CARIBOO COMMUNITY PLAN

The following report adopted by Council on January 16, 1984 constitutes the adopted Cariboo Community Plan.

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TO: MUNICIPAL MANAGER 1984 JANUARY 10
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our file: 15.711.1
SUBJECT: PROPOSED DEVELOPMENT PLAN – CARIBOOL STUDY AREA

RECOMMENDATIONS

1. THAT Council receive the following report outlining the land use and development objectives for the Cariboo Study Area and endorse the proposals contained therein as the basis for further dialogue with the basis for further dialogue with area residents and other interested groups.

2. THAT this report be forwarded to the Parks and Recreation Commission for consideration of the parks component of the proposed development plan prior presentation to the public.

3. THAT this report be forwarded to the Parks and Recreation Commission for their review and comment.

4. THAT staff be requested to prepare an article for Information Burnaby outlining the contacts of the draft development plan and inviting written briefs.

5. THAT a letter be forwarded to the property owners in the study area inviting them to attend an open house to be held in the area to review the draft development plan.

6. THAT upon receipt of all interested parties comments, a further report be submitted to Council providing a summary of these comments together with specific recommendations for the formulation and adoption of Community Plan for the Cariboo Study Area together with an outline of the proposed implementation strategy and the associated financial considerations.
SUMMARY

The following report outlines a land use and development concept which is intended to provide the basis for the formulation and adoption of a Community Plan for the Cariboo Study Area. The draft development plan which accompanies this report, is seen as providing for the development of low density residential accommodation which reflects the demand for a variety of dwelling types which is sensitive to the existing character of the area. Particular attention has been paid to the preservation of existing neighbourhoods while introducing alternative housing forms in the undeveloped portions of the study area. Significant areas have been devoted to public open space by designating lands abutting the Brunette River and major ravine areas as a Conservation Reserve.

It has been proposed that the area residents and other interested groups be given the opportunity to review the draft development plan and provide comment on the plan and its' objectives. Once this process has been completed, a final draft will be forwarded for consideration by Council.

REPORT

A. BACKGROUND

The Cariboo Study Area is approximately 400 acres (162 ha) in size and contains relatively large areas which are undeveloped. In 1968, the Municipal Council adopted a resolution which provided for the gradual acquisition and assembly of the remaining private, undeveloped lands as they become available to facilitate the development of this extensive area on a pre-planned basis. Since that time, a number of properties have been acquired with the result that the majority of the lands are owned by the Municipality as shown on the attached Figure 1.

Council, when considering the Public Meetings Report in 1974, adopted a resolution which stated that the Cariboo Hill areas east of the Stormont Interchange be confirmed as an area that should be ultimately developed residentially compatible with the prevailing vegetation and topography. This report further stated that a program for the residential development of these lands would be dependent upon a number of variables including property ownership consolidation, availability of services and the preparation and adoption of an acceptable development plan.

The Residential Growth Management Study which was prepared in 1980, indicated that the Municipality could experience a shortfall in ground-oriented housing forms over the next 20 years. From a policy viewpoint it was felt that, where appropriate, efforts should be made to increase the supply and affordability of ground-oriented housing in the Municipality. It was noted that this could be accomplished in part by the introduction of group housing densities in certain portions of Burnaby's undeveloped areas, including the Cariboo Area.
Council has, therefore, an established policy which recognized the development potential of the Cariboo lands for low density residential use. Within this residential framework they have also recognized the equally important objective of preserving the integrity of the Brunette River which passes through this area. The Burnaby Trail Study, which was adopted in 1980 January, provides for the establishment of major linear park connections from the Burnaby Lake Regional Park and the lands designated for park use in the George Derby lands through to Hume Park in New Westminster as illustrated on the attached Figure 2.

In response to an enquiry from a religious organization to make lands available within the study area for a church facility, Council in 1982 January, adopted in principle a proposal to include provision for institutional uses in the study Area. This action resulted in the adoption of the attached Generalized Land Use Concept (Figure 3) as a policy guideline for development. This plan provides for institutional uses at the major public open space components and for the establishment of low density residential uses in the remaining areas.

