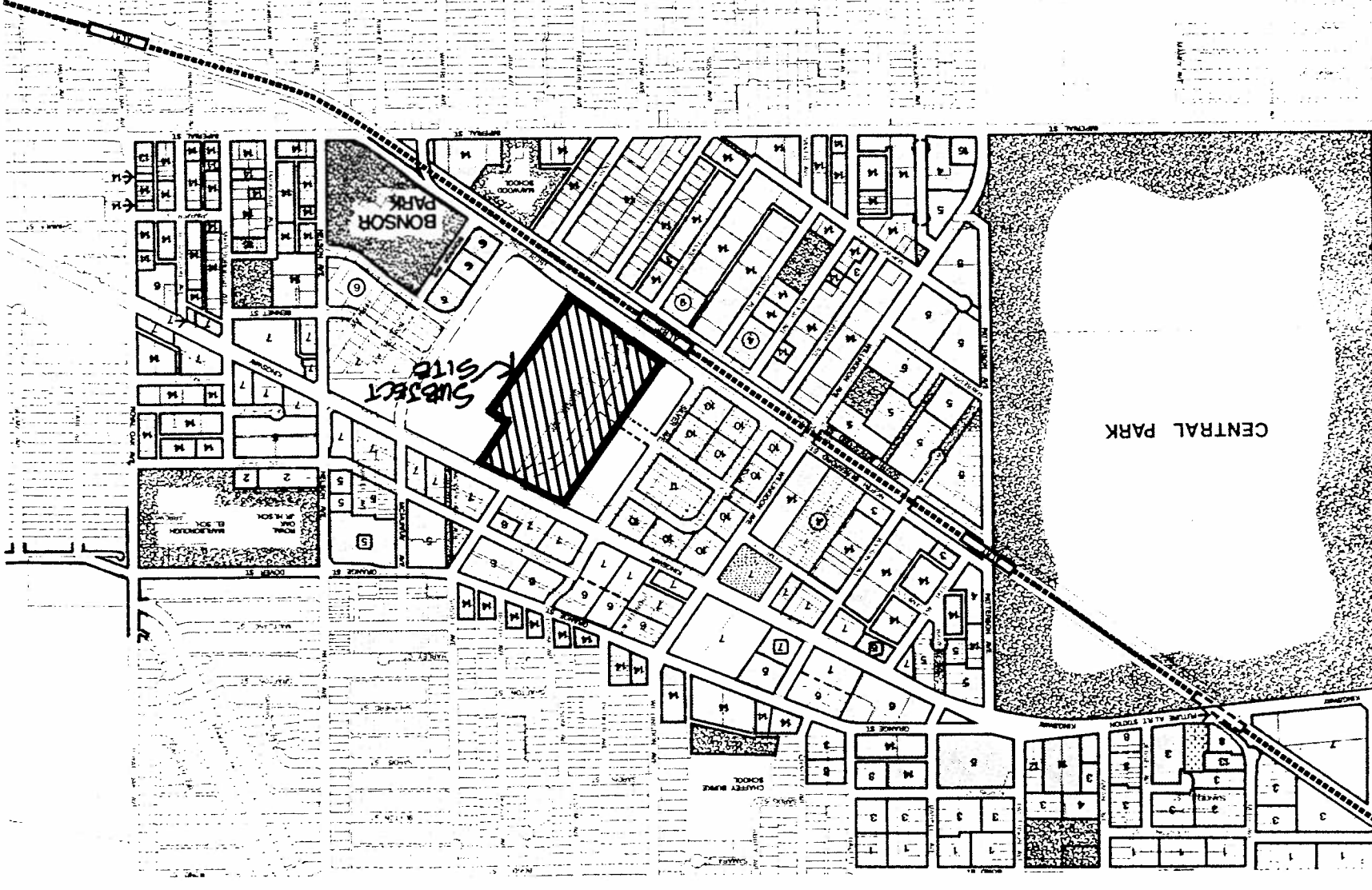


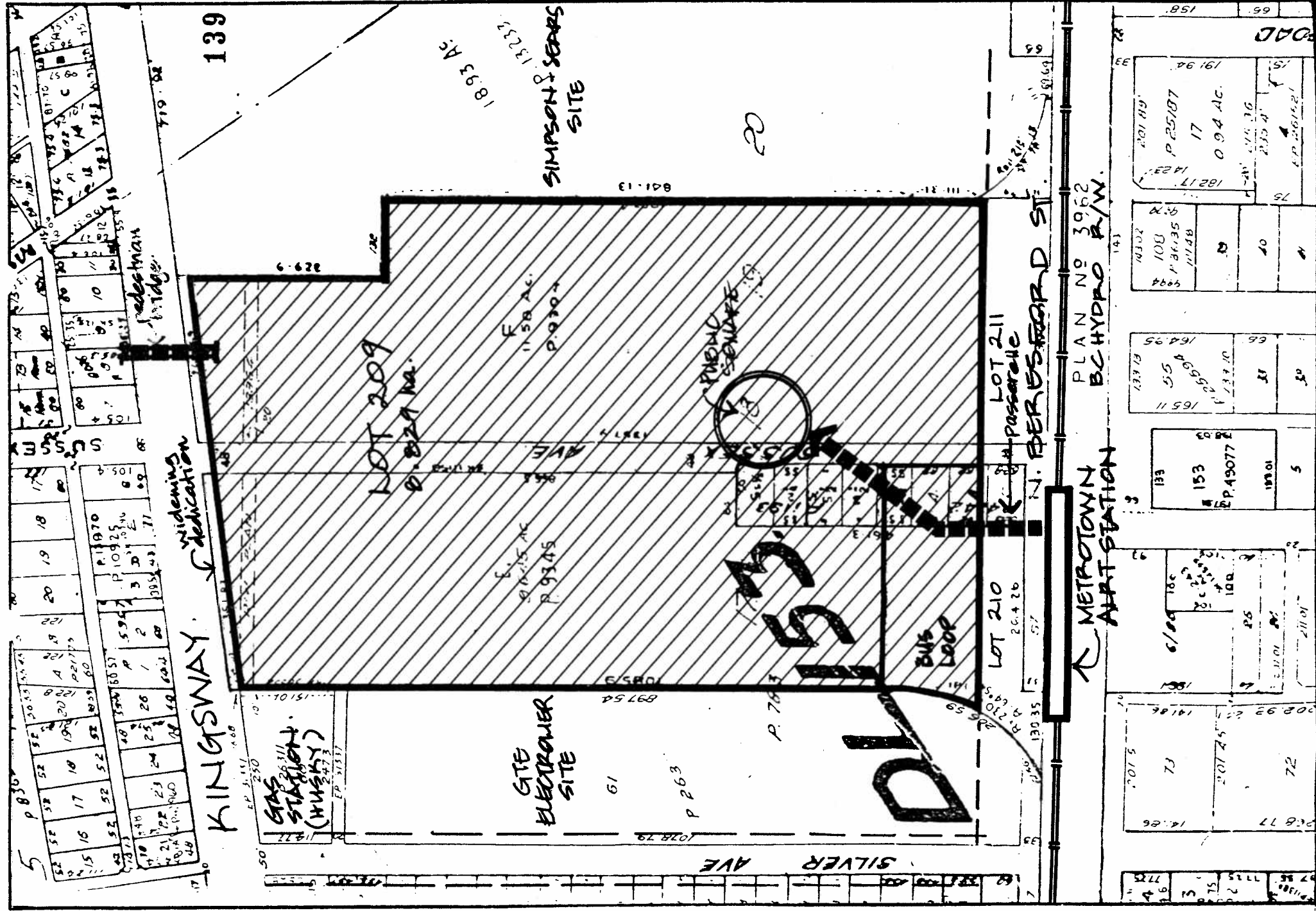
- Legend:
- 1 - CD (RM1)
 - 2 - CD (RM2)
 - 3 - CD (RM3)
 - 4 - CD (RM4)
 - 5 - CD (RM5)
 - 6 - CD (RM5/C3)
 - 7 - CD (C3 use guideline)
 - 8 - CD (RM3/C1)
 - 9 - CD (RM4/C2)
 - 10 - CD (Office)
 - 11 - CD (P2)
 - 12 - CD (RM3/Inst)
 - 13 - RM2
 - 14 - RM3
 - 15 - RM4
 - 16 - R6
 - P1
 - P3
- Particular clarification of guidelines is required with Current Planners for any serious development inquiries utilizing these designated guidelines
- ① Projects identified by a circle are rezoned but as yet unconstructed
- ② Projects identified by a square are proposals supported by policy but not yet specifically defined

Planning and Building Inspection Department
 Updated to 1984 May 01



SKETCH 1





Date

JAN/84.

Scale

1" = 200'

Drawn By



Burnaby Planning Department

REZONING # 701 83

ITEM	10
MANAGER'S REPORT NO.	34
COUNCIL MEETING	1984 05 14

SKETCH 2