

RE: GEORGE DERBY DEVELOPMENT PLAN  
MUNICIPAL MANAGER'S RECOMMENDATION:



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

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TO: MUNICIPAL MANAGER 1989 OCTOBER 17

FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 15.703

SUBJECT: GEORGE DERBY DEVELOPMENT PLAN

PURPOSE: To report the results of the George Derby Development Plan public review process and recommend the adoption of an amended Development Plan.

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**RECOMMENDATION:**

1. THAT the George Derby Development Plan outlined in Appendix "A" be approved.
2. THAT a copy of this report be sent to Mr. John Westwood, Public Works Canada, Pacific Region, 166 Alberni Street, Vancouver, V6E 3W5.

**R E P O R T**

**1.0 INTRODUCTION:**

**1.1 Process**

The George Derby Development Plan has involved a public review process. Two parties have indicated that they may want to appear as delegations before Council considers the recommendations of this report. Therefore, Council may wish to table this report for two weeks to give the delegations the opportunity to review this report and arrange to appear before Council. Both parties have been notified of this report and have been sent copies.

**1.2 Summary and Background**

With the completion of the new George Derby Long Term Care Centre, the 132 acre site of the former George Derby Hospital, located south of Highway No. 1 between Robert Burnaby Park and the Cariboo Heights area, has become available for redevelopment. At the meeting of 1988 March 21, Council passed a motion that authorized staff to seek public comment on a draft George Derby Development Plan.

The proposed Development Plan that was presented to the community generally provides for Park/Conservation land use on the 69 acres lying between Highway No. 1 and the right-of-way for the Stormont-McBride Connector, and for low density multiple family housing at 10 to 12 units per acre south of the right of way for the Stormont-McBride Connector. Specific attention is given to the interface between the existing single family neighbourhood and the new development and the protection of watercourses in their natural state. As well, the mitigation of the possible impacts of the Stormont-McBride Connector and consistency with the municipality's linear parks concept are important elements in the proposed development plan.

The revised Development Plan gives special consideration to the ecology of the site and provides for specific environmental assessments to be undertaken at the time of rezoning of the individual enclaves. In addition, provision is made for the development of non-market housing and for the enhanced treatment of the interface between the townhouse sites and the existing single family area.

The purpose of this report is to summarize the comments received from residents and interested parties and to make specific recommendations regarding the formulation and adoption of the George Derby Development Plan.

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## 2.0 THE PROPOSED DEVELOPMENT PLAN:

The draft development plan that was presented to the public is attached as Appendix "A", with proposed amendments that are described in this report indicated in the appendix with bold print. The plan generally provides for Park/Conservation use on the 69 acres lying between Highway No. 1 and the right-of-way for the Stormont-McBride Connector, and for low density multiple family housing at 10 to 12 units per acre south of the right-of-way for the Stormont-McBride Connector. The development plan gives specific attention to the interface between existing dwellings and new development, the mitigation of possible impacts of the Stormont-McBride Connector, and consistency with Burnaby's linear park system.

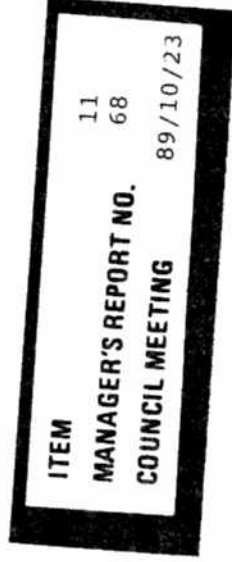
## 3.0 PROGRAM FOR PUBLIC COMMENT:

A brochure containing a summary of the draft development plan, as well as a listing of opportunities for comment, was sent on 1988 August 08 to about 2,000 households and owners of property in the vicinity of the George Derby site. An Open House was held on 1988 September 01 from 5:30 to 9:00 p.m. at Cariboo Hill Secondary School, and was attended by approximately 130 people. Two brief presentations were followed by question and answer sessions lasting about 40 minutes each. A Special Public Meeting for delegations to Council was held on 1988 September 07 and was attended by about 40 people, nine of whom made presentations to Council. A notice was placed in Burnaby Now advertising the Open House and Public Meeting. As well, Burnaby Now printed an article summarizing the development plan following the Open House.

### 3.1 The Open House

Discussion and questions received at the Open House relating to the plan and the East Burnaby area centered on the following:

- i) General support for the open space components of the plan.
- ii) The impact of traffic generated by the proposed development on local residential streets.
- iii) The opinion that at least a portion of the development site should be designated for single family development rather than townhouse development.
- iv) The perceived excessive use of local roads by commuter traffic and concern about overall traffic management.
- v) The impacts, both positive and negative, from the future Stormont-McBride Connector and uncertainty as to the construction timetable.
- vi) Concern that the proposed George Derby development and Cariboo Heights development will change the long established character of the area.



### 3.2 Written Comments (24 received)

The Planning and Building Inspection Department received 24 written submissions regarding the draft development plan. The following lists the major areas of concern by subject including the number of times mentioned.

- i) **Traffic Concerns**
  - . Impact of George Derby Development on local traffic - 14
  - . Concerns relating to collector status of 16th Ave. - 3
  - . Concern about excessive commuter traffic in neighbourhood - 6
  - . Local traffic concerns unrelated to Development Plan - 4
  - . Support for Stormont-McBride Connector - 2
  - . Need to upgrade 16th Ave. - 1
  - . Do not extend Edmonds through Robert Burnaby Park - 1
  - . Limit access to George Derby site to directly off Stormont-McBride Connector - 1

### ii) **Development Plan Concerns**

- . Not in favour of group housing - 7  
(Want single family in Enclaves A and/or B) - 3
- . Not in favour of any development - 5
- . Concern about possible increase in crime - 2
- . Support for group housing - this form of housing is needed - 1
- . Leave land for veterans - 1
- . Concern about impact on property values - 1
- . Increase buffer area on 17th Ave border - 1
- . Timing of Open House inappropriate - 1

### 3.3 Special Public Meeting: Summary of Issues Raised in Presentations

Nine presentations were made before Council at the Special Public Meeting held on 1988 September 8.

- . Prefer development of major park and concern for loss of green space.
- . Question purpose of the conservation area; is on steep dark side of development site, not stable for construction.
- . Preserve land for veterans or veterans' families - too much housing in area now.
- . Concern about impact of increased traffic on 16th Ave. and 18th Ave.
- . Concern about impact of development on local traffic and the impact of commuter traffic to neighbourhood.



- . Prefer single family.
- . If construction of the Stormont-McBride Connector is so far off, why include in plan?
- . Was the new Stormont Road included in noise analysis?