B. STUDY AREA INFLUENCES AND CHARACTERISTICS

Within the study area there are a number of notable physical features and other site characteristics which have been considered as influences in the preparation of the development concept. They are described as follows:

1. NATURAL FEATURES

   (i) Vegetation

   The study area contains extensive undeveloped lands which are covered with maturing second growth deciduous and coniferous trees. This forested area is a major visual asset which is seen as a component of the natural greenbelt area along the Trans Canada Highway. Moreover, it is a part of a larger natural area which includes The Brunette River system and the eastern portion of the Burnaby Lake Regional Park as well as the northerly portion of the adjacent George Derby Lands.

   In order to preserve the visual quality of the area and to minimize the problems associated with soil erosion increased runoff, deteriorating water quality, and loss of natural habitat, development proposals should provide for the retention of significant natural areas.

   (ii) Topography

   The majority of the land generally slopes moderately to the north and east and is considered suitable for development. Certain area in the northwest sector of the study area contain very steep slopes and ravine areas which are not
suitable for development. The river basin along the Brunette River is also not suitable for development for topographic and environmental reasons.

The relatively uniforms slope of the undeveloped portions of much of the area offers an opportunity to introduce terraced group housing units which would overview the surrounding natural amenities which can be achieved by clustering development within substantial bands of natural vegetation.

The retention of natural vegetation which would be achieved by low site coverage development will not only preserve important environmental aspects of this natural area but will also screen the development from views from the Trans Canada Highway, the Lougheed Town Centre Area and from the development areas on the south slope of Burnaby Mountain.

(iii) Brunette River

The Brunette River is unique in that it is the only river system in the Fraser Valley wholly encompassed by an urban-industrial landmix. Prior to the 1940’s, the river supported runs of coho and chum salmon, steelhead and cut-throat trout. The lack of fish passage facilities at the Burnaby Lake Dam and increasing industrial and domestic pollutants contributed to a steady decline in fish stocks.

Since the 1970’s, a number of major sources of pollution have been eliminated and residential sanitary sewer discharges to the river have been stopped. These efforts have resulted in a significant improvement in water quality in the system and consequently, programs have been initiated under the Salmonid Enhancement Program to re-introduce the salmon and trout species which were eliminated in past years. This program has proved to be relatively successful. However, additional measures will need to be taken if the Brunette System is to become a viable fish producer.

An opportunity is available in the preparation of the development plan for the study area to incorporate measures which would preserve the integrity of this portion of the river. The retention and enhancement of this resource would demonstrate the recreational and educational benefits of maintaining and restoring fish and fish habitat in an urban setting.

Objective: Preserve significant natural areas in study area to maintain visual character and to minimize problems associated with soil erosion, increased runoff, deteriorating water quality and loss of natural habitat.

2. EXISTING RESIDENTIAL DEVELOPMENT

The character of the study area is influenced by existing residential development both within the area and in the adjacent neighbourhood. There are two distinct
neighbourhoods within the study area which tend to be separated by Cariboo Road. There are two areas east of Cariboo Road and south of the B.C. Hydro transmission right-of-way contains conventional single family dwellings on R2 residential lots. The area west of Cariboo Road south from Erin Avenue is generally developed with a mix of conventional and small lot single family dwellings. The majority of the lots in this area are approximately 4500 square feet in area and have 45 foot frontages. The prevailing character is, therefore, that of a small lot single family area.

In addition to these two well-established residential areas, there are a number of single family dwellings which are concentrated in the lower portion of the study area in the vicinity of Buena Vista Avenue.

Objective: Maintain and integrate the established conventional and small lot single family neighbourhoods into the development plan.

3. COMMERCIAL FACILITIES

The Cariboo Study Area is well situated with respect to existing commercial facilities. The Lougheed Mall is an established Town Centre which is within a convenient travelling distance. This centre is characterized by major department stores and support facilities such as the Cameron Library and Recreational Complex, cinemas and the public transit centre, provide a wide range of services which would be utilized by residents of the Cariboo Study Area.

