



## **MYRTLE STREET AREA STUDY**

**The following planning report constitutes the Myrtle Street Community Plan which was adopted by Council on March 6, 1967.**

THE CORPORATION OF THE DISTRICT OF BURNABY

MYRTLE STREET AREA STUDY

*Completed draft by  
V. G. G. of the Burnaby C.*

Planning Department

February, 1967.

## MYRTLE STREET AREA STUDY

### 1. INTRODUCTION:

There have been several enquiries and rezoning applications for industrial development during the past few months in the western end of the Central Valley immediately north of the Freeway. A number of rezoning applications were dealt with in a Planning Department report of May 16, 1966. The observations made in this report were as follows:

"This residentially developed pocket has been severed by the Freeway from the larger neighbourhood of which it was formally a part. Land on the north side of Myrtle Street between Gilmore and Smith Avenues is zoned and used industrially. Not all of the land in this area is occupied; houses are dispersed throughout the area and the quality of housing varies from good to poor.

The heterogenous mixture in this area presents a real land use problem and a detailed study of property values, housing conditions, municipal services etc. must be conducted before any recommendation on ultimate land use for this area can be made. It is therefore recommended that action on these applications be deferred until the above study can be conducted and recommendations placed before Council."

The Council adopted the above recommendation on May 24, 1966 and deferred consideration of any further rezonings in the area pending the completion of this study.

### 2. LOCATION:

The area covered by this study is contained by Still Creek Street, Smith Avenue, Myrtle Street and Gilmore Avenue on the north side of the Freeway.

### 3. EXISTING ZONING:

The existing zoning in the area is R5 (Two-Family) Residential. The designated boundaries of the study area coincide with this type of zoning on the north side of the Freeway. M2 (General Industrial) Zoning adjoins the area on the north and east.

4. EXISTING LAND USE:

Existing land use in the Myrtle Street Area is shown on Map A and in the table which follows.

Table I (Land Use)

<u>Land Use Category</u>	<u>Area (acres)</u>	<u>% of Total Area</u>
Single Family Residential -	7.1	28.2
Two Family Residential -	0.4	1.5
Institutional (Rest home) -	0.8	3.1
Undeveloped Land -	8.7	34.8
Roads and Streets (Improved)-	<u>3.1</u>	<u>32.4</u>
Total -	<u>25.1</u>	<u>100.0</u>

Examination of the above table indicates that, as far as developed land is concerned, the existing land use in the area is almost exclusively residential. The standard lot dimensions are 66 ft. x 122 ft., although in a few cases these have been subdivided into two lots of 33 foot frontage.

The area west of Ingleton Avenue is fairly well built up with single family houses, with the exception of a rest home on the northwest corner of Myrtle Street and Smith Avenue. There are twenty-five residentially developed lots within this sector.

East of Ingleton Avenue the houses are more scattered, with thirteen lots developed with single family dwellings and two occupied by two-family residences.

Approximately 35 percent of the area is undeveloped land. A large part of this is located along either side of the McDonald Avenue right-of-way in the eastern portion of the area.

