

ITEM	24
MANAGER'S REPORT NO.	53
COUNCIL MEETING	87/09/08

RE: REVIEW OF THE DRAFT PLAN FOR THE HASTINGS CENTRE AREA,  
COMMUNITY PLAN THREE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

TO: MUNICIPAL MANAGER 1987 AUGUST 27  
FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: Review of the Draft Plan for the Hastings  
Centre Area, Community Plan Three.

=====  
RECOMMENDATIONS:

1. THAT Council adopt the draft revised plan for the Hastings Centre Area, Community Plan Three as outlined in Appendix "A".
2. THAT copies of this report be sent to all persons who have corresponded with Council or the Planning and Building Inspection Department on this matter.

REPORT

1.0 BACKGROUND

On 1987 March 16 Council received a report which outlined a proposed revised draft plan for the Hastings Centre district also referred to as the Community Plan Three area. Council authorized staff to hold an "Open House" to inform and obtain comment on the draft plan from residents, business people and other interested parties about the proposed changes to the current existing adopted Community Plan for the area which dates back to 1969.

The purpose of this report is to advise Council of the public process which has taken place in the past several months and to recommend that Council now adopt the Draft Plan as brought forward in 1987 March as the revised plan for the Hastings area.

2.0 PUBLIC DISCUSSION PROCESS

2.1 Method of Notification

An Open House was set up for 1987 June 24 at Gilmore Community School. In preparation a brochure summarizing the proposed draft plan was distributed in the following manner. All residences and shops in the area north to Edinburgh Street south to William Street between Boundary Road and Willingdon Avenue were sent information brochures by private delivery. This involved approximately 4,600 dwellings and businesses.

Absentee property owners along Hastings Street and in the three blocks on either side of Hastings Street between Boundary Road and Willingdon Avenue were sent brochures by First Class Mail. In addition newspaper advertisements (approximately 3"x4") were run the the "Burnaby New West News" on June 14 and 21 and in the "Burnaby Now" on June 17 providing notification of the meeting. Staff have learned of four instances of homeowners apparently not having received the brochure via the private delivery. These appear to have been isolated instances and we are satisfied that public notification of the Community Plan was comprehensive and generally complete.

2.2 "Open House" on 1987 June 27

The "Open House" was held between the hours of 1700h and 2100h in the Gilmore Community School Gym. Display boards illustrating the existing plan and the proposed revised plan along with background information were provided. Staff were available to explain the plans, invite questions and provide information. Attendance at the meeting was estimated at just over 200 based upon a total of 187 people who signed an attendance sheet and the 145 properties that were represented by people who placed pins in a map showing their place of residence or business.

2.3 Response from the "Open House"

A total of 39 written submissions were received as a result of the Open House and were tabulated in the weeks following. These comments are considered typical of the verbal comments made at the "Open House". Most people appeared generally familiar with the existing plan for the area and an effort was made by staff to explain the significance of the changes proposed. Of these written submissions received approximately 36% clearly supported the proposed revised plan while 8% provided qualified support. 31% clearly opposed the plan and 25% did not clearly state either their approval or disapproval. The issues raised were as follows:

<u>ISSUE</u>	<u>NUMBER OF TIMES MENTIONED</u>
High rise development	11
Traffic congestion	8
Parking in the commercial area	6
Need for Pedestrian traffic lights	5
Visual appearance of Hastings Street	4
Development of housing to support businesses	4
Quality of business/shopping area	4
Slow rate of growth/too long to implement plans	4
Waterfront road opposition	3
Need for seniors housing	2
Need for sidewalks	2
Taxes and property values	2
Views	2
Save older buildings	2
Opposition to large lot assembly	2
Concern with transient population	2
Planning process	2
Concern about overhead wiring	2
Need for affordable housing	1
Need for family housing	1
Need for high rises to preserve farmland in the Region	1
Gateway to Burnaby needed	1
Illegal residential units	1
Disruption to neighbourhood image	1

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3.0 CONCLUSIONS:

The conclusion drawn from the comments received at the "Open House" both verbal and written is that there is concern from the community about the future of the Hastings area. A proportion of the residents and many of the merchants clearly support policies that would increase the amount of residential and commercial development in the area while a proportion of the residents disagree with the higher density redevelopment of the area.

From a development point of view the revised plan reduces the high density potential development capacity of the area from sixteen blocks to nine which in terms of land area is a reduction of nearly 50% in the area proposed for high rise development. In addition the reduction in maximum residential density from RM5 to RM4 represents a 22% density reduction in the area remaining for high density residential development.

A modest increase in or stabilization of population in the area is considered an important factor in maintaining the long term viability of Hastings Street as a commercial precinct in its function as a "District Centre".

In addition, the implementation of the plan should assist in providing redevelopment opportunities in the Hastings area to maintain a rate of urban development that will support a positive and active commercial and residential centre in this sector of Burnaby.

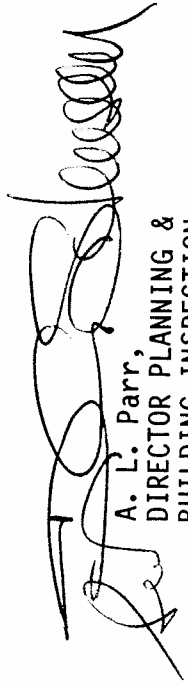
In terms of the high rise residential development proposed it is to be noted that this is one of the few remaining areas in north Burnaby where this form of development is designated and where plans provide for the high quality associated with concrete residential construction.