The Crest Shopping Centre, which is situated one-half mile southwest of the centre of the study area, is a neighbourhood shopping centre which includes a large retail food store, a branch bank, a pharmacy, a service station, medical/dental offices and other retail outlets oriented to serving the needs of the local community. The development of the Cariboo Area will reinforce the viability of this centre.

Within the study area it will be desirable to provide for the establishment of local convenience outlets marketing sundry items serving the day-to-day needs of the surrounding community. These facilities should be located within convenient walking distances of the neighbourhoods.

Objective: Provide for the establishment of local neighbourhood convenience outlets.

4. SCHOOLS

This area is within the Armstrong Elementary School and the Cariboo Hill Junior/Senior Secondary School catchment areas. The Armstrong Elementary School has a total capacity for the accommodation of 610 students (including kindergarten) based on 23 classrooms with a ratio of 26.5 students per classroom. In 1963, this school had an enrolment of 688 students in 1983 September. This facility is, therefore, only operating at 27% of its' capacity.
The Cariboo Hill School became a Junior and Senior Secondary School in 1971. At that time the total enrolment of 1033 students. The total capacity is 1352 students. In 1983 September, 765 students were enrolled which equates to 57% of its' capacity. These schools are consequently under utilized and could benefit from additional residential development in the Cariboo Area.

In addition, St. Michael's Elementary School and Marion High School are parochial which are situated within the area. These schools offer additional educational facilities which are of benefit to this area and to the community as a whole.

Objective: Increase supply and affordability of housing alternatives for families and thereby reinforce the viability of the existing schools.

5. TRANSPORTATION

Of particular concern to area residents, both within the surrounding residential neighbourhood and the newly created residential areas is the distribution of traffic generated by new development. The proposed development plan must respond to this concern. In particular, consideration must be given to the treatment of Cariboo Road which currently provides access to the Trans Canada Highway. In addition, provision will need to be made to limit points of access and consider the inter-relationship of residential properties which abut this road.

Objective: Design a road network providing for residential collector and local streets while minimizing the potential impact of traffic on existing and proposed neighbourhoods.

6. NOISE COMPONENT

The principal source of continuous noise is the Trans Canada Highway which abuts the northern boundary of the site. The construction of the Stormont/Newcombe Connector will, in the future, introduce additional traffic noise to the northwestern sector of the study area.

The majority of the lands which abut these regional transportation facilities are topographically unsuitable for development and have been designated as public open space in the Generalized Land Use Concept (Figure 3). The one area which is suitable for development and which is, therefore, of concern is south of the intersection of Cariboo Road and the Trans Canada Highway. In considering this question previously, Council recognized the fact that these lands were not suitable for residential uses and provide a buffer between the highway and the proposed upland residential uses.

The extent to which Council wishes to encourage institutional uses in this locale will need to be reviewed in the context of the proposed development plan.
Objective: Mitigate the negative impacts of noise generated from arterial roads by maintaining buffer areas between these facilities and proposed residential areas.

7. UTILITIES

This area is served with trunk water, storm and sanitary sewerage facilities. The Director Engineering has confirmed that these existing services will adequately serve the proposed residential developments. Extensions to these trunk facilities will be required on an incremental basis as development progresses.

The study area is traversed by a 230 KV overhead transmission line which bisects the study area in an east-west direction. This transmission right-of-way offers an opportunity to incorporate a major pedestrian link in the development plan as it is cleared of vegetation. Its location at the northerly edge of the existing single family area acts as a definition line for this area.

Objective: Develop a servicing program to provide the necessary service extensions, including roads, in a manner which will facilitate the orderly development of the area.

C. PROPOSED DEVELOPMENT PLAN

In reviewing the foregoing section, it is evident that there are certain overriding influences and constraints which must be considered in the preparation of a development plan as follows:

- there are two distinct well-established single family residential areas which should be maintained and integrated into the plan.

- provision should be made within the plan to meet the demand for increasing the supply and affordability of ground-oriented housing in the Municipality, while maintaining an overall low density residential character for the area.