LEGEND

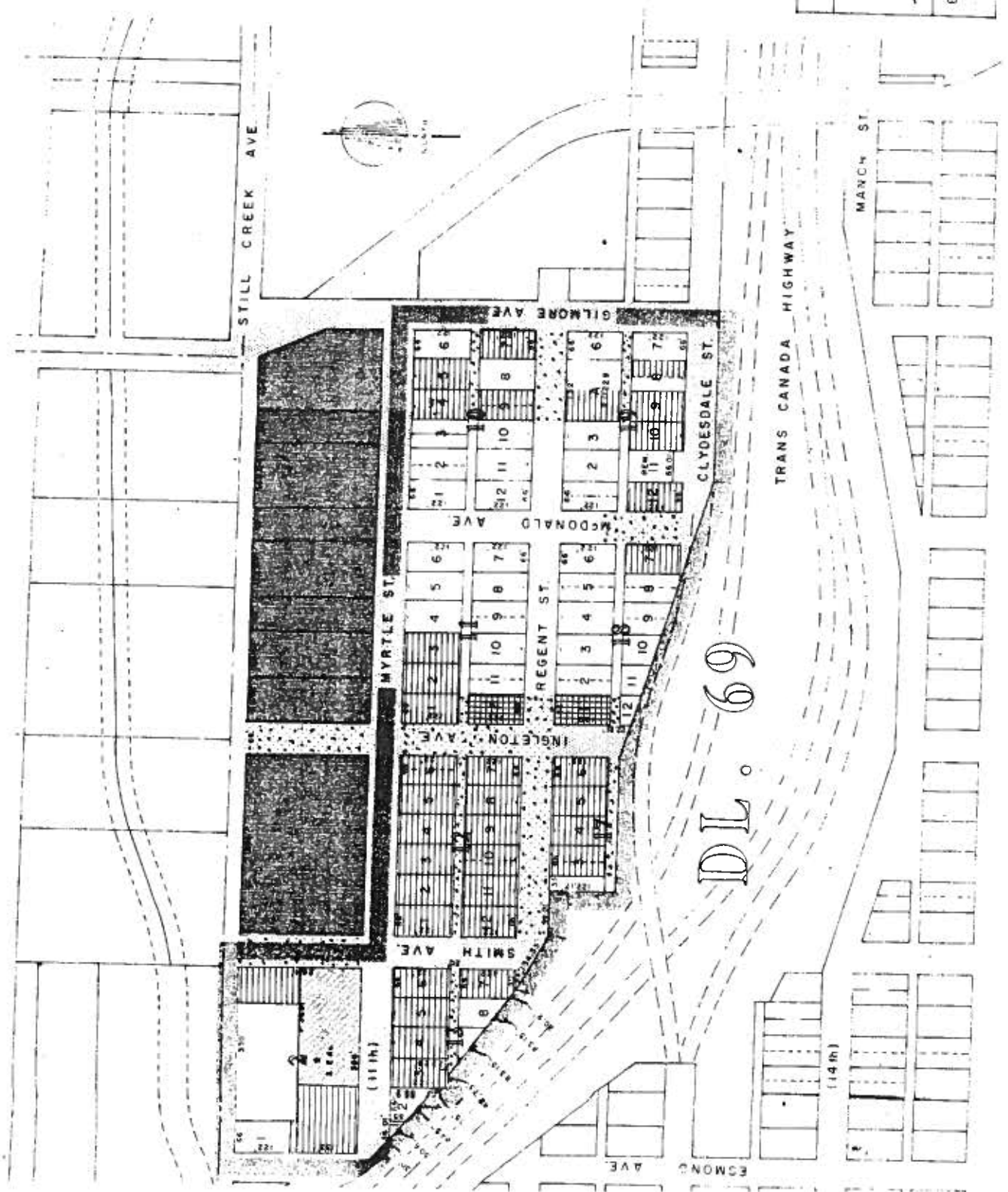
- STUDY AREA
- INDUSTRIAL
- INSTITUTIONAL (REST HOME)
- SINGLE FAMILY RESIDENTIAL
- DUPLEX RESIDENTIAL
- UNDEVELOPED
- PAVED ROADS
- GRAVELLED ROADS & LANES

MYRTLE STEET STUDY AREA

EXISTING LAND USES

**A**

BURNABY PLANNING DEPARTMENT  
MARCH 1967



DL. 69

5. LAND OWNERSHIP:

Table II (Land Ownership)

<u>Ownership</u>		<u>Area (acres)</u>	<u>% of Total Area</u>
Private	-	10.1	39.9
Corporation	-	3.7	14.8
Provincial Government	-	1.3	5.2
Road and Street Rights-of-Way	-	<u>10.1</u>	<u>40.1</u>
Total	-	<u>25.1</u>	<u>100.0</u>

While most of the properties in the area are held under private ownership, a considerable amount of undeveloped land in the sector between Ingleton and Gilmore Avenues is owned by the Corporation. The Provincial Government holds a number of small parcels adjacent to the Freeway.