Priorities must be given to monitoring traffic and managing the growth as well as providing additional parking in the commercial area and addressing the improvement needs for the Hastings Street shopping area. The commercial area is seen as the "heart" of the residential district.

Implementation of the revised plan will afford the opportunity to pursue orderly redevelopment in the area. It is recommended that the Hastings Area Plan, Community Plan Three as outlined in Appendix "A" be adopted by Council.

*BR/ds*  
BR/ds

Att.: Appendix "A"

  
A. L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

DRAFT REVISED PLAN  
HASTINGS CENTRE  
COMMUNITY PLAN THREE (APARTMENT STUDY AREA "A")  
HASTINGS STREET AREA BETWEEN BOUNDARY ROAD AND WILLINGDON AVENUE

## 1.0 SUMMARY

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This report outlines a general approach to the redevelopment of the Hastings Street Community Plan Area bounded by Willingdon Avenue, Boundary Road, the lane north of Albert Street and the lane south of Pender Street. The draft plan area now includes both sides of Pender and Albert Streets as part of the study area.

The key element in the area is the strengthening of a "village" residential/commercial core in the three blocks along Hastings between Ingleton Avenue and Carleton Avenue at the crest of the hill. The area east of this core will be developed with low-scale commercial uses with residential uses off Hastings Street while the core area and the land to the west will continue to be redeveloped for higher density redevelopment. Priority will be given to new development in the presently vacant or underdeveloped portions of the core area. In the interim, certain steps are also proposed to enhance the economic viability of existing shops in the core area through the possible provision of parking areas on the lands off Hastings Street adjacent the rear of the existing businesses.

Additional high-rise and low-rise apartment development is proposed to provide further housing opportunities in this district centre area, to support the commercial centre and to utilize the existing amenities of the Hastings area.

No significant changes to the traffic patterns in the area are proposed and the use of Hastings Street as a district level shopping street with on-street parking is supported.

## 2.0 INTRODUCTION

Hastings Street as far east as Holdom Avenue was initially developed as an urban area as a result of the street car line which ran through to downtown Vancouver. The availability of this transit service provided the impetus for the residential development of the neighbourhoods adjacent to Hastings Street and encouraged the commercial development of Hastings Street itself.

In the 1950's when the use of transit began to decline in favour of the use of private automobiles, more residential areas opened up further from the tram lines, and significant changes to the commercial areas resulted from the construction of malls such as the Brentwood Shopping Centre in the late 1950's. The economic importance of the stores along Hastings Street declined during this period.

In 1969 plans for the designation of apartment development areas were drawn up and approved by Council. The area bounded by Willingdon Avenue, Pender Street, Boundary Road and Albert Street is included in the Apartment Study Area "A", Community Plan Three.

The purpose of the apartment area designations is to channel higher density apartment growth into certain areas of the Municipality in order to preserve the integrity of the existing low density neighbourhoods from random redevelopment pressure and to provide areas in the Municipality where housing at higher densities would be available in proximity to transportation, shopping and other urban services.

Since 1969 redevelopment has taken place in the form of three-storey apartments along Pender and Albert Streets.

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In 1977 the first high-rise development conforming to the plan was proposed in the block bounded by Hastings Street, Albert Street, Boundary Road and Esmond Avenue. Residents of the adjacent neighbourhoods expressed considerable concern about view preservation, traffic generation and the change in the local commercial nature of Hastings Street which would be effected by redevelopment. That project was completed in 1981 and no further major redevelopment took place until the redevelopment on the Urban Renewal Site was completed in 1986 on the south side of Hastings Street west of MacDonald Avenue.

Commercial redevelopment has proceeded to some degree but the lack of a strong focus or node has produced a dispersed pattern. However, a wide variety of goods and services are available in the study area and the level of activity from a commercial viewpoint has been relatively strong. The completion of a major high-quality development on the Urban Renewal site has provided both a commercial and residential focus in the area.

In terms of policy, Council in 1981 June adopted a Residential Growth Management Strategy for Burnaby. The following is extracted from the report on the subject as it pertains to the Hastings Street area:

"Under the proposed residential development goal and organizing framework, Apartment Area "A" (Hastings Street) would continue to be a multi-family housing development area but at an overall medium rather than high density level. High rise accommodation would not play such a major role as currently provided for in the land use guidelines for the area, but would continue to be provided as a minor component in order to expand the housing options in this segment of the Municipality.

The existing commercial facilities on Hastings Street within Apartment Area "A" are quite extensive and most closely related to a district level classification given the number and range of stores. Given the designated town centre role for the Brentwood Mall area in the north-west quadrant of the Municipality the development criteria for the Hastings Street commercial area should be reflective of a secondary function. As such, a lower order district level relationship to the Brentwood Mall area is proposed as is improvement by promoting the gradual redevelopment of the commercial component at a scale and density consistent with this designation." (This density was indicated to be related to the C2 Community District development guidelines).

3.0 PURPOSE OF THE PLAN REVIEW

The purpose of this report is to provide a revised guide plan for this area which is based upon the role of the area in the structure of the Municipality and reflects a "District Level" designation. Within this framework this area plan is intended to reflect the needs of the district. The Plan area provides shopping, services, higher density housing, employment, transportation and satisfaction of other urban needs.