#### 4.0 RESPONSE TO TRAFFIC AND TRANSPORTATION CONCERNS:

Staff has reviewed the traffic and transportation concerns about the George Derby Development Plan raised by residents at the Open House, Public Meeting and in written comments and comment as follows:

##### 4.1 Network Capacity

It is concluded that the George Derby Development can be accommodated by the existing road network. The critical element of the local network is 16th Avenue, which is a designated Major Collector on the Conceptual Transportation Plan. Currently 16th Ave. north-east of 6th Street carries about 7,800 vehicles per day. The indication is that the George Derby Development could increase the traffic load on 16th Ave. by about 11 percent. With the addition of future traffic from the Cariboo Heights area, the resulting volume of 10,000 vehicles per day would be at the upper end of the range of 'acceptable' collector demand. As traffic grows on 16th Avenue, a warrant for a traffic signal at 6th Street may develop.

It should be noted that the above analysis is based upon trip generation factors reflecting the American experience and tend to be somewhat generous relative to Canadian propensities for trip making. Therefore the analysis may be viewed as a 'worse case scenario'.

It is also noted that other future improvements such as the widening of Highway 1 or provision for the Stormont-McBride Connector will obviously improve the transportation network capacity. The Greater Vancouver Transportation Task Force recommends an immediate start on the planning and construction of the widening of Highway 1 from 1st Ave. to the west end of the Port Mann Bridge. The Stormont-McBride Connector is included in the Task Force's report as a priority network improvement and is recommended for construction in 1994 with planning and design in 1991 and 1993 respectively.

##### 4.2 Commuter Traffic Impact

There is no indication that 16th Ave. would attract the longer distance intermunicipal traffic that should be using higher order arterial streets. However, the use of 16th Avenue, a major collector, by commuters (especially including new traffic generated by Cariboo Heights development) is not at variance with the Comprehensive Transportation Plan. It is anticipated that future transportation plan road improvements such as the widening of Highway 1, as well as the anticipated level of local usage of 16th Avenue, will minimize its attraction to through traffic.

It appears unlikely that local neighbourhood streets would attract non-local traffic. If, however, unique circumstances arise where through traffic tends to use local streets, such problems will be specifically resolved. Traffic in the area will be monitored as land use development and transportation improvements come on stream and any changes to local road patterns made as required.

#### 4.3 Traffic Related to Development

During the review process, some people commented that developing the George Derby site with single family housing would help minimize traffic problems in the neighbourhood. However, it is noted that single family development generally produces twice the traffic generation (10 vehicle trips per day per unit) as condominium/townhouse development (5.1 vehicle trips per day per unit). Thus, if the site was developed with single family residential at say 5 to 6 units per acre, the site traffic generation would be approximately the same as that currently proposed.

The appropriate major access point to the new development is at Cumberland, as proposed in the Development Plan. Cumberland already functions as a major collector. It will be used to distribute traffic south to 10th Avenue, and to 16th Ave. in accordance with the network hierarchy. The use of 17th Ave. as a secondary access is considered appropriate.

#### 5.0 LAND USE CONSIDERATIONS:

##### 5.1 Group Housing

Many residents have raised concerns about the proposed group housing density on the group housing site. The concerns are about the proposed density, form of housing, and possible impacts such as increased crime.

The rationale for proposing group housing is related to a number of factors. First, the development of ground oriented group housing will add to the range and choice of living opportunities and different types of neighbourhoods in the south-eastern quadrant of the municipality. This will not only ensure that a fuller range of housing is available in this sector of the municipality, but will also ensure that the housing needs of smaller family formations are met.

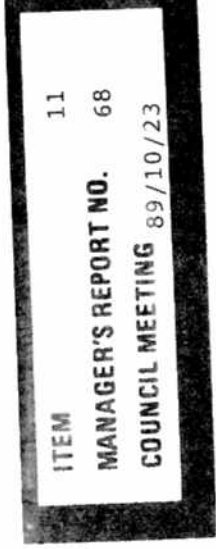
The provision of group housing also contributes to the supply of much needed ground oriented housing in the Municipality. Due to the developed nature of Burnaby, there is a relatively limited supply of land available for such housing.

The development of group housing also gives the opportunity to cluster units so that natural features such as the creeks and trees can be preserved. Also, clustering of units allows the adequate setback of buildings from the right-of-way for the Stormont-McBride Connector on the north side of the site, and from 17th Ave. on the south side of the site by a buffer area containing existing and supplementally planted trees.

It is proposed that this buffer area be increased from a minimum 30 feet to a minimum 40 feet in order to provide additional planting and separation from the existing single family area. As well, it is proposed that the minimum setback for buildings be increased from 40 feet to 50 feet from the southerly property line for development directly adjacent the single family area.

##### 5.1.1 Non-Market Housing

In accordance with the actions that were taken with the Cariboo Heights Development Plan and the Oakalla Development Plan, 20% of the proposed units are to be designated for non-market housing purposes. Prior to a rezoning of the overall development site, the developer will submit a proposal stating how the non-market component will be met.



## 5.2 Parks and Recreation Concerns

Many of the concerns raised at the Open House and Public Meeting relate to the perceived loss of open space and park opportunities, and questions about the suitability of the area north of the Stormont-McBride Connector for open space use.

Of the 132 acres that comprise the site area, 69 acres are proposed to be designated as Park/Conservation area. The ownership of the land will be transferred to the Municipality. The designation of this land as Park/Conservation will support the Municipality's linear park concept by providing a connection between Robert Burnaby Park and the Cariboo Heights/Brunette River conservation area.

This area was designated as Park/Conservation area due to the environmental sensitivity of the area and its potential as a passive recreation area. In terms of environmental significance, the site is transversed by three watercourses and various tributaries that flow into the Burnaby Lake system. This portion of the site is well treed and very steep, and considered unsuitable for development.

The retention of natural vegetation in this part of the site is also seen as contributing to the mitigation of the impacts of Highway No.1 on existing and proposed development. Retention of the vegetation also protects views from Burnaby Lake and Burnaby Mountain.

The Park/Conservation area contributes to the Municipality's supply of passive recreational opportunities. It is not meant to provide an active recreation opportunity such as a playground, sports field or recreation buildings. These uses are provided for at Robert Burnaby Park and Cariboo Hill School/Park, where both neighbourhood level and district level parks and recreation needs are provided for. As part of the linear park system, the Park/Conservation area does provide for walking trails and other forms of passive activities in harmony with the natural environment.

