

THE CORPORATION OF THE DISTRICT OF BURNABY
HASTINGS STREET ADVISORY COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Re: Hastings Street Area Land Use Plan

RECOMMENDATION:

1. THAT Council adopt the Hastings Street Area Land Use Plan as described in the attached document.

R E P O R T

The Hastings Street Advisory Committee, at its meeting held on 1990 September 12 gave final approval to the proposed Hastings Street Area Land Use Plan (attached).

The Committee therefore respectfully requests Council's concurrence with the recommendation submitted.

Respectfully submitted,

Celeste Redman
Chairperson

* * * * *

Council Representative:	Alderman Lee Rankin
Burnaby Heights Citizens Representatives:	Fred Court Bill Turner Pauline Mudrakoff Tony Bosello
Willingdon Heights Citizens Representatives:	Norm Lamb Andrew Prager Peter Stary Donna Dubnyk Jim Mattinson
Hastings Merchants Association Representatives:	Larry French Jack Kuyer Clay Budd David MacKay Ron Slavin
Gilmore Community School Representative:	John Demuelemeester

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HASTINGS STREET AREA LAND USE PLAN

BACKGROUND

The Hastings Street Area is bounded by Boundary Road on the west and Willingdon Avenue on the east. The northern boundary of the study area is the lane north of the houses and apartments fronting on Albert Street; the southern boundary is the lane behind the properties on the south side of Pender Street.

A Community Plan for this area was adopted by Burnaby Council in June of 1969 which recommended a mix of commercial uses and high-rise apartment buildings. In September of 1987, Council considered a draft plan for the Hastings Street Area which would have reduced the area recommended for high-rise apartments and expanded the commercial area over the existing plan. This draft plan revision was referred back to staff in order that further input from citizens and local business people in the area could be obtained.

In September of 1988, Burnaby Council established an Advisory Committee to address the land use planning for the area and advertised for volunteers in the newspaper. In February 1989, a seventeen member Hastings Street Advisory Committee was appointed comprised of five representatives from Burnaby Heights, five representatives from Willingdon Heights, five representatives of the Hastings Merchants Association, one representative of the Gilmore Community School, and one Council representative.

Several months after the Committee began its regular meetings, it was decided to hire a consultant to work with the Committee to prepare a draft Hastings Street Area Land Use Plan. Proposals were solicited and, in November of 1989, a consultant was selected. Since that date, the Committee has met on a regular basis and prepared a series of recommendations for consideration by the community at a public open house.

On June 20, 1990, the Hastings Street Advisory Committee sponsored a public open house in the Gymnasium of the Gilmore Community School. This open house was attended by approximately 300 people (262 people signed in at the door); 166 questionnaires were returned responding to the display. Based on the response at the public open house, the Committee refined and changed some of its recommendations and agreed on a plan to submit to Burnaby Council.

The Hastings Street Area Land Use Plan is organized into six subject areas, based on the topics addressed in the Committee's statement of its Goals and Specific Objectives for the Hastings Street Area:

1. Area Character
2. Commercial Mix
3. Residential Mix
4. Traffic

5. Parking

6. Pedestrian Amenities

INTEGRATED GOALS STATEMENT

The Hastings Street Area Committee has adopted Goals and Specific Objectives as a basis for the Hastings Street Area Land Use Plan. These Goals were developed through lengthy discussions in the Committee and in response to a community survey sponsored by the Committee. In addition, the Committee suggested a number of solutions to achieve the goals and objectives for use in preparing the Plan.

The following goal statements were ratified by the Hastings Street Area Committee on 21 March 1990:

1. AREA CHARACTER

1.1 Goals

To maintain the existing land use mix, scale, and view opportunities of the area.

To retain the "village" atmosphere of the retail shopping core.

To strengthen the identity of the area as a pedestrian-oriented shopping destination.

1.2 Specific Objectives

To minimize conflicts between new development and the existing neighbourhoods.

1.3 Suggested Solutions

Downtown Revitalization program.

Promote small lot development.

Encourage retention of historic buildings.

Promote development of vacant properties.

Encourage upgrading and cleaning of existing uses in area.

2. COMMERCIAL MIX

2.1 Goals

To encourage small, independent businesses which serve the needs of the adjacent residential neighbourhoods to locate and stay on Hastings Street.

To ensure a pedestrian-oriented, retail commercial mix on Hastings Street, especially at ground level.

2.2 Specific Objectives

To help existing businesses to stay in the area.

To encourage an increase in the number of offices in the area.

2.3 Suggested Solutions

Not actively seek financial institutions to locate in the area.

Promote small lot commercial development.

Establish a Business Improvement Area.

Encourage commercial uses to have access on the lane side.

Focus pedestrian-oriented retail in the blocks at the top of the hill.

Encourage developments along Hastings with residential uses on the upper floors.

Do not permit any more gas stations.

3. RESIDENTIAL MIX

3.1 Goals

To promote a mix of residential development which includes affordable housing, seniors' housing, and family housing.

To encourage a range of housing forms including ground-oriented multiple family housing and residential uses above the ground level over commercial along Hastings Street.

To maintain a community with diverse ages, incomes, and ethnic backgrounds.

3.2 Specific Objectives

To prevent high rise development.

To minimize the impact of traffic and its noise on residential uses.

3.3 Suggested Solutions

Promote mixed residential and commercial development along Hastings Street.

Residential development to include family-oriented townhousing.

Encourage redevelopment of run-down and derelict houses.

4. TRAFFIC

4.1 Goals

To minimize the impact of the heavy volume of traffic along Hastings Street on both residential and commercial uses in the area.

4.2 Specific Objectives

To minimize the impact of Hastings Street traffic on pedestrian movement.

To discourage use of Pender and Albert Streets by commuter traffic.

To maintain pedestrian safety and the pedestrian environment along Hastings Street.

4.3 Suggest Solutions

Increase the capacity of the Lougheed Highway and 401 Freeway corridors to be the primary commuter routes for the Northeast Sector.

Implement a form of rapid transit serving North Burnaby, Port Moody, Coquitlam, and communities to the east.

5. PARKING

5.1 Goals

To provide more parking for commercial uses.

To retain existing on-street parking on Hastings Street.

5.2 Specific Objectives

To minimize conflicts between parking and existing neighbourhoods.

5.3 Suggested Solutions

Develop parking on small parcels throughout area.
Utilize cross-streets for angled parking.

Improve lanes behind Hastings Street for parking and for both vehicular and pedestrian access.

6. PEDESTRIAN AMENITIES

6.1 Goals

To improve the pedestrian environment.

6.2 Specific Objectives

To provide more pedestrian amenities and more public open space.

6.3 Suggested Solutions

Downtown Revitalization program.

Pedestrian-oriented retail interest.

Canopies.

Wider sidewalks.

1. AREA CHARACTER

Existing Situation

The Hastings Street Area is comprised of commercial uses, primarily small retail stores, fronting on Hastings Street, and of residential uses, generally single family homes and three storey apartments, fronting on Albert and Pender Streets.

The commercial area serves both a large, stable residential population in the adjacent Burnaby Heights and Willingdon Heights neighbourhoods and a commuter population which uses Hastings Street as its route in and out of Vancouver.

Historically, shopping on Hastings Street has been important to developing and sustaining a sense of neighbourhood in the surrounding residential areas. Residents become known to shopkeepers and the providers of other local services and come to appreciate the personal service they receive. Neighbours meet each other while shopping and have a chance to chat informally. The commercial area functions, in a sense, as the "village" for its large, surrounding residential area.

Recommendations for Change

The intent of the Hastings Street Area Plan is to protect and foster the "village" character of the commercial area. In specific terms, this means encouraging a diversity of small scale, pedestrian-oriented retail uses along Hastings Street. Commercial uses which are out of scale or not in keeping with this "village" function will not be permitted in the future. Uses which support a lively, pedestrian shopping area, such as residential uses over shops, will be encouraged.

With respect to residential uses, the rezoning of large properties for high density residential development is not considered to be compatible with the scale of the majority of the residential development in the study area. There may be a few sites within the Hastings Street Area which could be suited for assembly and comprehensive development, particularly the "urban renewal" site immediately west of Ingleton Terrace. However, most of the residential land in the area should be zoned for uses in scale with existing residences. This approach will encourage both the upkeep of existing residences by reducing land speculation and the redevelopment of smaller properties to denser residential uses.

Residents support a diversity of age, income, and ethnic groups living in their neighbourhoods. It is felt that the residential areas are generally strong and stable; the number of new homes built in the last few years is an indication of the

viability and attractiveness of these neighbourhoods. New residential uses should be encouraged which attract families to the Hastings Street Area; this will help support the local schools. Opportunities for affordable family housing and for housing suited to senior citizens, especially those giving up single family homes in the neighbourhood, are particularly important objectives for the Plan to achieve.