When the 1969 Apartment Study for the Hastings Street area (Community Plan Three) was adopted by Council as the development guide for the portion of Hastings Street between Boundary Road and Willingdon Avenue, major high density residential and commercial development was anticipated. Residential high rise development with floor area ratios of 2.2 were outlined while commercial buildings with floor area ratios of up to 5.0 were outlined under the existing C3 zoning and on the consolidated sites proposed for C3 redevelopment. (refer Sketch #1 - Existing Zoning).

The purpose of this present review of the 1969 plan is to revise the land use designations and complete the adjustment of the plan to adapt it to current conditions and provide a more easily implemented "blueprint" for growth in this District Centre.

#### 4.0 THE HASTINGS CENTRE IN THE NORTH-WEST SECTOR CONTEXT

##### 4.1 Basic Context

The north west sector is bounded by the Trans Canada Highway on the south, Burrard Inlet on the north, Kensington Avenue on the east and Boundary Road on the west. In 1986 this sector contained approximately 30,445 people, about 21.4% of the total municipal population of 144,000 people.

The area includes the Central Valley Industrial area, and the Burnaby Heights, Willingdon Heights, Brentwood, Capitol Hill, and Parkcrest-Aubrey residential neighbourhoods. The primary commercial service areas in this quadrant include the Brentwood Town Centre area, and the Hastings Street area (refer to sketch #2).

##### 4.2 Commercial Role of Hastings

Hastings Street for its entire length is a major commercial street which leads into the financial core of the Vancouver region. As there is no east or west designation to the street in Burnaby it is considered important to describe the street simply as "Hastings Street" in Burnaby, and to promote the Burnaby portion of the street as having its own local character.

While the commercial and higher density needs in the north-west sector are also served by the Brentwood Town Centre area with its shopping centre, office development and attendant high-density residential development, the Hastings Street Area is seen as maintaining its historic function as a commercial district centre with additional higher density residential development in a manner which is complementary to the Brentwood area.

In terms of classification in the Transportation Plan, Hastings Street is a major arterial street which is controlled by the Ministry of Transportation and Highways.

##### 4.3 The Neighbourhood Context

To the north and south of the Hastings Centre area there are well established residential neighbourhoods. The Burnaby Heights area lies to the north while the Willingdon Heights neighbourhood lies to the south of Hastings. Capitol Hill and the Brentwood neighbourhoods lie to the east of Willingdon Avenue. In Vancouver the Hastings/ Sunrise area lies further to the west. No changes of land use or density are proposed for the residential areas outside the Community Plan boundaries north of Albert Street or south of Pender Street.

The Hastings Street commercial strip historically provided shops and services for these neighbourhoods. The purpose of the apartment area designations is to provide for higher density residential development in defined or limited areas to provide alternative forms of housing to the existing low density detached housing, to utilize the transportation and commercial services which are available, and to provide a population base to support the existing level of business in the area.

There are key affinities between the commercial centre and adjacent neighbourhoods. The availability of shops, services and public transportation within walking distance of the neighbourhood provide an attraction to people who value living in urban settings. Older or less mobile residents consider this proximity an important convenience or necessity.

There are many interrelationships between the adjacent neighbourhoods and the Community Plan area. However, one of the key issues is the economic strength of the commercial core and the general appearance and quality of development in the Hastings Street area. A centre which is economically strong and which contains a good quality of development will create an attractive service centre for the north-west while a less viable centre could create a depressed image for the area. Therefore, one of the objectives of the plan is to support and improve this commercial area.

#### 4.4 Public Community Facilities

There are a number of community facilities available in the north-west which assist in making the Hastings Area an attractive district centre. These facilities include (refer attached Sketch #3):

##### Parks

- Burnaby Heights Park
- Second Narrows Park
- Willingdon Heights Park
- Confederation Park
- West-Sells Park
- Hastings/MacDonald Street plaza

##### Community Facilities

- Willingdon Heights Community Centre
- Confederation House Seniors Centre
- McGill Branch Public Library

##### Schools

- Gilmore Community School
- Kitchener School
- Rosser School

In addition, there are two major churches and a number of smaller ones which provide services and activities to the community.

#### 5.0 PARAMETERS FOR THE HASTINGS COMMUNITY PLAN AREA

The general purpose of the Community Plan is to provide a service centre for this district of the Municipality in keeping with the overall plan for Burnaby. A number of specific issues have been identified to support the development of a strong functional district centre.

- 5.1 This area is to serve a "District Centre" function in the municipal hierarchy of Town Centres, District Centres, Community Level Centres and Neighbourhood Centres. This area will serve the daily service and shopping needs of the Burnaby Heights, Willingdon Heights, Capitol Hill and Brentwood neighbourhoods. A key objective of the plan is to maintain and improve the community use of a local shopping street along Hastings and improve the image of the existing Hastings Street commercial strip to promote pedestrian oriented shops and stores. The beautification of streets, shops, parking areas and public spaces in the area is promoted. It is necessary to develop the idea of Hastings as a "village place" or node in this area.
- 5.2 In terms of residential development, there is to be an emphasis upon the development of a variety of housing types and tenure to serve the changing needs of the community.
- 5.3 The relationships between the adjacent neighbourhoods and the higher density areas is to be addressed through the provision of a gradual transition in building height and density between the core area and the existing single and two-family areas in the existing Burnaby Heights and Willingdon Heights residential neighbourhoods north of Albert Street and south of Pender Street.
- 5.4 Transportation is an important function of Hastings Street. It is necessary to allow efficient use of the Hastings Street arterial corridor by through-traffic while respecting the local area needs of the commercial facilities focussed along Hastings Street and of the surrounding residential community. It is considered necessary to investigate long term solutions to reduce the regional through traffic. The provision of sufficient parking to meet the needs of commercial uses along Hastings Street is also important.
- 6.0 PROPOSED LAND USE CONCEPT FOR THE HASTINGS CENTRE AREA
- 6.1 Existing Commercial Development  
The linear distribution and mixture of pedestrian and automotive oriented uses render long commercial streets such as Hastings less attractive as a community oriented street and less appealing as a pedestrian shopping area.  
A focus for the Hastings Centre is proposed which will serve as a commercial "core" for this portion of Hastings Street which will provide shops, services, office space and apartment accommodation.
- 6.2 Commercial Focus (refer Sketch #6)  
A central commercial focus is proposed in the blocks between Ingleton and Carleton along Hastings Street. The commercial areas along Hastings to the east and to the west into Vancouver outside the central focus or high density core area will continue to provide support for the core, but at a lower density. The core area will be surrounded by high-rise residential development while the density of residential use will be graduated downward away from the core area to provide a transition from the higher density core to the lower density Willingdon and Burnaby Heights neighbourhoods.