### 5.2.1 Comments of the Parks and Recreation Commission

The Parks and Recreation Commission considered the draft development plan and adopted the following motions:

1. THAT the conservation and trail components contained in the George Derby Development Plan be approved.
2. THAT because the protection of watercourses by way of snowfencing to contain run-off silt is inadequate, further protection through the use of hay bales or other effective means may be required.
3. THAT the setback required for patios and outside areas adjacent to the watercourse which is contained within a ravine on the site be calculated from the top of the bank and not from the centre line of the watercourse.
4. THAT staff investigate and report on ways of preventing household pollution from entering Burnaby Lake and/or Brunette River.

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Motions #2 and #3 will be incorporated in the development plan for the George Derby Lands. With respect to the final motion regarding prevention of pollution entering the Brunette River and Burnaby Lake, the Municipality has adopted a watercourse protection by-law which gives the municipality the authority to prosecute polluters. The Environment and Waste Management Committee has also initiated a public education program that involved publication of a special edition of Information Burnaby for Environment Week (June 4 to June 11, 1989) that promoted awareness of the sensitive nature of water-courses. In addition, an environmental assessment of the individual development enclaves, including detailing a watercourse/storm water protection plan, will be required at the time of rezoning.

### 5.3 The Stormont-McBride Connector

The Stormont-McBride Connector remains an important component of the Comprehensive Transportation Plan. With its designation as a Primary Arterial, the construction of the connector contributes to the objective of keeping through traffic out of residential areas. The connector has been identified as an important regional transportation facility by the Greater Vancouver Transportation Task Force, and is proposed for construction in 1993.


It is therefore appropriate that the alignment of the road should remain protected and recognized in the Development Plan. The possible impacts from the future road were included in the Environmental Impact Assessment for the site, and the recommendations, such as setbacks, fencing and berming, from that assessment are incorporated into the Development Plan.

### 6.0 THE ECOSYSTEM:

Throughout the public review process, many people emphasized the importance of protecting the environmental attributes of the site, such as the watercourses, and retaining as many of the existing specimen trees as possible. Therefore, it is proposed that at the time of rezoning of the individual enclaves, the developer undertake a more specific environmental assessment of each development site to ensure that appropriate design and construction guidelines are in place to protect the ecosystem of the site. Specific items to be assessed include, but are not limited to, soils, drainage, vegetation and a survey of existing specimen trees so that they can be incorporated into the development.

### 7.0 CONCLUSION:

The amendments suggested above have been incorporated into the Development Plan that is attached as Appendix "A". It is recommended that the Development Plan be adopted as the guideline for future development of the George Derby site.

  
A.L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

BG/jp

cc: Director Engineering  
Chief Public Health Inspector

## GEORGE DERBY DEVELOPMENT PLAN

### 1.0 INTRODUCTION

#### 1.1 Description of Site (Figure 1)

The George Derby Hospital site is located south of Burnaby Lake, between Robert Burnaby Park and the Cariboo Development Area. The gross site, which occupies approximately 198 acres, is divided by Highway No. 1 and the future Stormont-McBride Connector. Currently 37 acres of the site is located between Highway No. 1 and Burnaby Lake, while 161 acres lie south of Highway No. 1. Of this, 69 acres are located between Highway No. 1 and the right of way for the Stormont-McBride Connector, and 72 acres are located south of the right-of-way, including the 29 acre parcel subdivided for the new hospital.

#### 1.2 Burnaby Lake Regional Nature Park

The Greater Vancouver Regional District Parks Department is negotiating with Public Works Canada for the acquisition of the area north of Highway No. 1 for inclusion in the Burnaby Lake Regional Nature Park.

#### 1.3 Phase Out Of Former George Derby Hospital

The replacement facility for the George Derby Hospital, known as the George Derby Centre, has been constructed on a 29 acre parcel that was subdivided from the main site in 1986.

### 2.0 PAST ACTIONS AND POLICIES

In 1976, a group comprising representatives of the Federal, Provincial and Municipal governments formed to determine the future of the George Derby lands. The study resulted in the completion of the document "A Land Use Plan for the George Derby Lands" that was adopted by Council in 1980 November. The land use plan recommended four land use options. These all included a public open space/conservation use north of the Stormont-McBride Connector, and various combinations of low density residential, health care or non commercial institutional/research south of the Stormont-McBride Connector. The following physical and environmental site features (shown in Figure 2 attached) were utilized by the tripartite study group as the basis for its land use analysis:

- a) noise levels greater than Ldn 60
- b) areas of high visual importance, including stream corridors that should be preserved
- c) steep terrain
- d) areas of poor soil and geological conditions

### 3.0 LAND USE INFLUENCES

The proposed development plan for George Derby designates the land south of the Stormont-McBride Connector for low density group housing use and the land between the Stormont-McBride Connector and Highway No. 1 as Park/Conservation Area. This land use concept recognizes the following land use considerations:



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### 3.1 Surrounding Areas

The surrounding areas are generally characterized by the single and two family Eastburn residential neighbourhood including the established Second Street and Crest neighbourhoods, Robert Burnaby Park and the Cariboo Hill Secondary School. The proposed Development Plan gives special attention to the interface between the proposed development and the abutting single and two family areas and provides continuity between Robert Burnaby Park and the open space north of the Stormont-McBride Connector.

Located to the east is the newly constructed George Derby Long Term Care Centre site and the newly developing Cariboo Heights Area. The proposed development of the George Derby site takes into consideration the current and future development of these areas.

### 3.2 Linear Park System

A component of the Municipal Linear Park system is a connection between the Brunette River System and Robert Burnaby Park. Provision has been made for this component in the Development Plan.

### 3.3 Stormont-McBride Connector

The Stormont-McBride Connector is considered an important link in the regional arterial network, connecting the Stormont interchange with the Patullo Bridge. The connector is designated as a primary arterial in the adopted Conceptual Transportation Plan. The right-of-way is under ownership of the Province of B.C., and the development of the arterial would be the responsibility of the Ministry of Transportation and Highways. The Greater Vancouver Transportation Task Force indicates the Stormont-McBride Connector as a priority network improvement and has established 1993 as the target for construction.

It is recognized that the Stormont-McBride Connector could impact residential development on the George Derby lands, especially with respect to noise. Therefore, noise mitigation features will need to be included in the design of the road in accordance with the Municipality's adopted transportation policies. Also, all residential development will be located away from areas with noise levels greater than Ldn 60, as defined in the report "George Derby Hospital Lands Environmental Study" prepared for Public Works Canada.