The specific recommendations for both the commercial and the residential land in the study area are presented in the following two sections on the commercial mix and the residential mix.

2. COMMERCIAL MIX

Existing Situation

At present, there is a wide variety of commercial uses along Hastings Street, most of these uses are located within one and two storey buildings with narrow frontages reflecting the small lot subdivision and development pattern of the area.

The retail mix and the intensity of pedestrian activity is currently focused in the three-block-long area east of MacDonald and west of Madison which serves as the core of the shopping area at present.

The dominant form of commercial zoning is the General Commercial District (C3) which is designed to serve the needs of a large consumer population, both on a local and municipal level. The C3 zone permits a very wide range of commercial uses, including business and office uses. Building heights of up to 37 metres (121.39 feet) or 10 storeys are allowed. The maximum floor area ratio is 5.0. To date, developers have not built office buildings up to the permitted density and height due to a lack of demand for high-rise offices in the study area. This market situation could change in the future with the result that the "village" character of Hastings Street would be dramatically altered by the construction of large, urban office buildings similar to those along West Broadway around Cambie and Oak in Vancouver.

Other commercial zones are present in limited areas in the study area: gas stations under the Service Commercial District (C4) or the Gasoline Service Station District (C6B) and lower floor retail and offices within the Comprehensive Development Districts (CD) for the two high-rise developments by the Bosa Group. Some institutional zoning is also present for the fire station, the post office, and parking lots serving the commercial area.

Recommendations for Change

It is recommended that all the properties currently zoned C3, C4 or C6B, be rezoned to new zoning categories designed specifically to achieve the goals and objectives for the Hastings Street Area. If, in the future, any of the institutional uses within the area are abandoned, then these sites would also appropriately be rezoned to the new commercial zones, based on their location within or outside of the core. Two new zoning districts will be created: one for the core area to reinforce its pedestrian orientation by requiring a limited mix of small-frontage retail uses and another for the remainder of the properties in the study area which allows a wider range of permitted uses.

The recommended regulations for the scale of development in both the core and non-core commercial areas are generally the same; only the lists of uses permitted and the maximum permitted frontage are different (refer to the charts).

In time, if other blocks achieve a commercial/retail mix similar to those of the core blocks, it could be desirable to make a minor zoning amendment to include them in the core as well.

The key features of the recommended new commercial zoning districts are:

1. A maximum building height of four storeys. Above the second floor, 45 degree angles of containment are recommended both to permit sunlight penetration along Hastings Street and to remove upper-floor uses from the noise of traffic.
2. The potential to redevelop a site the size of the standard small lot in the area. This potential would be encouraged by the creation of a municipally-administered parking fund which would allow commercial parking requirements to be met off-site through a payment in-lieu. The precedent for a parking fund has been set by Burnaby in Metrotown.
3. The encouragement of residential uses in the second, third, or fourth storeys of a new development. Recent surveys of residents of suites along major commercial routes in the City of Vancouver have demonstrated a high level of satisfaction when construction quality is adequate and design incorporates noise buffering elements.
4. The introduction of a building setback of 2.0 metres for commercial buildings to create, over time, wider sidewalks. It is recommended that the setback area be paved to match the sidewalk in the public realm but that it remain in private ownership. Private ownership would facilitate the installation of fabric or fixed canopies over the sidewalk within this setback.
5. Limiting the frontage on an individual commercial establishment to a maximum of 15 metres (50 feet) within the core area to encourage both diversity and small-scale use for the sake of pedestrian interest along the street. In the non-core area, commercial frontages are recommended to be limited to 20 metres (66 feet).
6. The elimination of a number of commercial uses which are currently permitted but which are not suited to the "village" character of Hastings Street, such as automobile parts stores, shopping centres, and taxi dispatch offices (refer to the lists of recommended uses).

New commercial development should support the urban design objectives of the Plan. Specifically, retail commercial establishments are encouraged to front both on Hastings Street and on pedestrian routes perpendicular to Hastings. These pedestrian routes can include both the sidewalks of perpendicular side streets or pedestrian pass-throughs at mid-block locations. The new commercial zoning for Hastings Street should make provisions to encourage the creation of pass-throughs by excluding the floor area of such pedestrian connections through buildings from both F.A.R. calculations and parking space requirements.

RECOMMENDED BUILDING REGULATIONS FOR THE NEW COMMERCIAL ZONES ON HASTINGS STREET

- Height of Buildings:** 4 storeys. Storeys above the second floor of a building to be setback so that the structure is contained within a building envelope defined by a 45 degree angle from the ceiling of the second floor at the front building setback.
- Lot Area and Width:** Permit redevelopment on the typical existing small size lot in the Hastings Street Area of approximate 10 by 31 metres (33 by 102 feet).
- Floor Area Ratio:** 2.0 with an additional bonus of up to 1.0 for underground parking.
- Front Yard:** 2.0 metres (6.57 feet).
- Side Yards:** Not required.
- Rear Yard:** 6.0 metres (19.69 feet).
- Maximum Commercial Frontage:** 15 metres (50 feet) in the core area; 20 metres (66 feet) in the non-core area.
- Off-Street Parking:** Off-street parking should be provided to meet the requirements of the Zoning By-Law. A parking fund should be created and administered by the District of Burnaby for the purpose of providing an alternative means to achieve the required off-street parking for commercial (but not residential) uses off-site in a municipally-owned parking lot.
- Off-Street Loading:** To meet the requirements of the Zoning By-Law.

**RECOMMENDED USES FOR THE CORE COMMERCIAL ZONE ON
HASTINGS STREET**

Uses Permitted:

- (2) Banks, with frontage on Hastings Street limited to 4.5 metres (15 feet).
- (3) Business and professional offices, with only a maximum of 3.0 metres (9.84 feet) of frontage off of Hastings Street permitted.
- (4) Cafes and restaurants (excluding drive-in restaurants).
- (6) Clubs and lodges, on second floor or above.
- (7) Commercial schools, on second floor or above.
- (9) Health service centres, reducing salons, steam baths, on second floor or above.
- (12) Personal service establishments, as in the present zoning.
- (13) Public assembly and entertainment uses, as in the present zoning, but not at the ground level, except for a narrow entry.
- (16) Retail stores that sell new or used goods.
- (18) Studios, on the second floor or above.
- (20) Dwelling units located above the first storey of a building, subject to the following conditions:
 - (b) That the ground floor of the building shall be used only for commercial purposes.
 - (e) That for each suite, one on-site parking space shall be provided, located in such a way that utilization of the secondary access of the commercial premises is not impaired.
 - (f) That a completely separate public entrance to the apartment accommodation shall be provided from the ground floor front elevation, except that on a corner lot access may be from the ground floor side street elevation.
- (21) Accessory buildings and uses.
- (22) Neighbourhood public houses, as in the present zoning. The frontage on Hastings Street to be limited to 7.5 metres (24.6 feet).

RECOMMENDED USES FOR THE NON-CORE COMMERCIAL ZONE ON HASTINGS STREET

Uses Permitted:

- (2) Banks, with frontage on Hastings Street limited to 4.5 metres (15 feet).
- (3) Business and professional offices.
- (4) Cafes and restaurants (excluding drive-in restaurants).
- (6) Clubs and lodges, on second floor or above.
- (7) Commercial schools, on second floor or above.
- (9) Health service centres, reducing salons, steam baths.
- (11) Parking garages, as in the present zoning, except that only a narrow entry off of Hastings Street is permitted. The remainder of the frontage must contain retail uses.
- (12) Personal service establishments, as in the present zoning.
- (13) Public assembly and entertainment uses, as in the present zoning, but not at the ground level except for a narrow entry.
- (16) Retail stores that sell new or used goods.
- (18) Studios, on the second floor or above.
- (20) Dwelling units located above the first storey of a building, subject to the following conditions:
 - (b) That the ground floor of the building shall be used only for commercial purposes.
 - (e) That for each suite, one on-site parking space shall be provided, located in such a way that utilization of the secondary access of the commercial premises is not impaired.
 - (f) That a completely separate public entrance to the apartment accommodation shall be provided from the ground floor front elevation, except that on a corner lot access may be from the ground floor side street elevation.
- (21) Accessory buildings and uses.
- (22) Neighbourhood public houses, as in the present zoning. The frontage on Hastings Street to be limited to 7.5 metres (24.6 feet).
- (24) Establishments, of not more than 140 square metres (1,506.90 square feet) in gross floor area, providing photocopying and duplicating services.
- (25) Retail sale of new or used furniture.

3. RESIDENTIAL MIX

Existing Situation

Current Zoning and Development

The predominant residential zoning in the Hastings Street Area is the R5 Residential District which permits both single family and duplex homes. However, as a consequence of the small standard lot size in the area, most of the R5 properties are developed with single family dwellings.