The core will contain active pedestrian oriented street level retail uses compatible with a commercial/residential "village" theme. Office uses are proposed above street level as is high-rise residential use oriented to the north side of Pender Street and the south side of Albert Street. In the core, underground parking for all new redevelopment will be required. To the east of the core, lower scaled pedestrian oriented retail and service uses with surface parking would be permitted on sites which are located between existing businesses and between Pender and Albert Streets. West of the core residential development will be emphasized.

### 6.3 Transportation and Parking

Hastings Street will continue to serve a dual function as a shopping street as well as a through street. No further traffic management alteration of Hastings at the expense of local use which would erode the use of the street for the existing and new businesses is proposed. No further road capacity should be required on residential streets north and south of the Community Plan area. The potential for improving transit in the area should be pursued to provide a high level of service to Vancouver via Hastings Street and to south Burnaby via Willingdon Avenue and a proposed major bus interchange in the Brentwood area.

The possible development of the potential waterfront highway between the Barnet Highway and Vancouver should be pursued with the Ministry of Transportation and Highways as an option to reduce the long term traffic growth on Hastings Street as the north-east sector of the Lower Mainland region develops.

### 6.4 Parking for the Commercial Areas

Parking is a critical need to the businesses in the area. However, it is anticipated that the development of additional housing will provide an increasing market within walking distance of the commercial core. Parking is proposed to be provided in the following ways:

- a) Primary Commercial Core (Hastings Street frontage -  
Ingleton to Carleton Avenues:

As redevelopment occurs parking will be underground. In the interim rezoning of existing residential land fronting the south side of Albert Street or the north side of Pender Street for parking could be considered either at the individual initiative of the businesses or through a collective approach to support existing businesses until redevelopment takes place in the future. In addition, selected north/south avenues between Albert and Pender should be developed for landscaping and parking as funds are available, and consistent with circulation needs.

- b) Secondary Commercial Core (Hastings Street between Ingleton and Willingdon Avenues):

This area will basically remain unchanged and will be designated for C1 and C2 lower density commercial development facing Hastings Street with surface parking behind and through to Pender and Albert Streets.

Parking lots behind the commercial frontages would be permitted to serve the existing commercial development on a permanent basis at the private initiative of landowners and businesses. These parking areas should be developed from corner locations and care is to be taken to minimize the impact on existing residential uses. Some development of north/south streets for parking and landscaping could be permitted as a second priority.

c) Apartment Core Area:

Parking for apartment and mixed-use projects would be fully underground.

6.5 Urban Design

Urban design guidelines for the Community Plan area are necessary in order to achieve the village centre approach desired. One guideline is that along Hastings Street new buildings should be set back from the street property line at least 3.0 m (10 ft.) to provide overhead canopies for weather protection to pedestrians and to allow for a wider more comfortable pedestrian environment with boulevard trees. In the core small shop frontages are to be provided which open directly to the street. Blank walls to the sidewalk would be discouraged. Tree planting should be continued and expanded to the north/south streets adjacent Hastings with benches, decorative paving and lighting, landscaped open spaces and other amenities to be provided for pedestrians. A high priority should be placed on obtaining funds for street beautification. Consultation should be sought with local businesses and commercial property owners to improve the attractiveness of the streetscape.

7.0 DEVELOPMENT GUIDELINES

7.1 Area 1 - Residential/Commercial Core Area

This area is bounded by Pender and Albert Streets on the north and south, Ingleton Avenue on the west, and Carleton Avenue on the east (refer Sketch #6). Redevelopment will be permitted for high density residential development with street level commercial use oriented to Hastings Street. Through block assembly to Pender or Albert from Hastings is recommended. An example of this general type of development would be the Urban Renewal development at the southeast corner of Hastings Street and Ingleton Avenue completed in 1986. A mix of RM4 and C2 zoning would be used with a maximum density of 1.7 F.A.R.

The existing commercial development along Hastings between Gilmore and MacDonald is considered stable and permanent. Consequently, efforts to maintain this character will be pursued. This area could also be redeveloped for high density, through lot, mixed use development with the commercial frontage at a scale and character supportive of the organizing concept.