## 4.0 PROPOSED DEVELOPMENT PLAN

The proposed Development Plan, summarized in Figure 3, has evolved in response to the opportunities and constraints offered by the site. The Development Plan area consists of 132 acres located south of Highway No. 1, excluding the new hospital site. The principal aspects of the plan include:

### 4.1 Residential Development Sites

The site provides a unique opportunity for the comprehensive development of ground oriented group housing and open space/conservation use. Some of the advantages of this site for residential use include:

- a) a large 43 acre redevelopable parcel of land
- b) proximity to Robert Burnaby Park, an attractive park that includes playground equipment, an outdoor swimming pool, tennis courts and picnic areas

c) continuity with the adjacent Cariboo Area Development Plan

d) opportunity for development of much needed ground oriented housing, thereby supporting Municipal goals of responding to projected needs as well as encouraging a variety of neighbourhood types and a full range of housing opportunities.

Details of the residential development area are shown in Figure 4 attached. The plan provides for the development of 420 group housing units at an overall density of 10 to 12 units per acre distributed among 5 enclaves. Development at the higher density range of 12 units per acre is permitted in enclaves farthest away from the existing residential areas. Perspective drawings of the townhouse units are attached as Figure 5 and Figure 6. The development of group housing supports the Municipal goal of increasing the choice of residential opportunities as well as adding to the supply of ground oriented housing.

It is proposed that the five development sites be developed under Comprehensive Development Zoning utilizing the RM-1 district as a guideline and in accordance to the development criteria set out in this Development Plan.

#### 4.2 Non-Market Housing

Twenty percent of the housing units are reserved for non-market housing. Prior to rezoning of the development site, the developer will be responsible for submitting a proposal stating how the non-market component will be met.

#### 4.3 Public Open Space

##### 4.3.1 Park/Conservation Area

The 69 acres located north of the Stormont-McBride Connector is to become Park/Conservation Area in accordance with the linear park concept and its ownership transferred to the Municipality. The transfer of the park to the municipality will be provided in lieu of applying Neighbourhood Parkland Acquisition Charges at the time of subdivision of the development enclaves. The majority of this land was rezoned P-3 (Park and Public Use District) in 1981. Following the transfer of the lands to the municipality, minor refinements to the zoning line will be necessary to correspond to the actual park boundary. This Park/Conservation Area not only provides continuity with Robert Burnaby Park, but also due to its heavily treed state, will help mitigate the noise and visual impact of Highway No. 1.

##### 4.3.2 Preservation Of Existing Trees

In addition to retaining of existing trees on the portion of the site designated for Open Space/Conservation use, trees will also be preserved south of the Stormont-McBride right-of-way to mitigate noise/visual impacts of the future road. Existing trees will also be preserved on the southern portion of the site to provide separation between the new development and the existing residential neighbourhood. Within the development enclaves, major specimen trees will be retained wherever possible. A tree survey, identifying specimen trees, will be required as a condition of rezoning of the individual development enclaves.

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#### 4.3.3 Parks And Facilities

Park facilities and amenities are provided at Robert Burnaby Park, directly to the west, and at Cariboo Hill Park to the east.

#### 4.3.4 Landscaping Within Development Sites

Open space opportunities will also be provided in relation to two creeks located on the east and west portions of the development site that will be preserved in their natural state and protected by registered easements.

#### 4.4 Road Network

Direct access will not be available from the Stormont McBride Connector, due to its function as a primary arterial. The major point of access is off Cumberland Street at 17th Avenue with a secondary point of access off 17th Avenue at Wright Street.

Internal road circulation will be provided through one dedicated cul-de-sac and a system of private driveways within the enclaves. Bus service is currently provided along 16th Avenue, north along Cumberland, and then along Armstrong Avenue (Route No. 101).

#### 4.5 Public Pedestrian Network

Separated sidewalks will be provided on all public roads. A north-south pedestrian trail will begin at the cul-de-sac and pass between enclaves C and E and will connect to an east-west wilderness pedestrian trail that will meander through the treed buffer area south of the Stormont-McBride Connector. These pedestrian linkages will be protected by easements.

#### 4.6 Servicing

The Engineering Department has reviewed the plan of development and does not foresee any technical difficulty in servicing the site. The Engineering Department has inspected the private sanitary sewer currently servicing the George Derby Hospital and has determined that it is appropriate for takeover by the municipality. The developer will be responsible for the cost of all services necessary to serve the site at the time the development enclaves are subdivided.

#### 4.7 Schools

The site is served by two Elementary Schools; Armstrong to the east, and Second Street to the west. Presently, Second Street School is at capacity with portable classrooms on site. Armstrong School is able to accommodate approximately 200 additional students. Cariboo Secondary School is located to the south, and contains ample capacity to accommodate additional students.

### 5.0 DEVELOPMENT GUIDELINES FOR RESIDENTIAL ENCLAVES

#### 5.1 Ecological Assessment

At the time of rezoning of the individual enclaves, the developer is responsible for undertaking a more specific ecological assessment of the site to ensure that appropriate design and construction guidelines are in place to protect the ecosystem of the area. Specific items to be assessed are:

\* Soils - Soils may be prone to erosion, therefore careful consideration to construction and post-construction site manipulation and drainage will be required to prevent sedimentation into Burnaby Lake.

\* Drainage - A watercourse/storm water protection plan will be required to minimize sedimentation and urban run-off pollutants from entering sensitive watercourses.

\* Vegetation - Specimen trees will be retained wherever possible. A tree survey to identify specimen trees and other vegetative elements will be required.

## 5.2 Density And Bulk Guidelines

The use of land shall be limited to family oriented townhousing in accordance with the following criteria:

Enclave #	Dwelling Units	Per Acre	Site Area	Max. site Coverage	Max. F.A.R.	Est. Pop'n
A	103	8.2	12.6	0.25	0.35	260
B	93	10.0	9.3	0.30	0.40	230
C	68	12.0	5.7	0.30	0.45	170
D	71	12.0	5.9	0.30	0.45	180
E	85	9.0	9.4	0.25	0.33	210

Total 420 42.9 acres 1050

The number of dwelling units shall be the ultimate limiting factor in determining the maximum density for each enclave.

### 5.2.1 Maximum Site Coverage for Each Development Enclave:

\* shall include the combined area covered by all structures and buildings including carports and/or garages.

### 5.2.2 Maximum Floor Area Ratio:

\* shall include carports and garages but exclude open parking areas.

### 5.2.3 Height of Buildings:

\* buildings and structures shall not exceed 2 and one-half storeys in height, except for a minor component of maisonettes which would be permitted in Enclaves C and D, which shall not exceed 3 storeys in height.