The neighbourhoods immediately to the north and south of the study area are both stable residential areas with largely R5 zoning. For this reason, some of the blocks in the study area are considered to remain viable in R5 zoning into the future.

A number of blocks in the study area contain three storey apartment buildings developed under the RM3 Multiple Family Residential District. These apartment buildings provide accommodation, typically on a rental basis, to young, single people, often students at Simon Fraser University and to seniors - people often not suited to the larger single family homes in the area. As a result, the Hastings Street Area has a range of income and age groups. In addition, one small multiple family development occurred under RM2 zoning at the northwest corner of Albert and Willingdon.

Other residential development in the study area was developed or is proposed under the Comprehensive Development Districts (CD) zoning: the Bosa Group projects at Boundary and Hastings and at Ingleton and Hastings and the presently approved development for the old Eagle Ford site.

Existing Community Plan

The Existing Community Plan for the Hastings Street Area, adopted in June 1969 and updated to March 1985, calls for the redevelopment of a number of blocks within the area for high-rise residential apartment buildings. This plan supported the District of Burnaby's overall policy for apartment development as presented in its "Apartment Study '69" which is also dated June 1969.

At present, the municipality is not implementing the existing Community Plan, pending the results of this Hastings Street Area Land Use Plan.

Recommendations for Change

Rezoning of Transitional Blocks

It is recommended that specific blocks which are currently zoned the R5 Residential District be rezoned to a new residential zone designed for use in the Hastings Street area (refer to the map of blocks recommended for rezoning and the chart of proposed residential zoning regulations).

The blocks indicated for rezoning were selected based on their meeting at least one of the following criteria:

1. They back on a lane shared by commercial uses fronting on Hastings Street and, therefore, suffer some negative noise and traffic impacts.
2. Some of the existing buildings within the block are in poor condition or are being held for speculative purposes.
3. They are isolated from areas of stable R5 development.

The intent of the recommended new residential zone for Hastings Street is to permit development of townhouses and stacked townhouses as well as the single family and duplex dwellings currently permitted under the R5 Residential District. It is considered desirable to create housing for families with children which is ground-oriented but also more affordable than the typical single family home in the area. The form of development is denser than R5 but is designed to permit buildings which are in keeping with R5 dwellings in terms of their height, massing, and front and side yard setbacks.

The key features of the recommended residential zone are:

1. A maximum building height of 9.0 metres (29.53 feet) or 2 1/2 storeys corresponding to the R5 zone.
2. The ability to develop an assembly as small as two typical small single family lots (20 by 31 metres or 66 by 102 feet).
3. An outright permitted floor area ratio of 0.9, established based on calculations of what estimated townhouse densities could compete in the market with new single family home construction.
4. The potential to use garage, carport, or surface parking off the lane for family-oriented large townhouses as an alternative to underground parking.
5. Maximum building frontages to ensure that the new buildings respect the character and scale of existing homes.
6. A larger rear setback than that required in R5 to ensure livable private outdoor space.

Encouragement of Comprehensive Development of Specific Blocks

A number of the blocks in the Hastings Street Area are considered to be suitable for rezoning under the Comprehensive Development Districts (CD) with a form of development tailored to the specific needs of the site and its proposed uses.

**RECOMMENDED BUILDING REGULATIONS FOR THE NEW RESIDENTIAL
ZONE FOR THE HASTINGS STREET AREA TO REPLACE THE EXISTING
RESIDENTIAL DISTRICT (R5) IN SPECIFIC BLOCKS**

Height of Buildings: 9.0 metres (29.53 feet) or 2 1/2 storeys.

Lot Area and Width: Permit redevelopment on an assembly of two typical small size lots in the Hastings Street Area or approximate 20 by 31 metres (66 by 102 feet).

Floor Area Ratio: 0.9 F.A.R.

Front Yard: 6.0 metres (19.69 feet).

Side Yards: 1.5 metres (4.92 feet) mid-block and 3.0 metres (9.84 feet) at corners.

Rear Yard: 10.5 metres (34.49 feet).

Maximum Building Frontage: 20 metres (66 feet).

Off-Street Parking: Off-street parking should be provided to meet the requirements of the Zoning By-Law. Parking may be underground, in surface lots, or in accessory buildings, with access from the lane.

The blocks indicated for potential CD rezoning were selected to meet at least one of the following criteria:

1. The block already contains some land assemblies which suggest that a substantial portion of the block could be assembled.
2. The block already supports some CD zoning.
3. The block faces RM3 or CD apartments across the street, suiting it for higher densities from an urban design standpoint.

The following guidelines should be applied to CD rezoning applications for the blocks indicated on the map:

1. The minimum development site should be at least 45.72 metres (150 feet) in width. Exceptions should be considered for sites less than the minimum recommended width in the case of sites locked in between an existing or approved CD development and a street intersection.
2. Heights to 12.0 metres (39.37 feet) or 3 1/2 storeys should be permitted.
3. Densities to 1.1 F.A.R.
4. The minimum front and side yard setbacks should conform to the R5 and the new recommended townhouse zoning. However, the rear setback would be relaxed to achieve the permitted density.
5. Building massing, materials, and design should complement the character of adjacent existing uses.
6. Affordable housing and housing for seniors is encouraged.

The "Urban Renewal" Site - A Special Case

The "urban renewal" site in the 3800 block on the south side of Hastings Street is a special case in several regards:

1. It is the only site in the Hastings Street Area which is suitable for a comprehensive development which encompasses both a commercial and a residential block and where it would be appropriate to close the lane.
2. It is largely in municipal ownership, a situation which makes it possible to target it for social or non-market housing. It is recommended that this site be used to provide social housing for seniors and/or families.
3. It is adjacent to the Ingleton Terrace development and could be suitable for a denser form of development than is suggested for other blocks in the study area.
4. The land within the entire block slopes dramatically from the northeast corner downward to the southwest corner, creating a potential to accommodate some development density below the level of grade at Hastings Street. Furthermore, this slope also would permit some residential

units on the Hastings Street side to gain views over units fronting on Pender Street towards the spectacular scenery to the southwest of the site.

It is, therefore, recommended that the "urban renewal" site be rezoned for the purposes of affordable housing at a density (Floor Area Ratio) of up to 1.7. The site is recommended to be developed with townhouses, stacked townhouses, low-rise apartments, or a combination of these forms. The buildings fronting on Hastings Street should be a maximum of six storeys in height. The retail continuity of Hastings Street should be maintained with small-frontage retail stores at ground level. Buildings facing on the Pender Street frontage should be a maximum of 3 and 1/2 storeys.

The recommended form of development should seek to achieve the following design objectives:

1. The massing of the development should appear as a grouping of buildings over the block rather than as one monolithic structure.
2. An effort should be made to maintain a view through the site to the south for pedestrians on Hastings Street in at least one place.
3. A substantial open space should be achieved on site as an amenity for the residents of the block.

Retention of Stable R5 Blocks

Lastly, it is recommended that a number of the blocks which are currently zoned R5 Residential District be retained (refer to map). These blocks were identified based on the following criteria:

1. They are comprised of generally well-maintained single family homes. In some cases, the block contains some new dwellings.
2. They face and/or back onto other blocks of stable R5 residences. On this basis, they are part of a larger area of stable R5 zoning.
3. Some R5 lots are identified as required for parking lots and, consequently, should not have their land values inflated by rezoning to higher permitted densities.

4. TRAFFIC

Existing Situation

The Hastings Street Area has a number of traffic-related problems. Hastings Street itself is a major Provincial highway which carries high volumes of traffic, especially at peak times. This volume of traffic has negative effects on the commercial area including impacts on the level of pedestrian comfort and discouraging shoppers from crossing Hastings Street.

The traffic issues associated with Hastings Street need to be addressed on a regional and municipal basis beyond the scope of the Hastings Street Area Plan.

Nevertheless, the solutions which are negotiated for Hastings Street will strongly affect the value of the land use plan.

There have been discussions between the Provincial government and the municipality regarding the potential removal of on-street parking and turning restrictions along Hastings Street to increase its vehicular capacity at peak periods. These decisions would have serious consequences for the viability of the commercial uses along Hastings. The shops on Hastings benefit from the availability of easily accessed on-street parking. Loss of this parking would inevitably decrease their business. Turning movements would be further restricted which could also negatively affect business viability. Furthermore, the row of parked cars at the curb lends a sense of security to pedestrians along Hastings Street's narrow sidewalks. Loss of this important pedestrian buffer would significantly reduce the amenity level for shoppers on foot.

The residences along Albert and Pender Streets also suffer from some traffic impacts. Commuters use these streets to reach their destinations faster than they can on Hastings when it is clogged with traffic. Traffic management measures may be needed in order to mitigate traffic impacts on both Pender and Albert as well as parallel local streets to the north and south.