- there are extensive undeveloped areas which are well treed and in a semi-natural state. In order to preserve the visual character of the area and to minimize the problems associated with soil erosion, increased runoff, deteriorating water quality and loss of natural habitat; development proposals should provide for the retention of significant natural areas.

- there are major areas within the study area which are not suitable for residential development because of topographic and/or environmental considerations.

- measures need to be incorporated in the plan to minimize the potential impacts of traffic on existing and proposed neighbourhoods.
A Draft Development Plan (Figure 4 attached) has been prepared based on these guiding principles. This plan has been reduced to fit the format of the Council report. Larger scale copies have been made available to the members of Council with their agendas and display copies will be available at the Council meeting. Additional copies may be obtained in the Planning and Building Inspection Department for review other interested parties.

The various components of this plan are described as follows:

1. RESIDENTIAL DEVELOPMENT

The areas designated for development are referenced numerically on Figure 4 and described as follows:

(i) Single Family Residential

AREA 1 – Small Lot (R9) Development

This area is generally bounded by Cariboo Road, Erin Avenue, Coldicutt Street and Armstrong Avenue.

This area is developed with a mix of single family dwellings situated on small (R9) and conventional (R2) lots. The majority of the lots in this area are approximately 4500 square feet (481m²) in area with 45 foot (13.7m) frontages. Inasmuch as the predominant character is, therefore, that of a small lot single family area, an opportunity exists for the Municipality to provide for the establishment of additional compact housing on a pre-planned basis.

In so doing, the choice of housing alternative within the study area would be increased and less expensive accommodation would be available for people wishing to locate in a single family dwelling. An important consideration in the establishment of small lot subdivisions is the impact the resultant density will have on related services such as schools, traffic patterns, public transit, parks and other community facilities. In the subject case, the Cariboo Area is well served with respect to community facilities and the proposed introduction of family-oriented housing will assist in stabilizing school enrollments which have been decreasing in recent years.

At the present time, there are 55 single family dwellings in the proposed R9 area. The Draft Plan provides for this creation of a further 118 lots for a total of 173 lots.

It is well established as a conventional single family neighbourhood. The continuation of this theme by developing additional ‘infill’ lots as illustrated on the Draft Development Plan is seen as reinforcing the established character of this area.
At the present time this area contains 76 single family dwelling units. Provision has been made for the subdivision of a further 140 lots for a total of 216 units.

**AREA 3 – Conventional (R2) Single Family Development**

This area is bounded by Sapperton Avenue, the B.C. Hydro transmission right-of-way, North Road and Holmes Street.

At the present time this area contains 15 single family dwellings. However, there are approximately 40 additional dwellings situated on lots fronting on Colby Street and Holmes Street which are within the city of New Westminster but for the purpose of this study, should be considered as comprising part of the existing neighbourhood.

As is the case with **AREA 2**, the creation of additional R2 lots will complete the development of this area in a manner compatible with the established character of this neighbourhood.

**(ii) Group Housing**

As outlined previously in this report, the proposed establishment of group housing in the undeveloped portions of the study area will enable these lands to be developed in sympathy with the prevailing vegetation and topography. The alternative, which is to develop these lands in a conventional single family mode, is not considered appropriate to this particular area as this would effectively eliminate the majority of the vegetation and have a negative impact on the whole of the study area.

The proposed development of ground-orientated cluster housing in a conservation environment has proved to be successful in other areas. Perhaps the best example is Burnaby 200 on the south slope of Burnaby Mountain.

**AREAS 4 AND 5**

These areas are generally bounded by Cariboo Road, the Brunette River and the B.C. Hydro transmission right-of-way.

The proposed development guidelines for these areas provide for a maximum net density within each development enclave of 10 unites per acre with a maximum Floor Area Ratio of 0.30 and a maximum FAR of 0.30 and maximum Site Coverage of 15% for this mixed use site.

* A total of 487 units is projected for these areas.
AREA 6

This area is generally located west of Cariboo Road and north of the B.C. Hydro transmission line.