## 5.3 Building Setbacks From Property Lines:

Buildings and structures shall be a minimum:

- \* 90 feet from the Stormont-McBride Connector right-of-way for Enclaves A, B and C.
- \* 70 feet from the Stormont-McBride Connector right-of-way for Enclave E.
- \* 50 feet from the southerly property line for enclave development directly adjacent to an existing residential area, and 35 feet from the southern property line for the remainder.
- \* 25 feet from the internal road and internal property lines.

#### 5.4 Protection Of Watercourses:

- \* The developer is responsible for the preservation of watercourses indicated in the Development Plan (Figure 4) in an open natural state. Any works affecting watercourses shall be approved by the Director of Planning and Building Inspection, Director of Engineering, and the Chief Public Health Inspector.
- \* The Ministry of Environment and Parks, Fish and Wildlife Branch will be offered an opportunity to comment on watercourse preservation measures at the time of rezoning of the individual enclaves.
- \* The installation of snow fencing and the use of hay bales or other effective means as determined by the specific ecological assessment along the watercourse during construction will be required. The developer is to assure that the watercourses are protected both during and after construction.
- \* No building and structure shall be located within 30 feet of the top of bank of a watercourse.
- \* Patios and outside areas may project a maximum 10 feet into a setback from a watercourse provided that any structural aspects are minimized and the area is properly fenced.
- \* An easement will be registered to ensure that the watercourse is protected.

#### 5.5 Parking:

- \* Off-street parking shall be provided at a minimum 1.7 spaces per unit, including 0.2 spaces per unit for guest parking. Any additional parking shall be located underground or under unit.

#### 5.6 Communal Facilities:

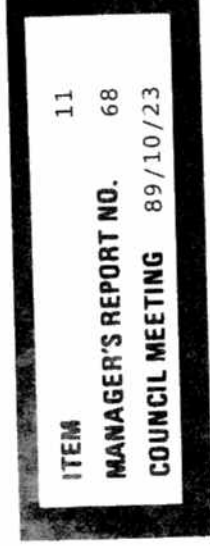
- \* The provision of communal facilities appropriate to the intended occupants of the neighbourhoods is the responsibility of the developer.

#### 5.7 Roads:

- \* Dedicated right-of-ways shall be 66 feet in width, with 36 feet of paved surface, separated sidewalks, ornamental lighting, and street trees on both sides.
- \* The developer is responsible for upgrading 17th Avenue between Newcombe Avenue and Cumberland Street to 28 feet of paved surface and separated sidewalks; also for upgrading Cumberland between 17th Avenue and 16th Avenue with 36 feet of paved surface and separated sidewalks. Ornamental lighting and street trees will apply to upgraded roads.
- \* All enclave driveways shall have a minimum width of 20 feet of paved surface, roll over curbs, and a minimum 5 foot wide sidewalk on one side of the road. The 25 feet width of pavement (road and sidewalk combined) will provide adequate fire truck access.

#### 5.8 Servicing:

- \* All services shall be provided to a full urban standard including underground utilities.



**5.9 Pedestrian Network:**

- \* Wilderness trails for pedestrian use shall be provided between Enclaves C and E and south of the Stormont/McBride Connector. The trail will be constructed by the developer, and maintained by the Municipality. Both trails shall be protected by easement.

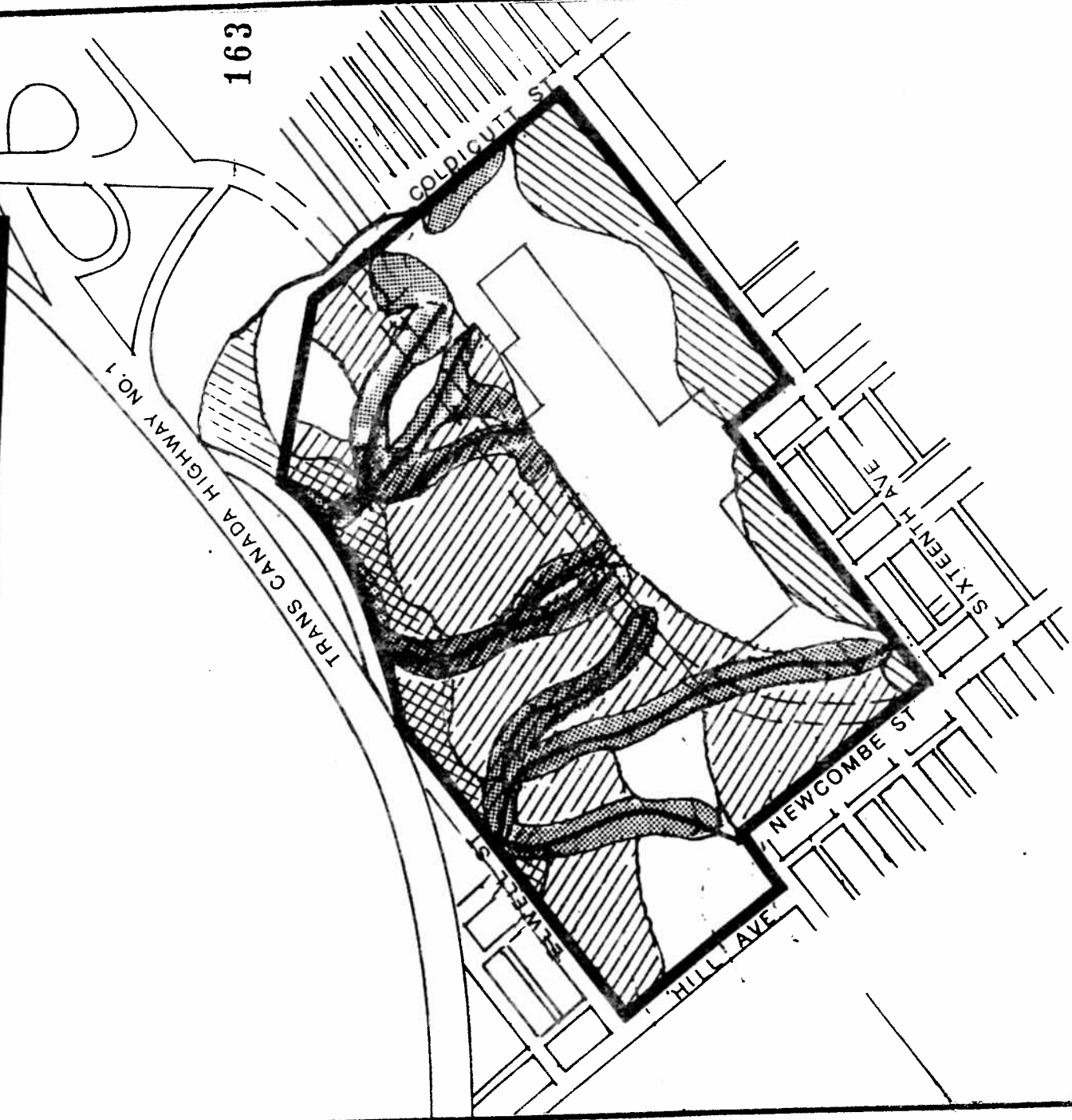
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**5.10 Landscaping:**