Recommendations for Change

The Hastings Street Land Use Plan recommends several changes to zoning and land use which indirectly address the traffic problems along Hastings Street and along Pender and Albert. One key provision of the proposed new zoning is the establishment of a building setback which will, over a number of years, create a wider, more comfortable sidewalk for pedestrians.

Additional on-street parking is proposed on side streets perpendicular to Hastings Street. Angled parking on these side streets, recommended to maximize the number of parking spaces, may help to reduce short-cutting through the residential neighbourhoods.

The success of the Hastings Street Area Plan is dependent on the improvement of transportation capacity across Burnaby. It is critical that high capacity alternatives to Hastings Street be offered to commuters in the Northeast Sector heading for Vancouver and other destinations west of the Hastings Street Area. These transportation improvements should include increases in the capacities of both the Lougheed Highway and the 401 Freeway through widening. Even more critical is the introduction of a form of rapid transit serving North Burnaby, Port Moody, Coquitlam, and communities to the east which operates on its own right-of-way separate from the Hastings Street right-of-way. A separate rapid transit route would serve to relieve Hastings Street of both some commuter traffic and much of its bus traffic.

5. PARKING

Existing Situation

The present parking situation relies heavily on the on-street parking available on Hastings Street itself. This is typical of a retail shopping area located on a major commuter route. The parking on Hastings is supplemented by a number of small

parking lots scattered through the area, by the large Safeway parking lot, and by on-street parking in the right-of-way of MacDonald in the block immediately south of Hastings.

Over the past years, the number of on-street parking spaces on Hastings has been eroded as spaces have been removed to create bus stops and turning bays. To some extent, these parking spaces have been replaced by other municipal parking through the reconstruction of MacDonald south of Hastings and the development of the lot immediately west of the MacDonald on-street parking. Nevertheless, the loss of on-street parking has been felt by businesses on Hastings, especially those immediately adjacent to these removals.

The comprehensive development plan approved for the old Eagle Ford site in the 4100 block on the north side of Hastings includes the reconstruction of Carleton to include 21 parking spaces within the right-of-way using 90 degree-angled parking.

Recommendations for Change

It is recommended that additional parking spaces be created within the Hastings Street Area to supplement the existing spaces for the benefit of the commercial uses along Hastings. Two categories of new parking opportunities are recommended: additional on-street parking on side streets adjacent to Hastings achieved by introducing angled parking and more off-street parking lots throughout the study area.

Parking on Side Streets

On-street parking on some of side streets perpendicular to Hastings Street is identified as a means of increasing parking which could be implemented fairly quickly. It is important to restructure a number of side streets simultaneously to create a situation where both residents of the area and commuters who are unfamiliar with the area recognize that there is a marked improvement in the quality and availability of parking in the area.

The side streets which are recommended for use for angled parking are (refer to map of proposed parking):

North Side of Hastings

Ingleton
MacDonald
Madison
Rosser

South Side of Hastings

Carleton
Madison

It should be noted that, if the presently approved development for the old Eagle Ford site does not proceed, the Carleton right-of-way north of Hastings should still be used for angled on-street parking.

The configuration of parking in each of the above side street locations should achieve the following guidelines:

1. Wide concrete sidewalks with curbs should be provided which also serve the function of curb stops.
2. Street trees should be planted on both sides of the street, where appropriate.
3. Low plantings should be installed in the 6 metre area from the property line at the street intersections where car parking is not permitted.
4. Lane crossings and driveways should be respected.
5. Both one-way and two-way traffic flow should be considered for each location and the approach selected should reflect both safety considerations and the circulation needs of nearby residents.

The above guidelines should also apply to MacDonald south of Hastings Street which has angled parking already.

Off-Street Parking Sites

It is recommended that a number of sites which are considered appropriate for off-street parking lots should be recognized in the Land Use Plan. Off-street parking lots will be needed in the future for two reasons:

1. In the longer term, additional parking to support the commercial uses on Hastings Street may be needed to augment the available on-street parking.
2. New parking lots will need to be created using the parking fund to provide spaces for developments where owners opt for a cash in-lieu payment as a permitted alternative to providing the required number of off-street parking uses for the commercial uses included in the development.

Potential Parking Structure on MacDonald

The existing parking lot on municipally-owned property immediately south of the public open space on the southwest corner of Hastings and MacDonald has significant potential for substantially more parking when combined with the municipally-owned site immediately to the south at the northwest corner of Pender and MacDonald. The southward slope to the land in this area could be taken advantage of to create a parking deck with at-grade access from MacDonald. Below this deck, another level of parking could be built with at-grade access from Pender. This arrangement has the substantial benefit that both levels of parking would be visible from adjacent sidewalks making them more acceptable and attractive to users concerned with their personal safety.

It is recommended that a shallow strip of retail shops should be included in the development of this parking structure, fronting on the public open space on Hastings Street. Inclusion of these small retail units would have two advantages: they would introduce pedestrian interest into the public open space and they would help to finance the parking structure by returning some income over time.

It would also be acceptable to develop social housing on this site. The desirability of both public parking and retail continuity should, however, be considered in any development proposal for this site.

Use of the Lanes

In the distant future, one other parking strategy is available for implementation: the upgrading of the lanes behind the commercial uses along Hastings Street. Utilization of lanes in commercial areas for pedestrian circulation and consolidated parking lots has been a successful solution to parking constraints in other shopping districts in the region. However, in the case of Hastings Street, it is seen to be an approach which should be considered only after other, higher priority objectives have been achieved, including the revitalization of the Hastings streetscape and the implementation of the side street parking improvements.

It is recommended, however, that the potential for more pedestrian-oriented commercial lanes be enhanced by encouraging new developments along Hastings to include, where feasible, a public pedestrian pass-through between Hastings and the lane behind. It would be desirable to achieve at least one such pass-through in each block, especially in the core area. The encouragement of pass-throughs by excluding them from F.A.R. calculations or parking requirements is recommended for the new commercial zoning.

New commercial buildings on Hastings Street should be encouraged to provide a rear entry for the public off the lane to allow for increased use of the lanes over time.

6. PEDESTRIAN AMENITIES

Existing Situation

At present, the pedestrian amenities are few in the Hastings Street Area. The sidewalks are narrow and have been repaired and patched over time. The one pedestrian amenity of significance in the area is the public open space on the southwest corner of Hastings and MacDonald. Unfortunately, this space tends to be poorly utilized since it lacks lively, pedestrian interest.

The low level of pedestrian amenity has negative consequences for both the number of shoppers which the commercial area attracts and the success of new residential development in the Hastings Street Area which depends on the overall attractiveness of the commercial area with which it is associated.

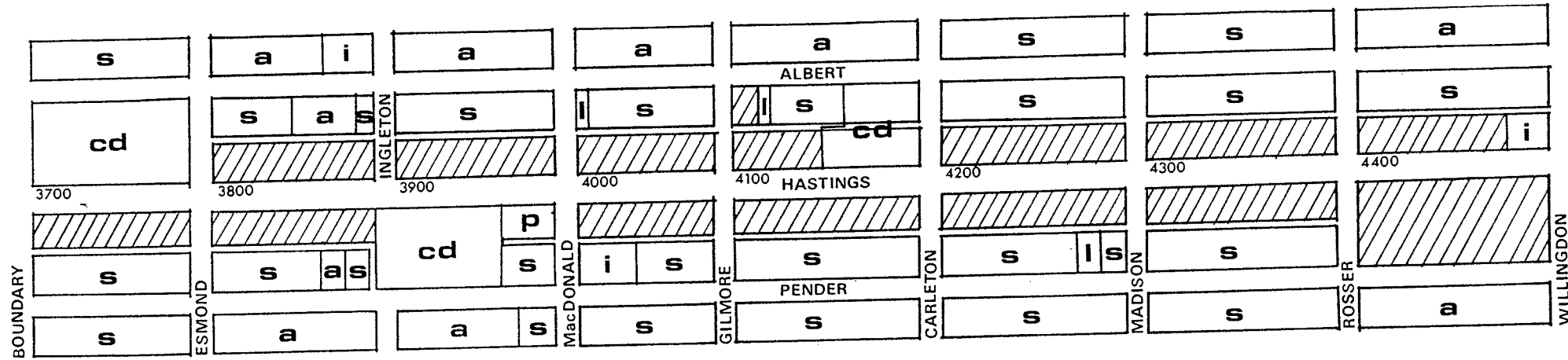
The Hastings Merchants Association is well aware of the need to improve the appearance and pedestrian amenities in the commercial area. Their intent is to proceed with a Downtown Revitalization Program as soon as the Hastings Street Area Land Use Plan is in place. The merchants have already acted to introduce banners on the light poles along Hastings to increase the profile and image of the shopping area.