6. BUILDING SURVEY:

Data on housing quality and assessed values have been collected for the purpose of evaluating existing conditions in the study area. Improvement values for residentially developed properties range from \$1,000 to over \$5,000. In general, the lower values are found south of Regent Street and east of Ingleton Avenue.

A survey of the quality of existing single and two-family housing was based on the assessment classification in combination with a visual examination of the exterior of the buildings from the street. The survey revealed that, in keeping with the assessed values, the better quality housing is situated west of Ingleton Avenue and north of Regent Street. With one exception, all of these houses have been built since 1946. Of the twenty houses within this sector, seven were constructed in the period from 1951 to 1955, one between 1956 and 1960, and three since 1961.

While older homes, of poorer quality, are generally found south of Regent Street and east of the McDonald Avenue right-of-way, they do not appear to follow any clearly defined

locational pattern. There are, for example, few blocks where all of the housing is poor. There is, on the other hand, a tendency for housing of varying ages, condition and quality to be interspersed throughout this portion of the study area.

7. SERVICES AND UTILITIES:

Water supply is available in the area in sufficient quantities to meet anticipated future requirements. While electric power, street lighting, telephone and gas services are provided, no storm or sanitary sewer facilities have been developed. While no problems are anticipated in this regard and the area has been scheduled for sewerage as soon as the current sewer construction program has been completed, no further construction is being undertaken at present owing to the existing "tight-money" situation.

Myrtle Street provides the main access route into the area. This section of Myrtle, which connects Boundary Road and the Freeway on the west with Gilmore Avenue on the east, is paved. Clydesdale Street and a section of Smith Avenue, south of Myrtle, are also paved. Ingleton Avenue and Regent Street, between Ingleton and Smith, have a gravel surface.

The Myrtle Street area is served by the Schou Street Elementary School which is situated on the Grandview Highway, on the south side of the Freeway.

8. CONCLUSIONS:

The Myrtle Street Study Area is a largely residentially developed enclave which is bounded on the north and east by industrially occupied land. On the west and east, the area has been severed by the Freeway from the remainder of a larger residential neighbourhood of which it was formerly a part. It is also cut off from such complementary neighbourhood services as schools, parks and local commercial facilities and is too small, on its own, to support these necessary services.

The location of this residential pocket between the Freeway and the Central Valley Industrial area, makes the long-term retention of the present residential zoning questionable. This area, insofar as location and surrounding land uses are concerned, is more suitable for future industrial development.

LEGEND

- STUDY AREA
- STAGE I
- STAGE II
- STAGE III

MYRTLE STEET STUDY AREA

**B**

PROPOSED DEVELOPMENT STAGES

BURNABY PLANNING DEPARTMENT

SCALE: 1" = 200'

MARCH 1987





The wholesale rezoning of the area is not considered desirable, however, since it would very shortly result in a haphazard mixture of incompatible land uses. Rather, a carefully controlled staged program of rezoning would seem to offer the best possibility for the orderly future development.

9. RECOMMENDATIONS:

- (1) It is recommended that the Myrtle Street area be designated for future industrial use, based upon a staged program of development. The proposed development stages, which are shown on Map B, are as follows:

- (a) Stage I - The four block area east of Ingleton Avenue.

This area includes undeveloped land owned by the Corporation and the Provincial Government; as well as twenty-six privately owned lots, fifteen of which are occupied by dwellings of varying ages and quality.

- (b) Stage II - (i) The block north of Myrtle Street and west of Smith Avenue.

(ii) The half-block south of Regent Street and west of Ingleton Avenue.

These two small sub-areas would be designated for industrial development once an advanced stage of occupancy had been reached in the Stage I area. The properties involved are, with the exception of one provincially owned lot, under private ownership. The lot occupied by a rest home on the north side of Myrtle Street should be rezoned to the conforming P1 (Institutional) District category.

- (c) Stage III - The remainder of the area which includes the blocks between Myrtle Street and Regent Street, west of Ingleton Avenue.

This sector is almost completely occupied by good quality single family dwellings. The value of the improvements makes acquisition and development

by industry more difficult economically than in the other portions of the area. Industrial development is therefore expected to be on a long-range basis.