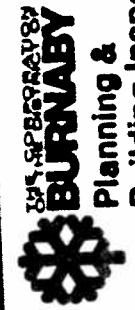
- \* A minimum 40 foot wide strip containing trees in their natural state and supplementally planted with additional conifers shall be maintained along the southerly property line where new development is adjacent existing dwellings.
- \* Preservation of existing vegetation supplemented by additional conifer screening and fencing shall be provided along the Stormont McBride Connector right-of-way to mitigate sound and visual impacts. The east-west wilderness trail shall be developed within this buffer strip.



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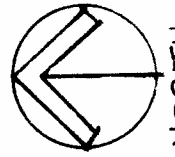


- 1 AREA WITHIN Ldn 60 CONTOUR (WITH STORMONT)
- 2 AREAS OF HIGH VISUAL IMPORTANCE
- 3 COMBINED AREAS 1 and 2
- 4 TERRAIN/GEOLOGIC CONDITIONS NOT SUITABLE FOR DEVELOPMENT
- CREEKS



City of Burnaby  
 Planning & Building Inspection Department

KEY PHYSICAL AND ENVIRONMENTAL INFLUENCES



NORTH

Date 1989 SEPT

Scale NTS

Drawn By RCN

(IDENTIFIED IN "A LAND USE PLAN FOR THE GEORGE DEREY HOSPITAL LANDS" NOVEMBER 1980) FIGURE 2





**BURNABY**  
Planning &  
Building Inspection  
Department

Date

1.08.90 SEP

Scale

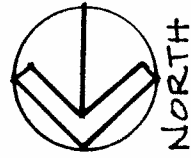
NTS

Drawn By

REN

164

# GEORGE DERBY DEVELOPMENT PLAN



NORTH

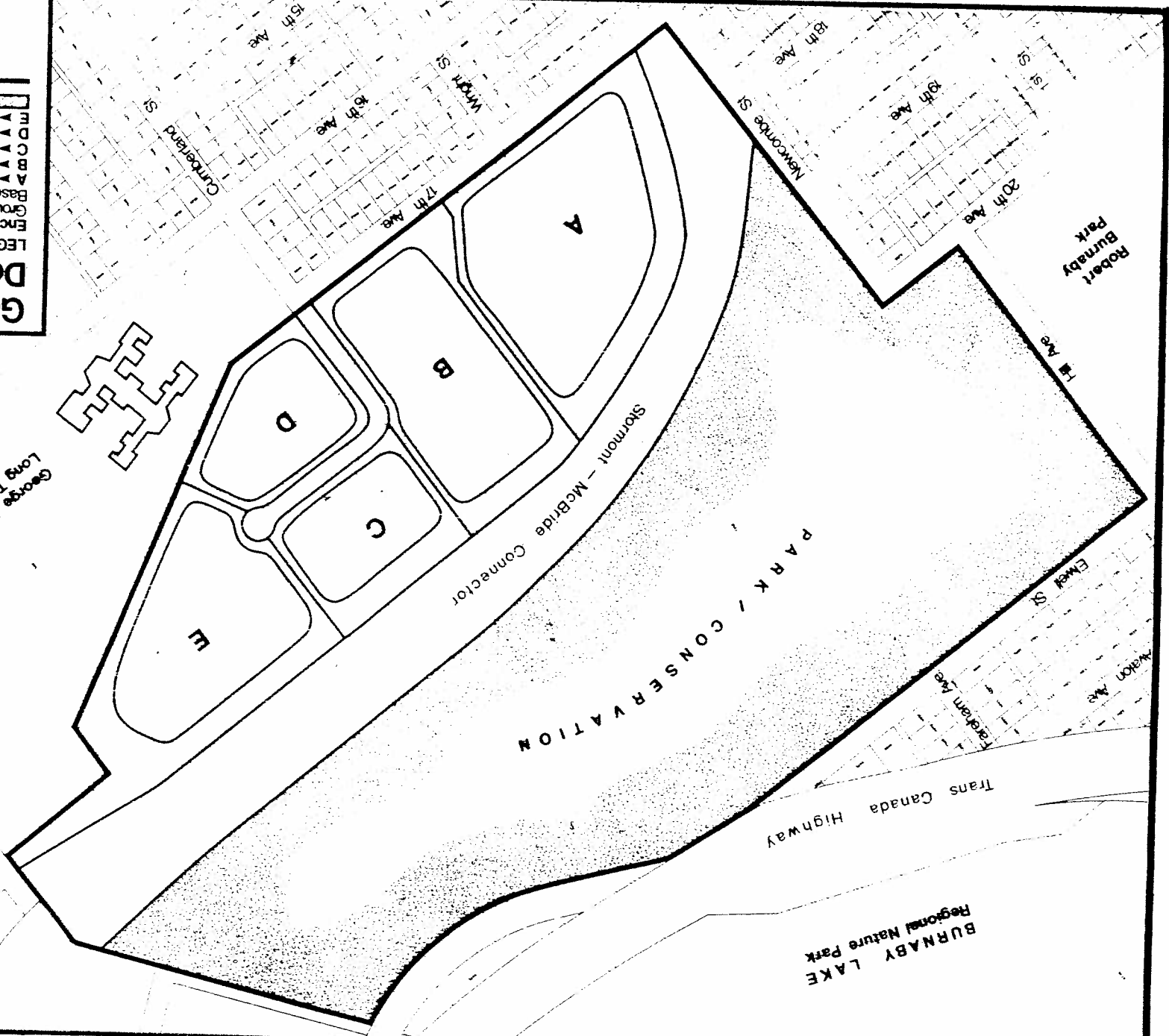
FIGURE 3

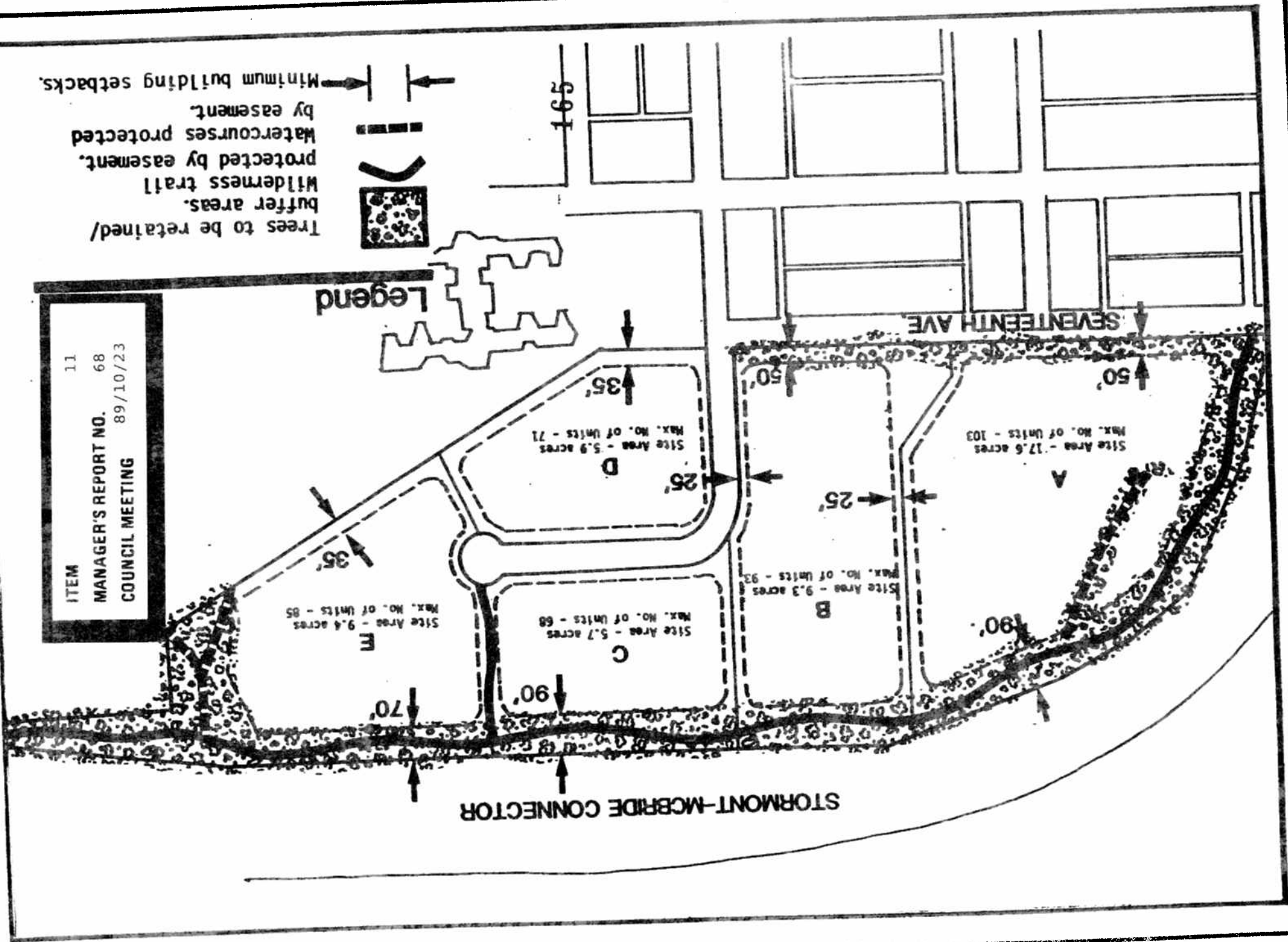
ITEM 11  
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## George Derby Development Plan

- LEGEND:
- Enclaves A to E
  - Ground Oriented Group Housing Based On RM-1 Guidelines
  - A ▲▲▲ 103 Units Max (176 Acres)
  - B ▲▲▲ 93 Units Max (93 Acres)
  - C ▲▲▲ 68 Units Max (57 Acres)
  - D ▲▲▲ 71 Units Max (59 Acres)
  - E ▲▲▲ 85 Units Max (94 Acres)
  - ▭ Park / Conservation
  - Plan Area Boundary

George Derby Centre  
Long term Care  
10th Ave  
Cariboo Hill School  
Secondary





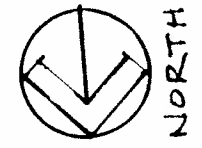
<b>Date</b>	1989 SEPT.
<b>Scale</b>	NTS
<b>Drawn By</b>	RCN