Recommendations for Change

The Downtown Revitalization Program will be an important tool in improving the appearance of the Hastings Street commercial area. A number of other tools for improving the pedestrian environment on Hastings Street are included in the Land Use Plan. These include the implementation of front setbacks to achieve wider sidewalks over a number of years and to permit the installation of canopies and other types of weather protection within the property line.

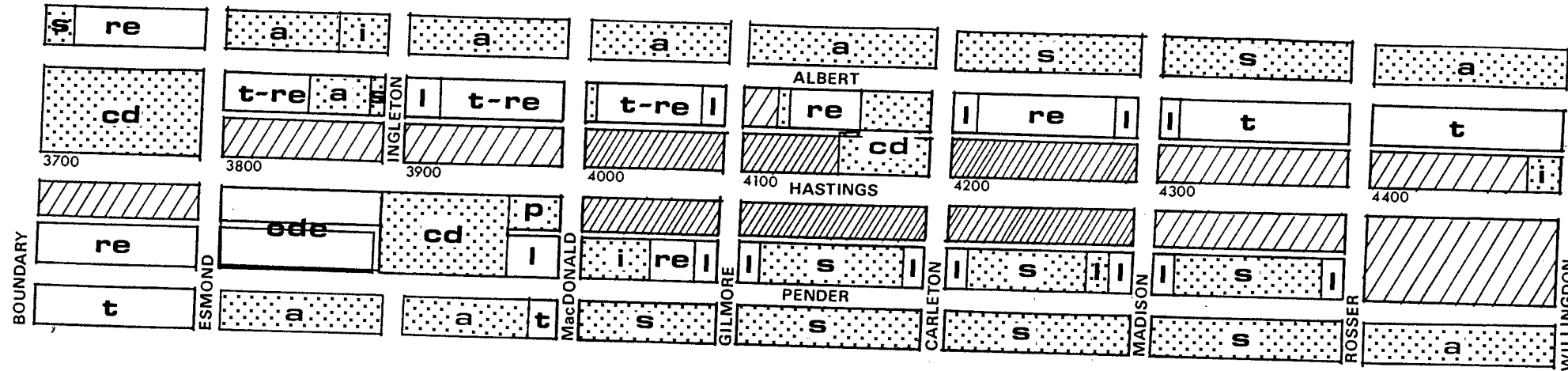
The recommended new commercial zoning will serve to increase pedestrian interest for shoppers along Hastings Street through such provisions as restricting the permitted uses to those which enliven the street, limiting store front widths, and encouraging residential uses above the ground level. Recommendations to use the side streets for angled parking to support the commercial uses on Hastings will also help with the beautification of the area with added landscaping and street trees.














GENERALIZED EXISTING ZONING IN THE HASTINGS STREET AREA



- | | |
|-------------------------------------|------------------------|
| s Single Family/Duplex | i Institutional |
| a Apartment | p Park |
| cd Comprehensive Development | l Parking Lot |
| Retail Commercial | |

PROPOSED LAND USE CONCEPT FOR THE HASTINGS STREET AREA



- | | | | |
|---|--|---|-----------------------------------|
|  | Retain in Existing Zoning and Use |  | Rezoning to Core Commercial |
|  | Single Family/Duplex |  | Rezoning to Non-Core Commercial |
|  | Apartment |  | Institutional |
|  | Single Family/Duplex/2 1/2 Storey Townhouses |  | Park |
|  | Rezoning to 3 1/2 Storey Townhouses Encouraged |  | Parking Lot |
|  | Comprehensive Development |  | Identified for Future Parking Lot |
|  | Rezoning to Comprehensive Development Encouraged | | |

APPENDIX 1:
HASTINGS STREET AREA LAND USE PLAN
OPEN HOUSE QUESTIONNAIRE

INTEGRATED GOALS STATEMENT

Do you generally agree _____ or disagree _____ with the Goals, Objectives, and Suggested Solutions developed by the Hastings Street Area Committee?

Comments:

1. AREA CHARACTER

Do you generally support the intent of the proposed Plan to protect the pedestrian-scale retail character of Hastings Street? Yes _____ No _____ To protect the diversity, scale, and family-orientation of the residential areas? Yes _____ No _____

Comments:

2. COMMERCIAL MIX

Do you support the rezoning of the majority of commercial properties along Hastings Street to a lower scale, pedestrian-oriented retail, office, and residential mix? Yes _____ No _____

Comments:

3. RESIDENTIAL MIX

Do you agree that two and one-half storey townhouses are an appropriate residential use in the single-family/duplex blocks indicated on the map in the display? Yes _____ No _____

Comments:



Do you agree that some blocks (indicated in the display) could be appropriate for denser residential development on larger sites up to three and one-half storeys in height through the comprehensive development rezonings?
Yes _____ No _____

Comments:

Which option for the development of the vacant "urban renewal" site in the 3800 block on Hastings Street do you favour?
Option 1 _____ Option 2 _____ Other _____

Comments:

4. TRAFFIC

Do you support: widening the sidewalks along Hastings Street through new setback requirements? Yes _____ No _____, retaining the on-street parking on Hastings Street? Yes _____ No _____, and a one-way system for side streets perpendicular to Hastings? Yes _____ No _____

Comments:

5. PARKING

Do you support:
increased on-street parking on side streets? Yes _____ No _____,
creation of new off-street surface parking lots? Yes _____ No _____,
and a parking fund for surface parking lots in lieu of providing all commercial parking on commercial redevelopment sites along Hastings?
Yes _____ No _____

Comments:

6. PEDESTRIAN AMENITIES

Do you support the approaches taken by the Plan to improve the pedestrian environment? Yes _____ No _____ What else is needed?

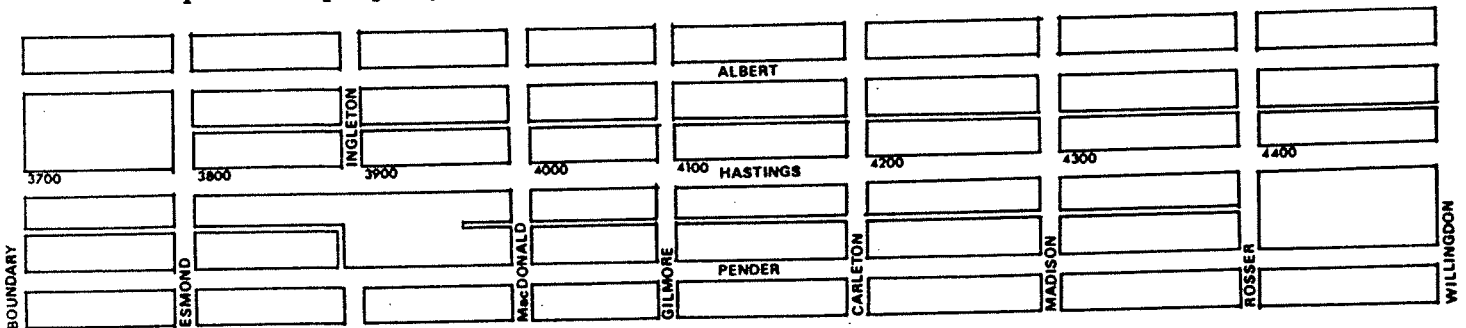
Although this questionnaire is anonymous, it would be useful to know some pertinent information about the people who fill it out to help us understand the results. Please answer the following questions. If you object to any questions, please leave them blank.

Do you live in the Hastings Street Study Area? Yes _____ No _____

Do you work in the Hastings Street Study Area? Yes _____ No _____

Do you own property in the Hastings Street Study Area? Yes _____ No _____

Please make an 'X'(s) on the map to show the block in which your home, workplace, or property in the area is located:



If you answered "No" to the above questions, what is your interest in the Hastings Street Area? _____

Where do you live? Street _____ 00 Block _____

If you are not able to complete this questionnaire at the Open House, please mail it by 1990 JUNE 30 to:

Mrs. Maryann Pasqua, Department of the Municipal Clerk,
 The Corporation of the District of Burnaby
 4949 Canada Way, Burnaby, B.C. V5G 1M2

 Please tear off and complete this form if you want to be on our mailing list for further information on the Hastings Street Area Plan.

Name _____
 Address _____

**APPENDIX 2:
HASTINGS STREET AREA LAND USE PLAN
TABULATION OF OPEN HOUSE QUESTIONNAIRE RESULTS**

INTEGRATED GOALS STATEMENT

Do you generally agree or disagree with the goals, Objectives, and Suggested Solutions developed by the Hastings Street Area Committee?