7.2 Area 2 - Secondary Commercial Core Sub-Area

This area east of Carleton will be redeveloped for low density pedestrian-oriented commercial uses. Offices above street level will be encouraged and surface parking proposals will be permitted across the lanes to the north and south of Hastings. A low-rise 4-storey height limitation will apply in this area. Continuous street front pedestrian-oriented buildings and shops along with weather protection along Hastings is proposed. No new automobile-oriented commercial uses in the Community Plan area should be permitted as this role can be fulfilled in the area east of Willingdon Avenue. The general zoning will be C1 and C2 with a maximum F.A.R. of 1.5 for new development.

7.3 Area 3 - Western Residential Core Area

The area from Ingleton to Boundary would continue to be designated as a higher density residential area with through lot land assemblies from the Hastings Street frontage through to Pender and Albert Streets. The basic density guidelines would be RM4 (high-rise residential with an F.A.R. of 1.7). While some limited commercial use could be permitted along Hastings Street the distance from the existing commercial core and the steep slope in the area militates against extensive retail uses. Apartment towers should be appropriately spaced and slender in shape to maintain views between buildings and views to the south towards Metrotown.

7.4 Area 4 - Secondary Residential Sub-Area (Low-rise)

The periphery of the plan area is considered to be the north side of Albert Street and the south side of Pender Street. These areas are considered appropriate for low-rise apartment development. The low-rise apartments will provide a suitable transition between the higher density development along Hastings. Low-rise apartments will also provide additional population in a location convenient to the Hastings Street commercial and transportation corridor. The zoning would be RM3 (1.1 F.A.R.) which is comparable to existing low-rise development in the area.

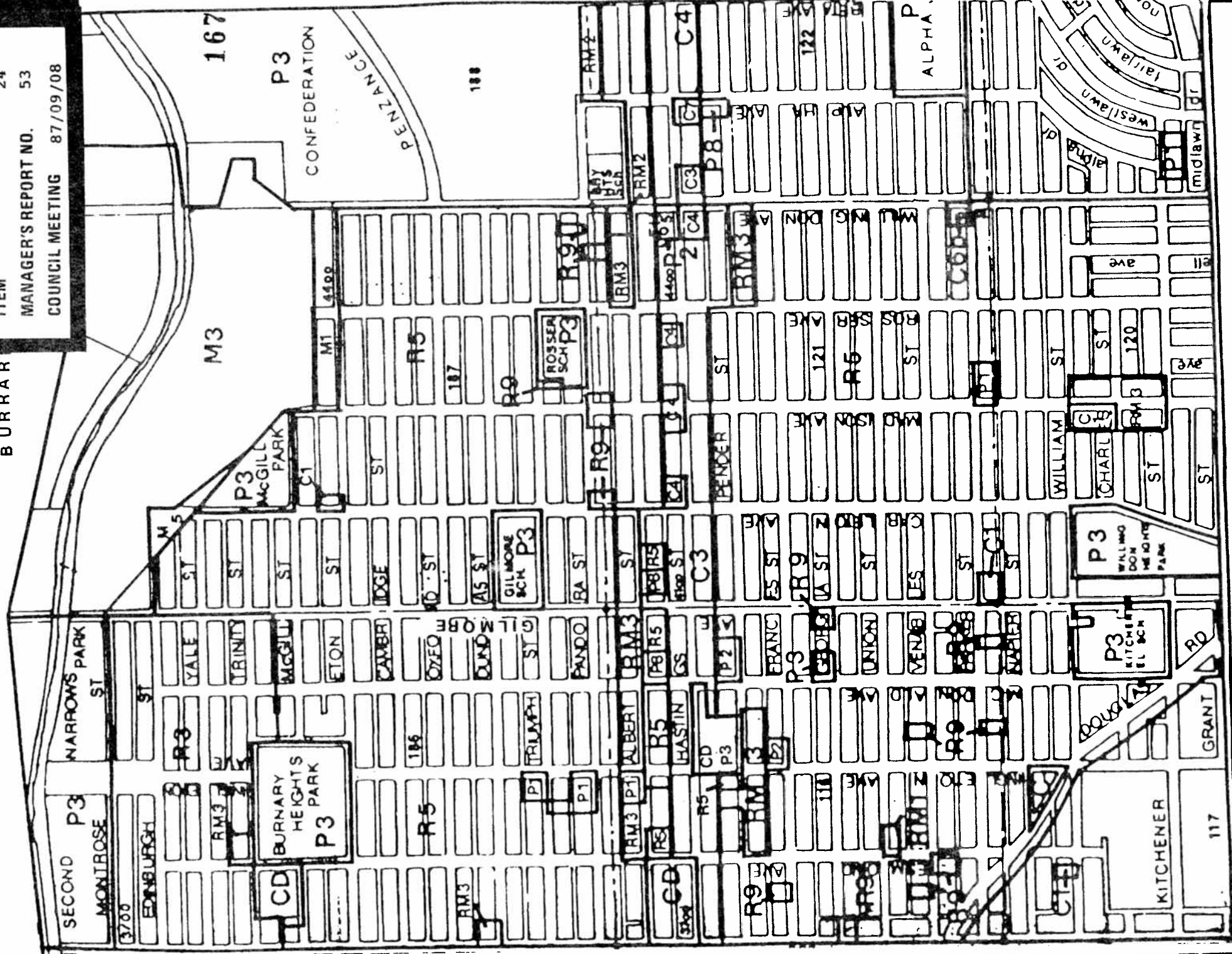
8.0 IMPLEMENTATION AND PHASING

It is anticipated that at current rates of growth, redevelopment will take place over a substantial period of time. The underdeveloped or partially vacant blocks in the commercial areas would be the first priority areas for redevelopment as land assembly and the market permit. Currently successful commercial blocks such as the area between Gilmore Avenue and MacDonald Avenue along Hastings Street would probably not redevelop for many years and would be considered as second priority growth areas.

