APPENDIX "A"

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:
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 Ln 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.
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 take-over 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:

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

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.

5.10 Landscaping:

- A minimum 40 foot wide strip containing trees in their natural state and supplemented 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.
LOCATION OF GEORGE DERBY HOSPITAL LANDS

FOR INCLUSION IN BURNABY LAKE REGIONAL NATURE PARK

DEVELOPMENT PLAN AREA

SITE OF NEW GEORGE DERBY CENTRE
1  AREA WITHIN Ldn 60 CONTOUR (WITH STORMONT)
2  AREAS OF HIGH VISUAL IMPORTANCE
3  COMBINED AREAS 1 and 2
4  TERRAIN/GEOLeGIC CONDITIONS NOT SUITABLE FOR DEVELOPMENT
   CREEKS

BURNABY
Planning & Building Inspection Department

KEY PHYSICAL AND ENVIRONMENTAL INFLUENCES

(Identified in "A Land Use Plan for the George Derby Hospital Lands" November 1980)