Agree 111 of 126 handed in at Open House + 36 of 40 mailed in later = 147 of 166 or 89%

Disagree 5 of 126 + 3 of 40 = 8 of 166 or 5% (Note: totals and percentages may not add to 100% since not all questionnaires contained answers to all questions asked)

Comments:

Not over 3 stories
Likes keeping 'village atmosphere'
Hope changes will benefit community not developers
Stay family oriented/cut down traffic
Generally agree
Likes keeping present character
Well thought out proposal
Changes are long overdue
Too much traffic on Pender and Albert
Agree with some only
Overall picture looks good but will take years
Do not want plethora of highrises like Metrotown
Was hoping for higher densities
Love the small stores
No more high rises
Excellent support of neighbourhood concerns/no traffic solutions
Need more time to answer
Agree with goals/traffic will undermine positive plans
Dedicated job well done
Will make more rental units for seniors, students, single mothers
Each area should be dealt with separately/not comprehensive development
Question ambiguous
Question is too general
Higher densities are clearly needed in Vancouver area
Agree some blocks need to be upgraded
Nothing done about excessive traffic
Looks good
Land too expensive for townhouse development
Businesses need greater density of people living there
Must always keep people in mind in plans
They have done a super job
Some
Overall - excellent work
Hope this will not 'hang fire' for years/needs to be done now
Disagree with more 6 or 7 storey high rises
Keep the scale 'manageable'
Good plan
Afraid even these changes will cause area to lose its character
Hastings Street needs revitalization

Open House Questionnaire Results

Need residential over storefronts to create a village atmosphere
 More parking for merchants
 Goals too general/north Burnaby should have a core so that we don't have to travel to Metrotown
 Committee has done a commendable job
 Like community atmosphere/don't want too much more density
 Like the village idea
 Don't want one-way streets
 One-way streets not a good idea
 Supports process/minimum of discontent this way
 Existing apartments along Pender should be kept so people living in them who could not afford more expensive apartments would not be out on street as in Kerrisdale
 Not realistic to keep Burnaby with densities that don't allow for current housing shortages/houses across street from apartments is poor planning
 Because area has been unable to come to agreement, community has suffered/compromises and a decision must be made soon
 Some members of the Committee showed their bias by hovering around the urban renewal site board and promoting their distaste for high rise buildings
 If kept low rise (2)
 Whole area is village not selected blocks (4)
 Happy as we are - leave us alone
 Please start with Eagle Motors Property - it looks like a disaster area

1. AREA CHARACTER

Do you generally support the intent of the proposed Plan to protect the pedestrian-scale retail character of Hastings Street?

Yes 114 of 126 + 38 of 40 = 152 of 166 or 92%

No 4 of 126 + 0 of 40 = 4 of 166 or 2%

To protect the diversity, scale, and family-orientation of the residential areas?

Yes 116 of 126 + 34 of 40 = 150 of 166 or 90%

No 6 of 126 + 0 of 40 = 6 of 166 or 4%

Comments:

Would not like to see Burnaby lose its family-oriented atmosphere
 Need adequate provision for affordable housing and seniors
 Nothing wrong with a few high rises
 Hastings is better suited to non-family residential with family residential a transition to single family
 Maintain Hastings Street character as much as possible
 Buildings on Hastings not exceed 2 storeys/parking is a disaster
 No high rises and easy on density
 Car is our biggest killer and polluter
 Offer family orientation
 Burnaby Heights area has finally been able to approach Council with their wants, desires, aspirations
 Need more time to answer
 Traffic conflicts with family orientation
 Any chance of getting traffic underground/need more big trees and greenery
 Will make area more beautiful and tidy

NBI detracts from area character/should improve its appearance
 How do plans for Hastings Expressway affect this?
 Who wants to walk along a noisy traffic corridor?
 I could not have put it better myself
 Would hate to see a lot of townhouses built for purchase/many apartment dwellers
 rent and cannot afford to purchase
 How many community plans
 Smarten up Hastings now not in 50 years
 Like village atmosphere with set backs
 Hastings Street is much too busy to ever make a nice pedestrian area
 Area needs a movie theatre, upgraded shopping, restaurants, specialty shops
 Hastings Street wide enough to support 4 storey buildings without angled setback
 More off-street parking for apartments
 More than one way to achieve your objectives
 Children in traffic a problem
 Retain community atmosphere
 Enjoy shopping on Hastings/widening sidewalks good idea/more shoppers would cut
 down on traffic
 Acceptable as long as there isn't inconsistency/no areas should be stranded by zoning
 Hard to retain pedestrian scale on a 6 lane highway
 Effort should be made to keep historical buildings on the south side of 3700 block
 As long as it includes 3 to 3 1/2 storey rental units (3)
 Need variety of housing to suit many needs - rental and to buy
 Retain low-rise rental for non-family residents (2)
 Must have rental suites
 Community has been family-oriented for many years - why change a good thing?
 Family-oriented residential should be restricted due to busy streets

2. COMMERCIAL MIX

**Do you support the rezoning of the majority of commercial properties along
 Hastings Street to a lower scale, pedestrian-oriented retail, office, and residential
 mix?**

Yes 112 of 126 + 36 of 40 = 148 of 166 or 89%

No 6 of 126 + 2 of 40 = 8 of 166 or 5%

Comments:

Hastings remain as is with a facelift
 Keep out mini-malls, gas stations
 Encourage high quality mixed use
 Contributes to community atmosphere
 Too many restrictions can discourage developers
 Buildings on Hastings should not exceed 2 storeys
 Families do not need the dangers of Hastings
 Enjoy shopping in all the small retail stores
 We are a family neighbourhood not a West End
 Need more time to answer
 Very positive
 Enough easy parking and area may become a stop-over for commuters
 No high rises
 With proper design, larger properties can be integrated within overall plans
 Looks good and I'm looking at opening my own business
 All properties on Hastings should be at least 3 stories in height

Open House Questionnaire Results

Definitely
 Not much difference between core and non-core commercial
 Nuke the North Burnaby Inn
 Agree with village atmosphere
 All you do is have meetings and never come to decision
 Yes as I understand it
 Multiple 3, 4, and 5 storey small development more feasible and attractive than 20 storey high rise
 Higher building could go in between MacDonald, backed by 3 1/2 storey buildings on Pender and Albert
 3 - 4 storey structures satisfactory/won't create a canyon
 Undecided
 Rezoning will affect property values
 Generally agree with smaller scale and renovation of current businesses
 We think this is a good idea
 As long as the residential component is included
 Don't need any more banks
 Area is getting run down/need a stronger mix
 If possible with a 6 lane highway
 Large scale commercial properties not needed in area/access to Downtown is so easy

3. RESIDENTIAL MIX

Do you agree that two and one-half storey townhouses are an appropriate residential use in the single-family/duplex blocks indicated on the map in the display?

Yes 97 of 126 + 35 of 40 = 132 of 166 or 80%

No 20 of 126 + 4 of 40 = 24 of 166 or 14%

Comments:

Not all blocks single family now
 2 storeys high enough (2)
 Yes given alternatives/depends on architecture
 For senior housing would like to see one floor accommodations
 Only if rent not increased and people not expelled by landowners (2)
 Higher density would be more appropriate/not necessarily high rise
 Would allow area population to grow without overloading with massive structures
 I don't live on those streets
 I do not mind a high rise on 3800 Hastings just like 3900 Hastings
 Good idea
 Townhouses should be allowed on the 3700 and 3800 blocks Pender only as will not affect anybody's view
 Would approve some high rise buildings similar to 3900 block Hastings
 Hope there are townhouses or apartments on 1 floor/no steps to climb
 2 1/2 storey townhouses could be appropriate on duplex lots but not on single family lots
 Would like a smaller Seton Villa
 Garden apartments would alleviate Burnaby's rental problem
 Anyone can see the problems of the 'mink cage' accommodations in the West End/families and their grown up children want to keep living here
 Do not want high rises
 Believe 3 storey rental better for south side of Albert and north side of Pender
 I think this is an ideal solution to tie together single family housing with higher density apartments

Yes but I live in one of the single family residences which will disappear
 No higher than 3 storeys
 Could be 2 1/2 storey along north side of Pender (MacDonald to Rosser)
 No low income
 Why not consolidate large blocks like Bosa Brothers
 Retail shops could be readapted to ground floor living quarters
 If commercial activities increase in the core area, there could be problems in the alleys
 between commercial and residential traffic
 As long as the long term plan is not to move townhouses north of Albert
 I could live with 3 - 3 1/2 storey townhouses to ward off any more boxes
 Larger lots should be high rise buildings
 But they must look better than the sketch
 I think residential could be denser, perhaps 3 1/2 storeys
 Higher densities near Hastings would provide more vibrant street life and support
 commercial businesses
 If attractive and pleasing/no cats or dogs
 They are good 'character' and fit into existing neighbourhood style
 Prefer single family housing/however, would prefer townhouses over more apartment
 blocks
 Or single family
 I do not agree with high rises/far too many now
 Good idea if not allowed to become solid mass
 4400 block of Albert has suffered with apartments on north side/3 storey apartments
 would make more sense
 Providing there is adequate off-street parking
 Will supply more density but fit in neighbourhood/will appeal to families who cannot
 afford detached house
 No multiple zonings on one block (2)
 North side of Albert and south side of Pender should be 3 1/2 storey
 townhouses/south side of Albert and north side of Pender from MacDonald to
 Carleton should be surface parking with rear access to stores
 Why have more people live here with traffic problems/townhouses not aesthetically
 desirable
 Plan fits well with affordable housing without highrises
 Land cannot be increased/recommend 3 1/2 storey in most cases
 Current real estate values high/reasonably priced townhouses more appropriate
 Townhouses should be attractive to make entrance into Burnaby appealing

Do you agree that some blocks (indicated in the display) could be appropriate for denser residential development on larger sites up to three and one-half storeys in height through the comprehensive redevelopment rezonings?