In terms of residential development, sites which are adjacent or near existing apartment sites would likely be the priority growth areas.

BR/js

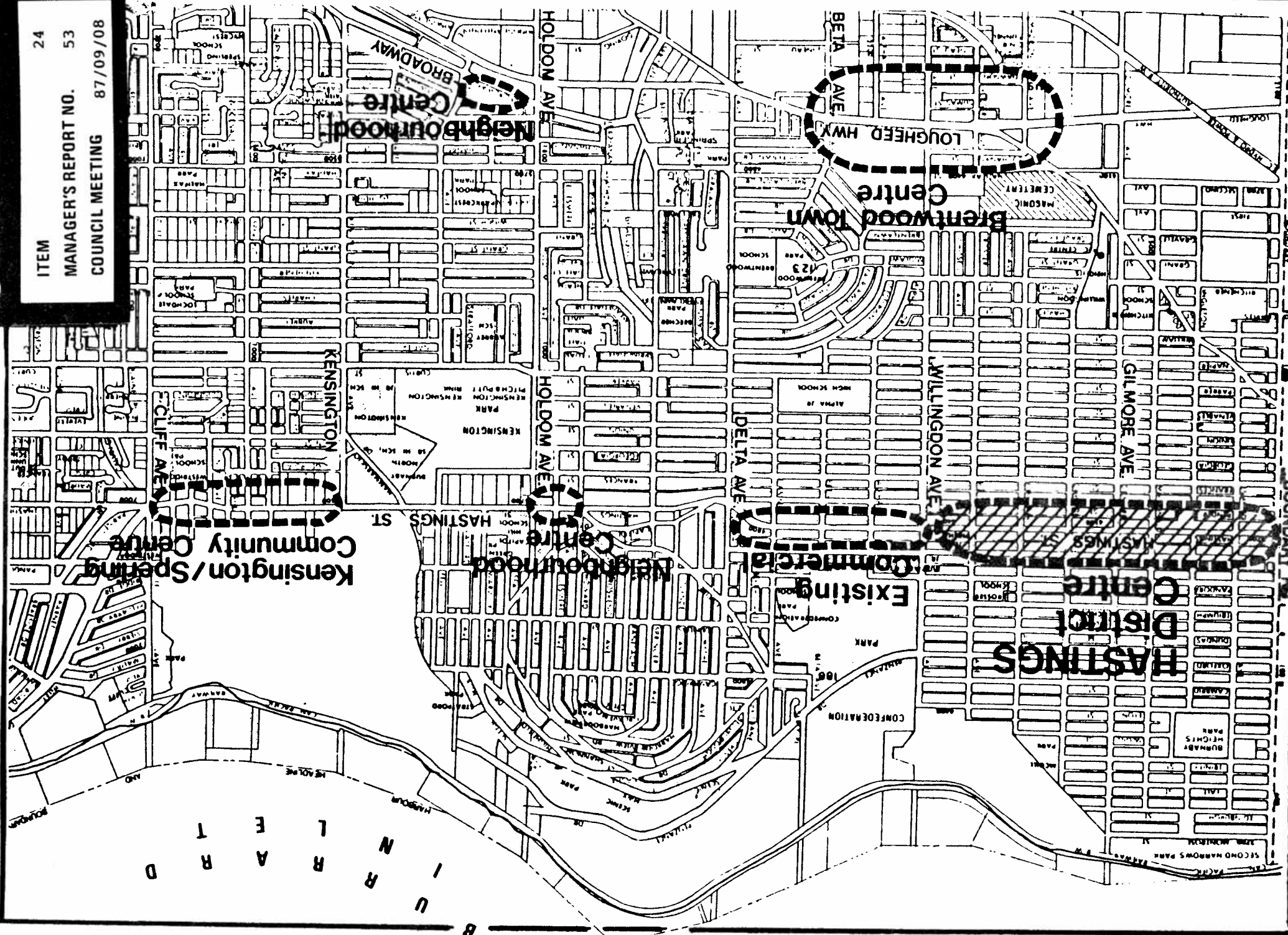
Attachments



# Existing Zoning

sketch 1

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# Northwest Burnaby Commercial Centres