**Planning & Building Inspection Department**

**GEORGE DERBY DEVELOPMENT PLAN**

DETAIL OF RESIDENTIAL DEVELOPMENT ENCLAVES



NORTH

FIGURE 4

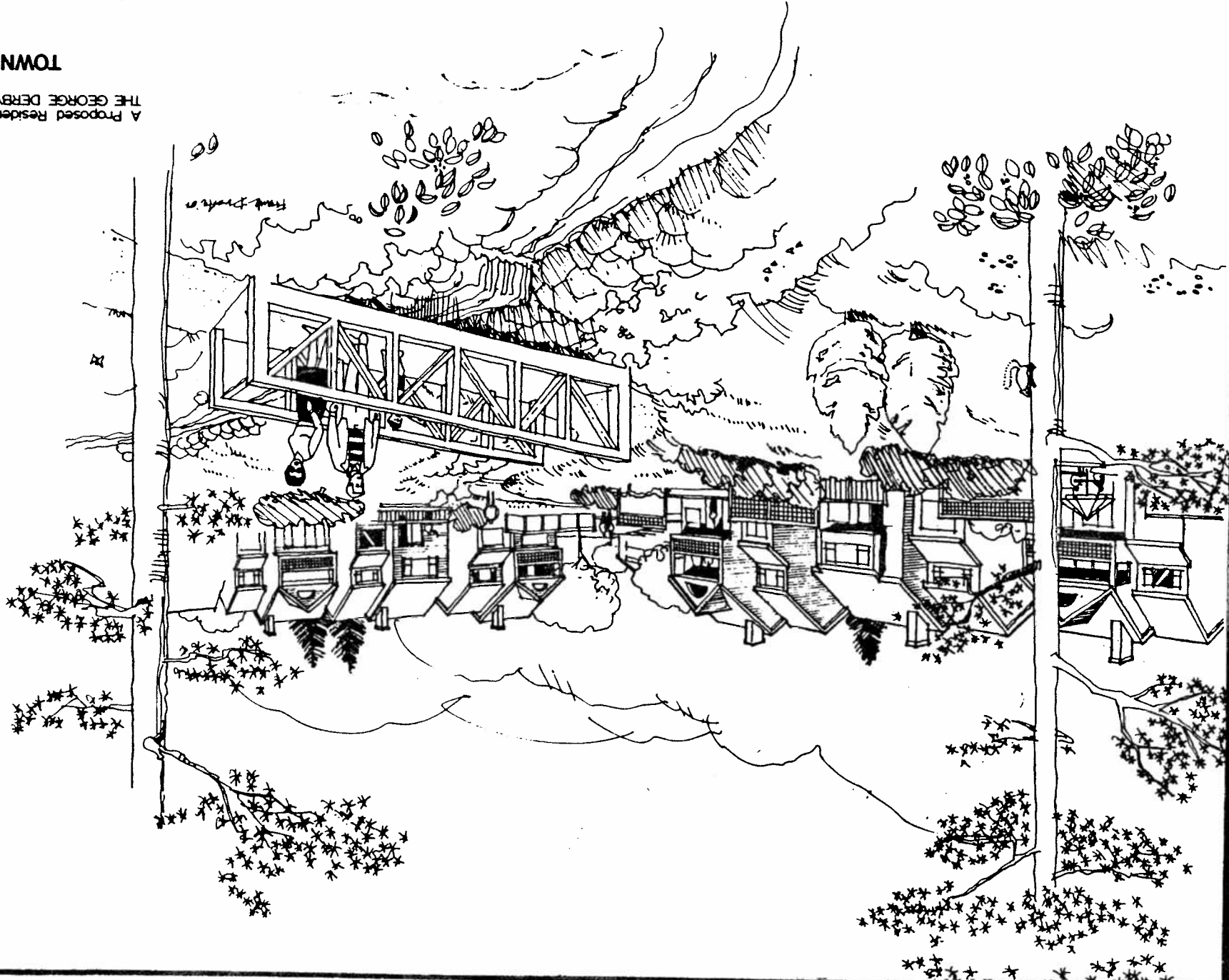
ITEM 11  
 MANAGER'S REPORT NO. 68  
 COUNCIL MEETING 89/10/23

Frank Ducote  
 Urban Design

TOWNHOUSES

A Proposed Residential Development for  
 THE GEORGE DERBY LANDS - Burnaby BC

June 89



Date

1989 SEPT.

Scale

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Drawn By

REN

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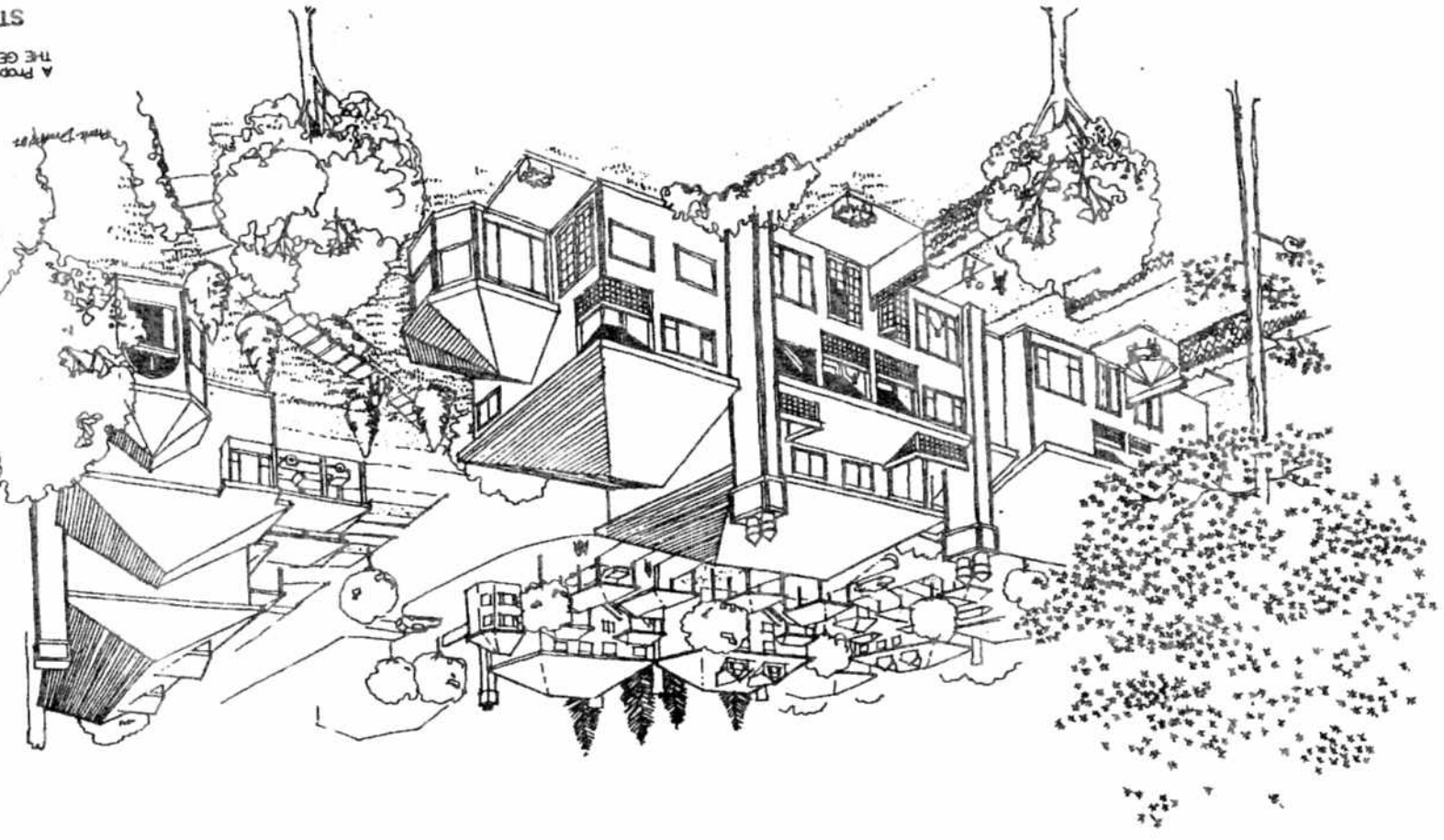
PERSPECTIVE  
 TOWNHOUSES

Frank Ducote  
Urban Design

STACKED TOWNHOUSES  
A Proposed Residential Development for  
THE GEORGE DERBY LANDS - Burnaby BC

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PERPECTIVE  
STACKED TOWNHOUSES

FIGURE 6