Yes 91 of 126 + 32 of 40 = 123 of 166 or 74%

No 23 of 126 + 6 of 40 = 29 of 166 or 17%

Comments:

But ensure green spaces setback/please no concrete jungle of drab grey towers
 As long as the character remains
 Not too many, not too high
 I would be concerned that this might eliminate rental accommodation
 Yes: we need some rental units for single parents, low income groups/but who will be
 landlord/option for municipal involvement
 Even higher rise developments in some areas would be beneficial to add a population
 base and add visual interest to the development/views would be outstanding

2 1/2 storeys is enough height
 Look at New York, people do not manage well in boxes/people need space - not Buckingham Palace - but space
 We don't need any more towers/kids don't do well in towers/adults fill up mental facilities
 Do not want to end up like Metrotown
 Too crowded to see charts
 Traffic volume not suitable for single family
 Prefer RM3 on 3700 Albert Street same as general area/the 3700 block on Albert Street should be rezoned T-RE to give owners freedom to develop smaller sites and to match 3700 Pender (3)
 Blocks close to Hastings inhospitable as it is/might as well increase densities
 I'd probably buy one of the 3 1/2 storey townhouses
 I would recommend even to construct high rise units giving more open space
 Requirement for frontage of 196.85 feet should be brought down to previous standards in by-laws
 Keep at 2 1/2 stories (2)
 Allowing 3 1/2 storeys should eliminate the ugly square box apartments presently on Albert and Pender
 3 - 4 stories provides better scale of enclosure for pedestrians
 But make sure they create an interesting streetscape
 Agree with higher densities but wish to see family accommodation
 If well planned/traffic is the hurdle/must deal with the parking
 Good area for an apartment
 High density appropriate for south side of 4400 block Albert
 Frontages indicated are too high/could result in mixed zoning
 Don't lose existing rental units
 Do we need 200' for one building?
 Too often greed rears its ugly head/may this not happen to Vancouver Heights
 But no higher
 Don't want existing rental apartments torn down for purchased townhouses/need affordable apartments and co-ops (2)
 No need to go to comprehensive zoning -creates problems/3700 block Albert should be rezoned "T-RE"

Which option for the development of the vacant "urban renewal" site in the 3800 block on Hastings Street do you favour?

Option 1 65 of 126 + 27 of 40 = 92 of 166 or 55%

Option 2 37 of 126 + 2 of 40 = 39 of 166 or 23%

Other 2 of 126 (both suggest parking structure) + 0 of 40 = 2 of 166 or 1%

Comments:

I feel [Option 1] is the best on the slope
 Option 2 if off-street parking is provided for all apartments
 No comment/either one is OK
 The higher one will make this area too crowded, too many cars, losing family character
 Not clear which would accommodate more people/we have a housing crisis/take maximum option and include a co-operative component
 High quality carefully placed high rise development can provide an anchor or focus/can provide another type of residential use in a complementary way

Low rise development is more appealing and compatible with the rest of the development
 I know three seniors in area who want to sell homes and buy townhouses/they don't want apartments
 Option 2 - only good move that was made
 I think this should be developed for seniors housing/not a place that has stairs
 Suggest this would be best location for new loop - with building above
 No high rises/maintain 4-5 storey limit more in keeping with 'village' concept
 Parking must be provided by developer with each unit (3)
 High rise option if it engenders quality development as in 3900 block
 Perfect spot for a three level parking lot/then many existing store owners and homeowners won't be inconvenienced/get more facts from engineers on the tunnel under this area
 Don't make the buildings too high
 No strong opinion
 I don't want any more high rise/would make the same mistake again
 There are already 3 highrises within 3 blocks/feel option 2 is the way to go
 Please, no high rises
 Senior high rise/affordable rents
 Senior low rental housing on 3800 block/building at least 10 stories high
 No tower/too many now
 Low rise/4-5-6 storeys rather than 10-12
 Option 2 - 8 storeys
 High rises acceptable in that area
 No towers/ruin objective of a village image
 Forget the tower
 It is important to retain the shopping on street level to link to existing shopping
 Options are leading or guided
 Wish to see the family accommodation which appears in Option 2
 Not sure
 Block views of existing housing and devalue resale value
 Keep in mind many groups from rich to poor need housing/no one can be left out
 Plan offers enough open green area for pleasant living close to shopping
 Everyone recognizes need for high rise apartments/nobody wants them in their neighbourhood
 High rise
 Low rise (6)
 Low rise more appealing, less stressful to live in
 4 - 5 storeys
 Retail commercial to 3 storeys
 No high rise (2)
 Rezone all residential lands at this time to speed up redevelopment
 Clean up site
 Low rise more suited to slope of site

4. TRAFFIC

Do you support: widening the sidewalks along Hastings Street through new setback requirements?

Yes 76 of 126 + 30 of 40 = 106 of 166 or 64%

No 39 of 126 + 7 of 40 = 46 of 166 or 28%

Retaining the on-street parking on Hastings Street?

Open House Questionnaire Results

Yes 104 of 126 + 35 of 40 = 139 of 166 or 84%

No 12 of 126 + 4 of 40 = 16 of 166 or 10%

And a new one-way system for side streets perpendicular to Hastings?

Yes 66 of 126 + 19 of 40 = 85 of 166 or 51%

No 45 of 126 + 19 of 40 = 64 of 166 or 39%

Comments:

Not sure/traffic in front of my house on Pender is a pain but I would not want to be 'cut-off' either
 I feel the sidewalk now is OK, it would be too wide/parking on Hastings should be possible except at rush hour
 Concerned with moving businesses back to accommodate this
 May be no parking between 4 and 6pm + extra lane on Gilmore and Hastings/people slip out from behind cars turning left - this causes many accidents/also it takes 2 light changes to come home from church
 I hope this will require proper paving and curbs on side streets
 Wide sidewalks are appropriate for very heavy traffic areas and look empty otherwise (ex. Granville Mall)/on-street parking is essential for convenience/on-way streets would be confusing
 One-way systems lead to confusion/what about buses and emergency vehicles/on-Hastings parking is valuable - could it be maintained in off-peak hours
 I do not want to see Hastings become a 6 lane 'freeway' benefitting Coquitlam, Port Coquitlam etc. at our expense/agree parked cars provide a sense of security
 I live too close to Hastings/Pandora would turn into Albert with more traffic
 If Hastings is Provincial there's not much you could do
 By taking parking off Hastings and installing one-way streets would only increase the speed of traffic and cause increase in accidents
 Leave the sidewalks and streets the way they are/use buses for commuters/we don't need any more pollution
 Removal of parking but necessary to provide buffer (shrubs, walls etc.) between stores and traffic
 We object to all the noise
 There is already so much noise we can not sleep with open windows
 No parking on Hastings at rush hours in peak directions
 Stop signs on all east-west streets to discourage commuters
 Other than Hats-Off Day never seen a crowded sidewalk on Hastings/doesn't need widening
 How do we get across Hastings if we have one-way streets?
 Introduce traffic islands like West End
 How will people get home if Hastings is widened and streets are made one-way?
 Provincial idea for Hastings must not happen/like idea of widened sidewalks - how feasible?
 Pressure should be put on government to discourage expansion of Hastings and encourage use of rail lines, rapid transit (2)
 Parking meters on Hastings
 Need wider sidewalks to contain advertising boards
 No one-way streets (2)
 On-street parking difficult to maintain with increased traffic/better to have small lots
 One street systems a pain/encourage underground parking
 Good idea - Hastings uncomfortable to walk along/buffer of trees would be nice
 Use parking on Hastings for bargaining

Three lane traffic would hurt merchants/would not be a pleasant place to shop
 Existing one-way portion of MacDonald causes problems/vehicles waiting to turn
 Like widening idea
 Don't agree that one-way streets would reduce traffic/people would use residential streets
 Too many one-way streets now
 Don't destroy Hastings
 On-street parking vital to businesses
 Like idea of public market like New West or Robson Street
 Remove parking on side of peak flow during rush hours
 No parking during rush hours (2)
 Drivers tend to speed on one-way streets
 Get trucks off Hastings
 One-way streets discourage local traffic
 One-ways are a pain/we would be circling all the time
 Need parking facilities to keep our friendly merchants/one-way system might solve this problem

5. PARKING

Do you support: increased on-street parking on side streets?