The development guidelines for this area are as in AREAS 4 and 5. Enclave 6a is situated adjacent to the proposed institutional area this inter-relationship may offer an opportunity for religious or other community groups to develop non-market housing projects in conjunction with adjacent institutional facilities. This area is also suitable for the independent development of private market housing.

Enclave 6b is presently partially developed with single family dwellings. This area is seen as an anomaly in the overall development concept as it is an integral part of the proposed group housing neighbourhood. It is, therefore, proposed for re-development in the longer term for group housing. It is not anticipated that this re-development will occur until the balance of the area has been fully developed. In the interim, it will remain as a single family area.

* SUMMARY FIGURE REVISED TO 487 UNITS (1984 JANUARY 23)

This situation is not unlike that in the Montecito/Halifax area (Community Plan 7) where the area northeast of the intersection of Duthie Avenue and Halifax Street remained as a single family area for some time until it was re-developed for group housing.

A total of 119 units is projected for this area.

AREA 7

This area is generally bounded by Cariboo Road, Erin Avenue, Coldicutt Street and the B.C. Hydro transmission right-of-way.

The development guidelines provide for a maximum net density within each development enclave of 10 units per acre with a maximum Floor Area Ratio of 0.30 and a maximum Site Coverage of 15%.

A total of 267 units is projected for this area.

Local convenience shopping is currently being provided at the northwest corner of the intersection of Armstrong Avenue and Coldicutt Street. It is envisaged that this facility will suffice for this area. However, should it prove to not be the case there is the potential for the development of an additional neighbourhood facility within one of the enclaves in area 7.
(iii) Summary of Proposed Residential Development

The following table summarizes the proposed distribution of uses within the study area:

| Sub Area | Existing Units | Proposed Units | Total Units | Estimated Population | Neighbourhood Area | Gross Density Units/Acre *
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>SINGLE FAMILY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 (R9)</td>
<td>55</td>
<td>118</td>
<td>173</td>
<td>550</td>
<td>43 Ac.</td>
<td>4.0</td>
</tr>
<tr>
<td>2 (R2)</td>
<td>76</td>
<td>140</td>
<td>216</td>
<td>710</td>
<td>63 Ac.</td>
<td>3.4</td>
</tr>
<tr>
<td>3 (R2)</td>
<td>15</td>
<td>84</td>
<td>99</td>
<td>325</td>
<td>30 Ac.</td>
<td>3.3</td>
</tr>
<tr>
<td>Totals</td>
<td>146</td>
<td>342</td>
<td>488</td>
<td>1585</td>
<td>136 Ac.</td>
<td>3.6</td>
</tr>
<tr>
<td>GROUP HOUSING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>--</td>
<td>197</td>
<td>197</td>
<td>510</td>
<td>38 Ac.</td>
<td>5.2</td>
</tr>
<tr>
<td>5</td>
<td>--</td>
<td>290</td>
<td>290</td>
<td>755</td>
<td>45 Ac.</td>
<td>6.4</td>
</tr>
<tr>
<td>6</td>
<td>--</td>
<td>119</td>
<td>119</td>
<td>310</td>
<td>22 Ac.</td>
<td>5.4</td>
</tr>
<tr>
<td>7</td>
<td>--</td>
<td>267</td>
<td>267</td>
<td>695</td>
<td>57 Ac.</td>
<td>4.7</td>
</tr>
<tr>
<td>Totals</td>
<td>--</td>
<td>873</td>
<td>873</td>
<td>2270</td>
<td>162 Ac.</td>
<td>5.4</td>
</tr>
</tbody>
</table>

* The gross density calculations are related to the overall neighbourhood precinct which includes all roads, parks and conservation areas within this precinct.

The projected overall group housing density is 5.4 units per acre which is directly comparable to the overall density of Burnaby 200 which is also 5.4 units per acre.

Similarly, the number of units projected for development in Burnaby 200 is 1370 units while the total projected for the study area is 1361.