BURRARD INLET

CONFEDERATION PARK

CONFEDERATION PARK

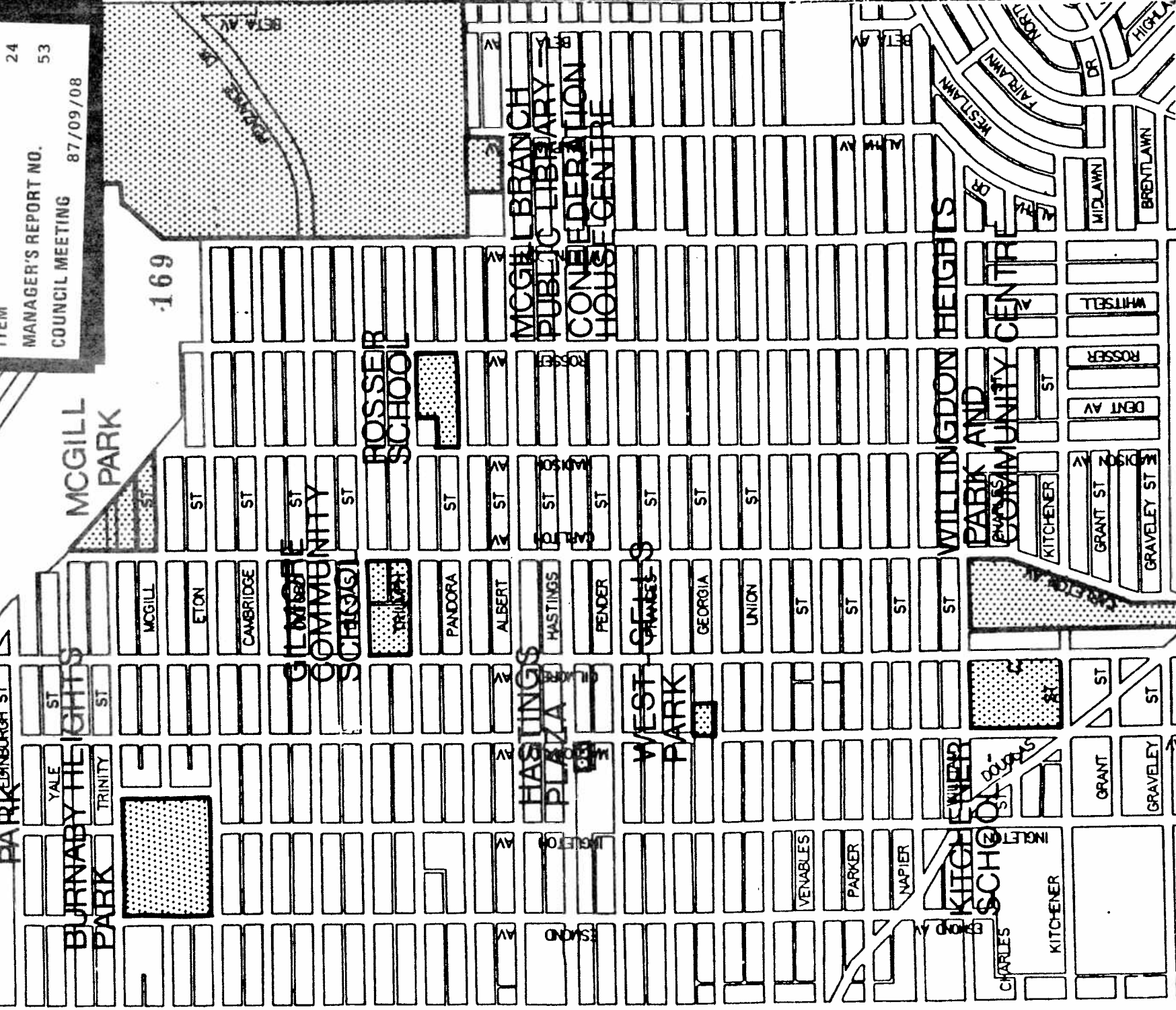
CANADIAN PACIFIC RAILWAY

SECOND NARROWS PARK

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MCGILL PARK

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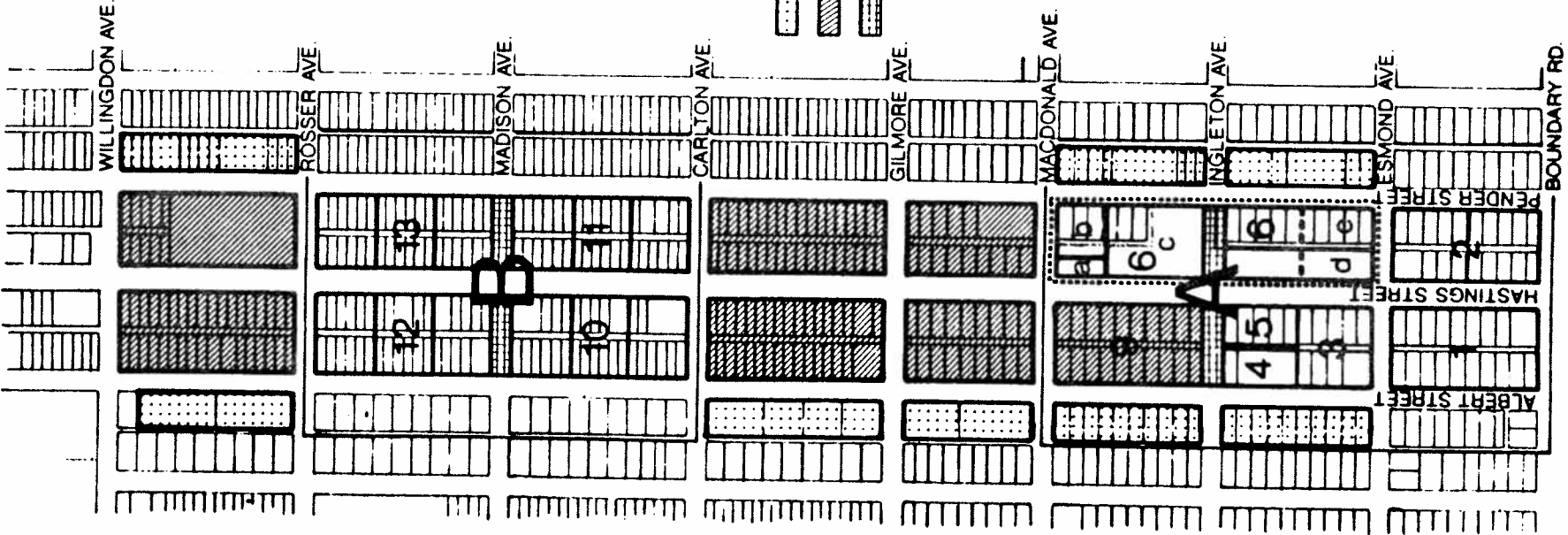