Yes 78 of 126 + 13 of 40 = 91 of 166 or 55%

No 32 of 126 + 24 of 40 = 56 of 166 or 34%

Creation of new off-street surface parking lots?

Yes 104 of 126 + 32 of 40 = 136 of 166 or 82%

No 11 of 126 + 2 of 40 = 13 of 166 or 8%

And a parking fund for surface parking lots in lieu of providing all commercial parking on commercial redevelopment sites along Hastings?

Yes 70 of 126 + 18 of 40 = 88 of 166 or 53%

No 24 of 126 + 10 of 40 = 34 of 166 or 20%

Comments:

I feel that the stores should pay for parking not taxpayers
 Commercial business should provide some parking
 Increased on-street parking on side streets if it does not interfere with residents living there/free parking lots would have to be patrolled to prevent all day parking/in favour of commercial parking if run by the municipality
 It seems no matter which I will have to pay
 No parking lot will be necessary on Ingleton at Albert/it is so far away from shopping area
 Visible, easily accessible parking is vital
 Parking can be abused with cars left overtime/don't make it pay parking though - it discourages business
 More parking lots should be encouraged like funeral home's
 Flat surface, angled parking scattered over the development area
 Leaving parking on Hastings gives the 'village' look/surface parking is ugly/parking lots similar to MacDonald provide maximum parking for area

We need parking

We don't want to sacrifice our territory to a car chute for people with cheaper land and cleaner air up the valley/they must use buses until they get rapid transit

Flat surface parking/no two storey parking across from Post Office

We as a neighbourhood have always supported our merchants and wish to continue to with parking available

Perpendicular streets - yes/parallel streets - no/parking already a problem to residents

There is too much on-street parking now caused by high rises/only cure is change the Municipal Act

Parking lots are an eyesore and an environmental disgrace/tie underground parking to new developments/strongly disagree with turning residential areas into parking lots -

why not corner parks

It isn't a good idea to build parking lots next to homes/dangerous for kids/plan will force us to move (2)

Should have parking meters

All new development must provide underground parking so as not to take more homes away for corner parking lots

A couple of nicely architected parking garages make good sense

Any new commercial construction - builder should create more than required parking

Unsure on conflict between parking and housing

Make parking lots easy to look at when empty

Not parking lots next to homes/take whole block

Why isn't Burnaby's land at Albert and Ingleton used for parking?

No trade of parking for widening Hastings/any redevelopment must provide adequate parking/multistorey parking can be attractive

Remove house northwest corner of Pender and MacDonald

Wait and see approach to more parking lots/do side street parking first

Perhaps need more parking than provided for

Angled side street parking preferable to lots

Parking fund works well - have seen it in other cities

No more commercial lots on Pender

Not sure

Merchants will lose too much if parking lost on Hastings

Commercial development should provide own parking where feasible

Lack of parking is major problem for small businesses

Favour utilizing back lanes

Any consideration given to "Resident Parking Only"?

Like tiered parkade at MacDonald (2)

O.K. on Carleton

Only on Carleton and north Rosser

Who pays?

Angled parking is dangerous

6. PEDESTRIAN AMENITIES

Do you support the approaches taken by the Plan to improve the pedestrian environment?

Yes 106 of 126 + 36 of 40 = 142 of 166 or 86%

No 5 of 126 + 1 of 40 = 6 of 166 or 4%

Comments:

People on water side trapped in with roads having to come to Hastings/no longer can cut to Cassiar

Would not like to see hiding places like connecting alleys/assault possibilities for older people and women
 Small parks, benches, brick sidewalks
 Sidewalk cuts for baby buggies at Gilmore and Pender/cut hedges/garbage containers
 More fancy streetlights like Chinatown as secondary lighting
 Quality of shops is key ingredient/design character will help it compete with malls
 Need commuter trains on tracks at waterfront
 Mid-block links are great/with planting parking would not be eyesore
 Need more landscaping/don't need more cement and blacktop
 Keep parking on Hastings to protect pedestrians
 Suggest 20 year maximum to achieve setback from Hastings/encourage moving buildings/discourage strip mall look
 Sidewalks accessible to wheelchairs/more green space/vendors, street musicians, jugglers/information booth
 Use public open space or bank parking lot for Saturday/Sunday public market
 Green space/less pavement
 Too much traffic on Hastings, Albert, and Pender - doesn't encourage pedestrians
 Benches for seniors and others
 The setting back of buildings is not needed
 Landscaping on sidestreets/store beautification for "village" look
 Need alternative transportation to car
 Some way across Hastings at MacDonald
 Small parks or rest areas
 More lights
 Overhang or awnings on buildings because of rain
 Unsure
 Provisions for bicycles/shuttle service for seniors
 Not an over-planned "mall"
 May be difficult to implement/remember Granville Mall
 Side streets as park-like shopping malls
 Reduce traffic - provide rapid transit
 Interesting public spaces/sidewalk cafes
 Reduction in traffic by commuter rail
 Less traffic on Hastings
 A stronger voice against 6 lanes on Hastings and for commuter rail/LRT
 Handicapped exits, trees, hand signals, lighting
 Seniors apartments in easy walking distance of Hastings
 Enhance existing parks
 More variety and a few up-scale shops
 Pass-through idea is very good
 Include from Boundary to Willingdon (2)
 Get rid of trucks and traffic noise
 More green spaces, trees, benches
 Pedestrian overpasses
 More consideration for wheelchairs and bicycles (2)
 Garden spots for sitting, even a small park
 Shop owners to sweep sidewalk
 Have conflicts with bicycle riders on sidewalks

LOCATIONAL INFORMATION

Do you live in the Hastings Street Study Area?

Yes 58 of 126 + 20 of 40 = 78 of 166 or 47%

No 61 of 126 + 18 of 40 = 79 of 166 or 48%

Open House Questionnaire Results

Do you work in the Hastings Street Study Area?

Yes 18 of 126 + 5 of 40 = 23 of 166 or 14%

No 98 of 126 + 30 of 40 = 128 of 166 or 77%

Do you own property in the Hastings Street Study Area?

Yes 60 of 126 + 26 of 40 = 86 of 166 or 52%

No 60 of 126 + 13 of 40 = 73 of 166 or 44%

**APPENDIX 3:
HASTINGS STREET AREA LAND USE PLAN
COMMENTS ON THE MARKET POTENTIAL OF THE PLAN**

June 15, 1990

Re: Hastings Street Area Study

I have reviewed your draft study and support its conclusions and policy statements in light of prior field trip meetings to the study area and our associated meetings. The report affirms fundamental planning issues essential to the successful implementation of the plan, namely: an increased residential density, a focal point for retail commercial uses, an intent to create new side street angle parking and to retain Hastings on-street parking, and a scale for new forms of development which are compatible with the majority of residential development in the study area.

With respect to the draft land use plan and its goals and specific objectives I would like to add the following:

- In a residential context, greater density in terms of creating residential over retail fronting Hastings Street, selected comprehensive development sites as well as lower density townhouse/stacked townhouses for seniors will establish a stronger pedestrian orientation to the study area and encourage the retail village theme. Examples of similar character neighborhoods are found in the city of Vancouver along 4th Avenue, Broadway and 10th Avenue. Zoning to such higher densities is considered a sound policy, even under current housing market conditions. Declining land values are not necessarily detrimental to the development of higher density residential in the area as the potential return for the developer will also be higher.
- The retention of on-street parking on Hastings Street and the encouragement of parking lot development on small parcels throughout the area and on cross streets for angled parking is critical to the success of the commercial "village" component. In order to encourage greater retail activity on the north side of Hastings Street in the core commercial area, parking on the north side of Hastings may be developed first.
- Reduction in the office densities for the Hastings Street area is consistent with market conditions whereby on-going high density office space is being developed in the Metrotown core with increasing densities anticipated in the Brentwood and Lougheed town centres over time. Low density office buildings in the non-core commercial zone on Hastings Street should be encouraged as this will foster pedestrian activity in the commercial village and provide destination service uses and employment opportunities in the neighborhood.

In conclusion, I concur with the policy statements and recommendations contained in the draft Hastings Street Area Study. Although the real estate market will always be subject to cyclical swings, such planning policy's should encourage the creation of an integrated community complete with a diversity of residential, commercial and institutional uses. In closing, I am particularly concerned with the impact of an expansion to Hastings Street and elimination of the on-street parking to accommodate growing traffic volumes as this will run contrary to the intent of the Hastings Street Area Land Use Plan. If I can be of assistance on the latter issue please don't hesitate to contact me in this regard.

Respectfully submitted.

Yours very truly,



Hugh W. Carter