- (2) The implementation of the proposed future change from residential to industrial land use by progressive rezoning from the R5 (Two-Family) Residential to the M2 (General Industrial) category on a step by step basis is recommended.

In this way, the present R5 Zoning would remain in effect until such time as rezoning applications involving definite development proposals for specified properties are made and adopted. Each of these would be required to satisfy certain conditions such as property consolidations, the provision of necessary services and utilities, and the meeting of Zoning By-law standards. In addition, all rezonings within the Myrtle Street Study Area would be subject to Provincial Government (Department of Highways) approval.

- (3) The progressive development of a street and subdivision pattern on a stage by stage basis in conformity with the future land use change from residential to industrial is also recommended. The recommended future industrial street and subdivision pattern is shown on Map C.

The proposed industrial parcels are between three-quarters and two acres in area and comprise between four and eight of the existing residential-sized properties. Because of the varying needs of industry it is desirable that a certain degree of flexibility be maintained in such a subdivision in order that a prospective occupant can be, within reasonable limits, provided with the size and type of site most suitable for his requirements. Thus, a large development might include two or more of these future parcels. In some cases, a three-quarters to two acre lot could be divided in half to permit a smaller development, although it is considered desirable that larger sites should be encouraged.

Department of Highways officials have recommended that direct access from future industrial developments to Clydesdale Street be avoided wherever possible. For this reason it is proposed that access to the parcels located between Regent and Clydesdale be provided from either Gilmore Avenue or Regent Street.