2. SCHOOL ENROLLMENT PROJECTIONS

In making a projection of enrollments in developing areas, a review has been made of the prevailing trends in relatively new neighbourhoods where there is a similar type of housing. Pupil/dwelling unit ratios (the average number of pupils per residential unit) have been calculated and employed as the basis for the development of future elementary school enrolment projections. Secondary school enrolment estimates, as well as those for kindergartens, have been derived from the elementary (grades 1-7) figures, based upon the projection of past and current ratios into the future.

Two neighbourhoods which exhibit similar characteristics to the development being proposed for the Cariboo Area include Government Road (Seafort School) and Simon Fraser Hills (Stoney Creek School). The current pupil/dwelling unit ratios (grades 1-7) are 0.40 and 0.30 respectively. In each case, kindergarten enrolments comprise approximately 15% of the elementary figures.
In the development of the Cariboo area, approximately 1215 new housing units are envisaged which would generate the following enrolments:

\[
\begin{align*}
\text{Conventional Lot Single Family Dwellings} & -224 \times 0.4 = 90 \\
\text{Small Lot Single Family Dwellings} & -118 \times 0.35 = 41 \\
\text{Group Housing Units} & -873 \times 0.3 = 262 \\
\end{align*}
\]

Projected Elementary Enrollment Resulting from the new development:

- Grades 1-7: 393 pupils
- Kindergarten: 59 pupils

Projected Secondary Enrollment Resulting from the new development:

- Grades 8-12: 314 students

The foregoing figures are estimates at the ultimate stage of the development of the area. To these figures should be added the current enrolments to provide an overall estimate that can be related to the existing capacities of the Armstrong Elementary and the Cariboo Hill Secondary Schools.

<table>
<thead>
<tr>
<th>School</th>
<th>Capacity</th>
<th>1983 Sept. 30</th>
<th>Projected Additional Enrollment</th>
<th>Total Enrollment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cariboo Hill</td>
<td>1352</td>
<td>765</td>
<td>314</td>
<td>1079</td>
</tr>
<tr>
<td>Secondary</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Armstrong Elementary School | 610+*K | 165+21K | 393+59K | 558+80K |

* (A kindergarten room where pupils attend half days.)

On the basis of the foregoing, both the Armstrong Elementary School and the Cariboo Hill Secondary School are considered capable of handling the increases estimated from the development of the area.

In the preparation of the Draft Development Plan, provision has been made for the establishment of a pedestrian overpass across Cariboo Road to provide safe access to the elementary and secondary schools which are located in the southwesterly sector of the study area. The pedestrian circulation system has been designed to connect to this
proposed overpass. This overpass will need to be constructed in the initial phases of the development of the lands east of Cariboo road as a component of the servicing program for this area.

3. INSTITUTIONAL COMPONENT

The Generalized Land Use Plan (Figure 3) which was adopted in principle by Council in 1982 January provides for the establishment of suitable institutional use on the south side of the intersection of Cariboo Road and the Trans Canada Highway. Examples of the types of uses which are envisaged are churches, kindergartens, day care and day nurseries, day use religious study facilities, private schools and assembly, cultural and recreational facilities designed to serve the adjacent residential neighbourhoods.

It is not proposed to permit the establishment of institutional uses which provide for dormitory of living accommodation such as rest homes, private hospitals and senior citizens housing as the potential exists for the establishment of these uses in the adjacent area which are designated for compact housing.

Part of the rationale for the establishment of institutional uses in this area was the fact that it abuts the Trans Canada Highway and is, therefore, not suitable for residential use. In reviewing the actual area designated for institutional uses, it has been concluded that it could be reduced somewhat in the area which does not directly interface the Highway. Therefore, the Draft Plan reduces the institutional component by approximately 30% and provides for the development of these lands for group housing.

4. PUBLIC OPEN SPACE

(i) Conservation Reserve

Substantial areas in the northerly portion of the study area have been designated as Conservation Reserve in the Draft Development Plan. The majority of these lands are topographically unsuitable for development. In retaining large natural areas between the proposed development areas and the Trans Canada Highway several of the objectives outlined previously will be satisfied. Development will be buffered from traffic noise, natural habitat and vegetation will be preserved, and the visual character of the natural landscape along the Trans Canada Highway will be maintained. The Brunette River is also within the area of the proposed Conservation Reserve.