# PUBLIC COMMUNITY FACILITIES



sketch 3

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- Proposed RM5 High Density Apartment Sites**
- 1 - Existing Comprehensive Development CD (RM5 & C3 guidelines) Rezoning Reference Number 1/80
  - 2 - Site Area - 2.80 ac.; Max FAR - 2.2; Approximate Total Units 360; Population Density - 290 People/ac. (Approximate)
  - 3 - Site Area - 1.55 ac.; Max FAR - 2.2; Approximate Total Units 190; Population Density - 280 People/ac. (Approximate)
  - 10 - Site Area - 3.50 ac.; Max FAR - 2.2; Approximate Total Units 445; Population Density - 290 People/ac. (Approximate)
  - 11 - Site Area - 3.40 ac.; Max FAR - 2.2; Approximate Total Units 430; Population Density - 290 People/ac. (Approximate)
  - 12 - Site Area - 3.43 ac.; Max FAR - 2.2; Approximate Total Units 440; Population Density - 295 People/ac. (Approximate)
  - 13 - Site Area - 3.47 ac.; Max FAR - 2.2; Approximate Total Units 445; Population Density - 295 People/ac. (Approximate)
- 4 - Existing RM3 Apartment Site**
- 5 - Proposed C3 Commercial**
- 6 - Hastig Street Urban Renewal Precinct**
- a. Public Square - 0.22 ac.
  - b. Community / Institutional - 0.70 ac.
  - c. Comprehensive Development - 2.2 ac. CD (RM4 & C2 guidelines) Rezoning Reference No. 142/81
  - d. Comprehensive Development - 1.17 ac. CD (C2 guidelines)
  - e. Comprehensive Development - 1.62 ac. CD (RM4 guidelines)
- 9 - Proposed C3 High Density Commercial**
- Existing & Proposed RM3 Medium Density
  - Proposed C3 Commercial
  - Major Pedestrian Links



Updated to 1985 March  
 Ref. Date: June 1969



**COMMUNITY PLAN THREE**

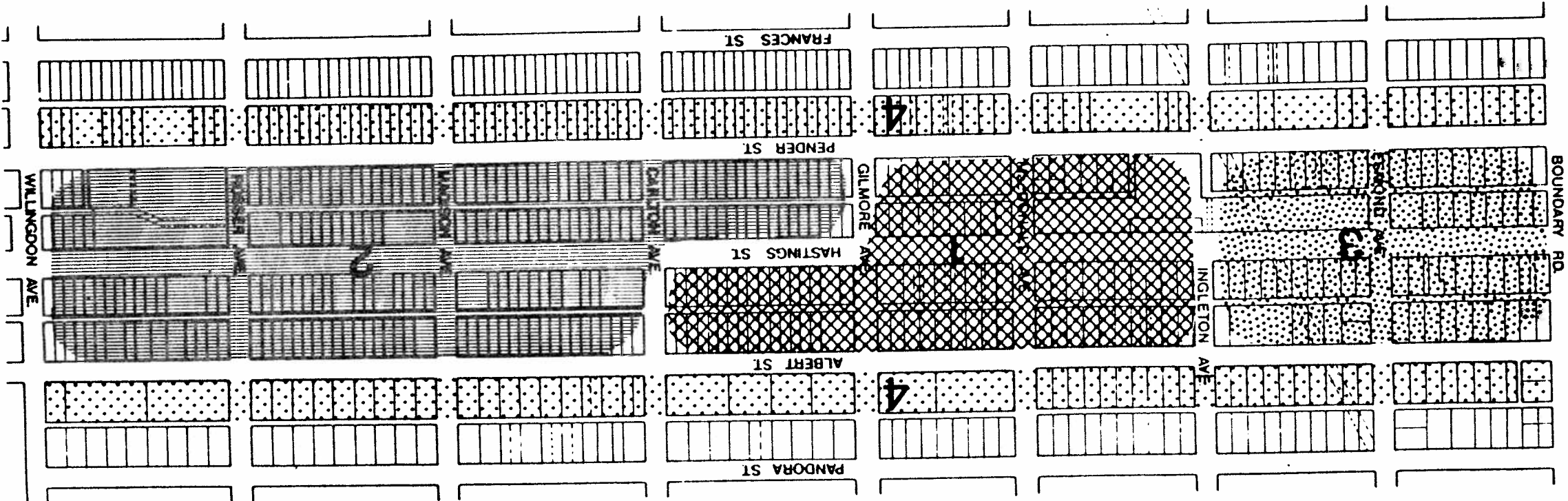
**EXISTING COMMUNITY PLAN**

# HASTINGS STREET AREA PROPOSED DRAFT CONCEPT PLAN COMMUNITY PLAN 3

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HIGH RISE RESIDENTIAL RM4/C1  
 LIMITED COMMERCIAL RM4/C2  
 PRIMARY RESIDENTIAL RM4/C2  
 COMMERCIAL CORE C1/C2  
 SECONDARY COMMERCIAL CORE RM3  
 LOW RISE RESIDENTIAL RM3



Sketch