LEGEND



STUDY AREA

MYRTLE STREET STUDY AREA

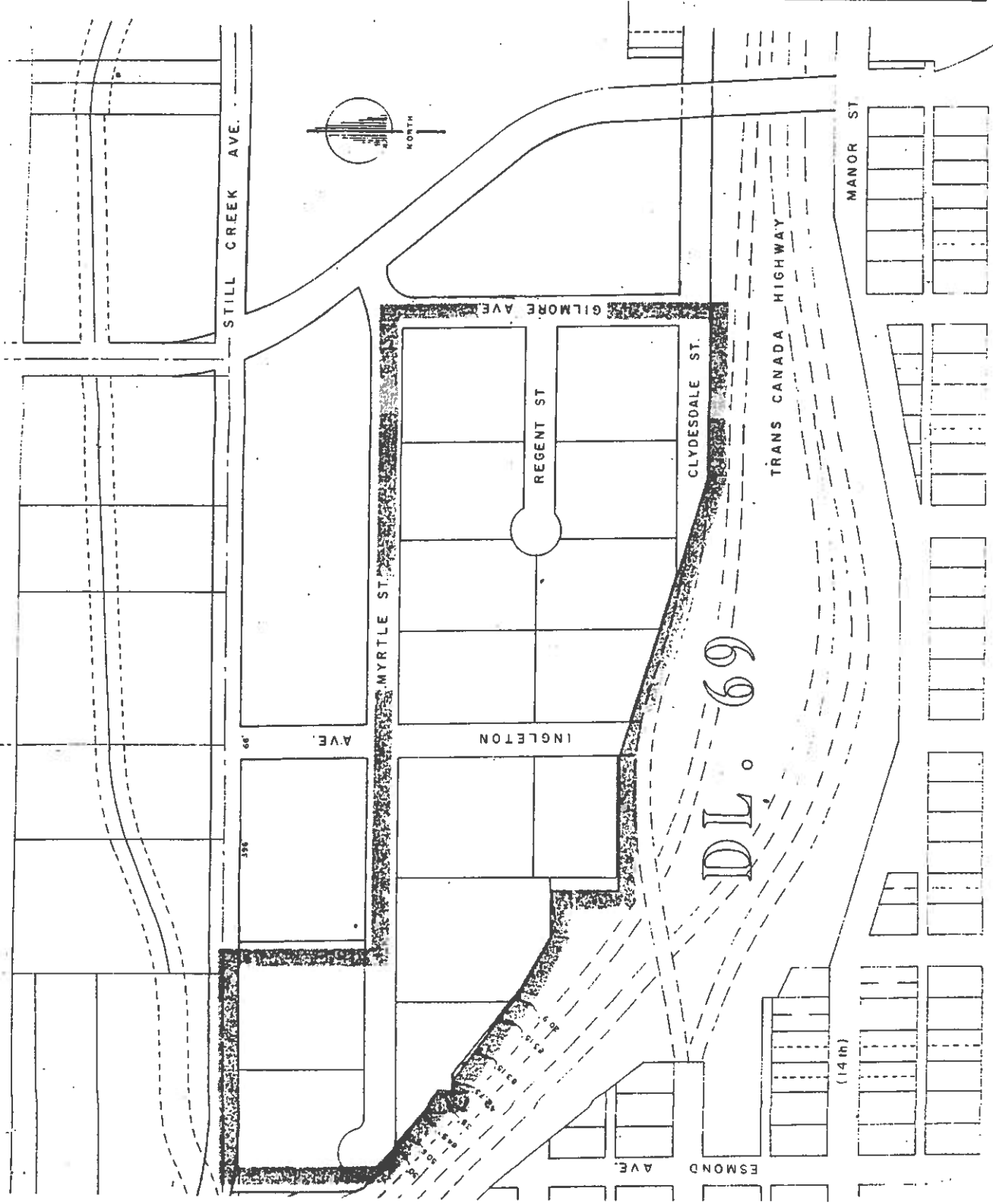


PROPOSED STREET & SUBDIVISION PATTERN

BURNABY PLANNING DEPARTMENT

SCALE 1" = 200'

MARCH 1957



The existing residential street pattern is not well suited to the proposed future industrial use of the area. It is practical and desirable, however, that the proposed network be basically similar to the existing pattern. The fact that presently designated street rights-of-way comprise more than 40% of the total area indicates that a significant portion of it is unnecessary to the proper functioning of the district. Some of this land should therefore be utilized for future industrial purposes.

In the proposed plan Myrtle Street provides the major east-west access route into the area, while Ingleton Avenue allows for north-south vehicular movement between Clydesdale Street and Still Creek Street, which is projected as a major industrial collector route through the Central Valley. Internal circulation within the Stage I area is provided by a short cul-de-sac which extends west from Gilmore Avenue, through Corporation-owned land, along the Regent Street right-of-way. The future removal of the Smith and MacDonald Avenue rights-of-way is recommended.

It is recommended that the Corporation undertake the construction of the proposed Regent Street cul-de-sac which will provide access to the municipally held parcels in the central portion of the block. 7

While constructed lanes are not considered essential in industrial subdivisions, many of the existing electric power, telephone and gas services are located in the lane allowances. It is therefore recommended that the present lane rights-of-way be maintained as public easements for services and utilities. However, developers on larger parcels should be encouraged to re-locate these easements, where necessary, to suit their own particular requirements and improve the usability of their sites. 6/1/61

- (4) Since sewers will be required before the area can be used industrially, it is recommended that the Corporation undertake the construction of the necessary trunk facilities to the perimeter of the Study Area. The individual developers would then be responsible for the cost of extending these services to their properties. 6/1/61

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Consultation with the Engineering Department indicates that a pumping station, in the general vicinity of Still Creek Street and MacDonald Avenue, will be required to service the Myrtle Street Area. From here the sewage will be pumped through a force main in a westerly direction to connect with a capped line which extends under the Freeway to the trunk sewer on Esmond Avenue at Regent Street. The estimated cost of the pumping station and force main is between \$60,000 and \$70,000.

These facilities will also serve a wider area extending from the G.N.R. to south of the Freeway and from Boundary Road to the Gilmore Avenue Diversion. The adjoining area to the east, extending to the Willingdon Avenue Interchange, would be served by a second pumping station. There is a possibility, however, that a larger pumping station in the sector north of Myrtle would serve both areas at a reduced overall cost.

In any case, the provision of these facilities by the Corporation is a necessary prelude to industrial development in the Myrtle Street Area. Once provided, however, it is suggested that the industrial potential of the area be advertised to prospective developers.

The costs involved in the extension of local sewer lines into the area should be shared by the individual developers of the industrial sites.

RBC:vmk

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