(ii) Neighbourhood Parks

The Recreation and Cultural Services Department has reviewed the need for neighbourhood park facilities in the study area. They have concluded that the area west of Cariboo Road is presently well served by existing facilities adjacent to the Cariboo Hill Secondary School and Cariboo Park at the intersection of
Armstrong Avenue and Cariboo Road. These parks provide facilities for organized sports such as baseball, soccer and lacrosse as well as informal play areas including a wading pool and tennis courts. The area east of Cariboo Road is, however, somewhat divorced from these park sites and needs to be considered as a separate neighbourhood with its own identity. Approximately 2610 persons are projected to reside within this area which indicates a requirement for a neighbourhood park of 5.9 acres (2.39 ha) based on 2.25 acres per 1000 persons.

The Draft Development Plan proposes that a neighbourhood park of 7.0 acres (2.83 ha) be centrally located at the northwest corner of the intersection of Sapperton Avenue and Klenner Drive. The fact that the proposed park site is 1.1 acres (0.45 ha) larger than the statistical requirement reflects the fact that it contains a natural watercourse and substantial tree growth which will be preserved in their natural state. In addition to providing neighbourhood park facilities, this park will contribute to the conservation theme proposed for this area.

The question of the financing of park development and other works required to develop this area will be developed in a future implementation report once firm decisions of the character of the area have been made. However, in considering the allocation of neighbourhood park space it should be recognized that it is the intent to dedicate neighbourhood parks in lieu of the application of a neighbourhood park acquisition levy.

(iii) Burnaby Lake Park Trail System – Brunette River – Hume Park

Figure 4 shows the existing Burnaby Lake trails the relationship of the study area lands in providing linear park connections from Burnaby Lake and Robert Burnaby Park through to Hume Park on the east side of North Road.

The Draft Development Plan recognizes the need for these connections within the area designated as Conservation Reserve.

5. PRINCIPAL ROADS

The Burnaby Conceptual Transportation Plan, which is attached as Figure 5 and which has been adopted by Council, provides for the establishment of the Stormont/McBride Connector as a primary arterial roadway which will provide the principal access to the Trans Canada Highway. With the construction of this roadway by the Province, Cariboo Road will no longer be the sole access to the highway. It will, however, continue to function as a major residential collector.

Cariboo Road is presently constructed to a two-lane paved standard. Consequently, with the development of this area, it will be necessary to reconstruct Cariboo Road to an acceptable standard consistent with its designation as a major residential collector.
The lower portion of Cariboo Road has a substandard vertical alignment and and the horizontal alignment is poor further south. The Draft Development Plan addresses these problems and proposes realignment and reconstruction of portions of the roadway. The implementation of the proposed development plan must include provision of the road reconstruction as an integral component of the overall development objectives.

The road configurations within the residential areas have been designed to discourage through access and provision has been made for secondary access to properties fronting on Cariboo Road.

D. SUMMARY CONCLUSIONS

The Draft Development Plan which is being presented to Council has been based on the various policies and objectives outlined in this report and provides a range of housing opportunities that respects the topographic and environmental conditions which prevail in the study area.

The presentation of the Draft Plan is the initial step of the process which will lead to the adoption of a Community Plan. The area residents and other interested groups will be provided an opportunity to review the plan and submit their comments. The Advisory Planning Commission and the Parks and Recreation Commission will be asked to review the plan.

Once all comments have been received and reviewed, recommendations will be forwarded to Council on the adoption of a Community Plan for the Cariboo Area. In order for Council to fully assess the impact of these recommendations and the associated development proposals, this subsequent report will also provide an outline of the implementation strategy and the financial considerations relating to the intended development.

A.L. PARR
DIRECTOR PLANNING & BUILDING INSPECTION

PB/jce
Attach.

cc: Director Recreation & Cultural Services
    Director Finance
    Director Engineering
    Municipal Solicitor
    Director Fire Services
    Chief Public Health Inspector