

**From:** karl klip FIPPA Sec. 22(1)  
**Sent:** Sunday, March 19, 2023 3:53 PM  
**To:** Bryan, Chris; ayor@burnaby.ca; Keithley, Joe; Santiago, Maita; Planning; LegislativeServices  
**Subject:** Buchanan West Conceptual Master Plan comments  
**Attachments:** 4388 Buchanan concerns presentation.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Mayor, Councillors, and Planners.

Please find enclosed a PDF where I discuss some of the issues with the Buchanan West Conceptual Master Plan followed by suggestions to make the plan better. I am a resident of 4388 Buchanan St which is across the street, to the east of the Buchanan West Conceptual Master Plan area. I used portions of the plan in my PDF plus some photos I've taken from our building and screen captures from google earth and google maps to help explain the issues with the conceptual master plan. I distributed this pdf to other residents of 4388 Buchanan st that are also interested in the planned development.

Please contact me directly to discuss any questions that you may have about the issues brought I up in the pdf. Several of our owners will be at the meeting later this month, March 28, at the City of Burnaby to verbally present their issues as well. Thank you for your time.

Could Chris email me confirmation of receipt of this email as he is the point of contact listed on the City of Burnaby website for this conceptual master plan? Thank you.

Karl Kliparchuk  
402-4388 Buchanan St  
Burnaby, BC  
V5C 6R8  
FIPPA Sec. 22(1)

# 4388 Buchanan St Owner Concerns

## About Buchanan West Conceptual Master Plan

Contact: [karl\\_klip@yahoo.com](mailto:karl_klip@yahoo.com)

# 4388 Buchanan St Building

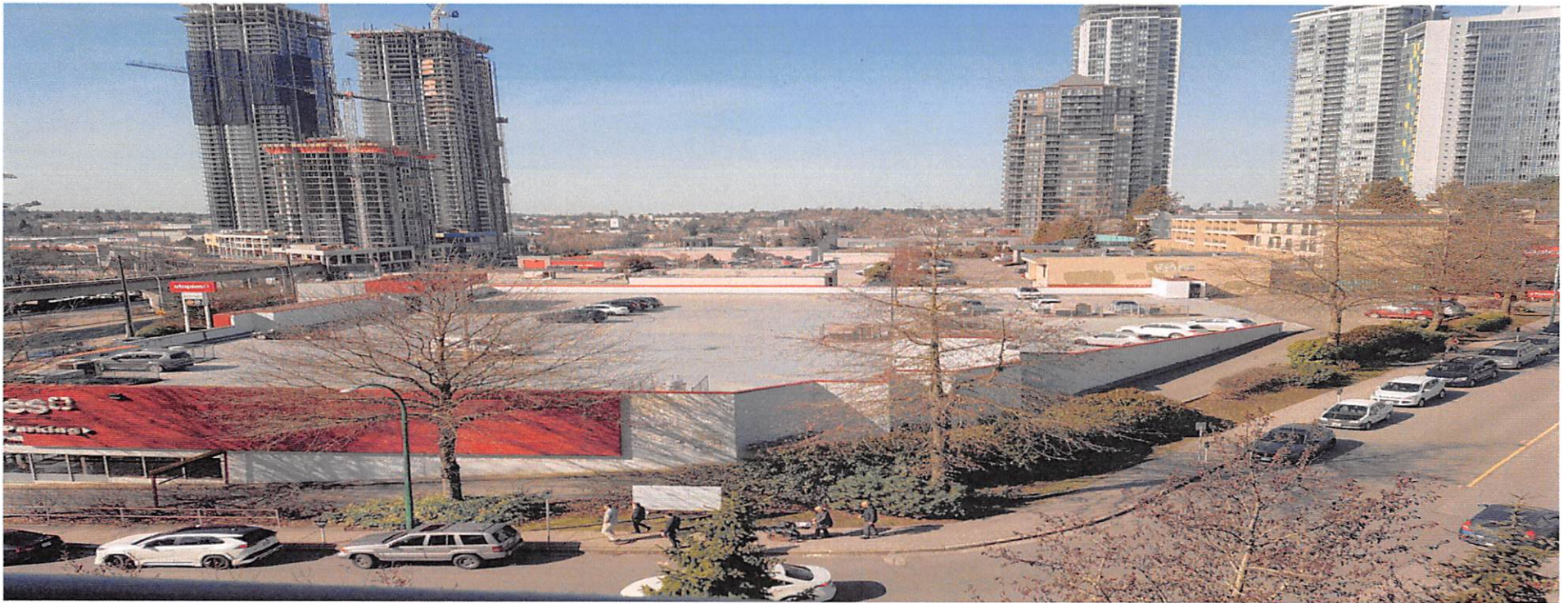


# 4388 Buchanan West Side



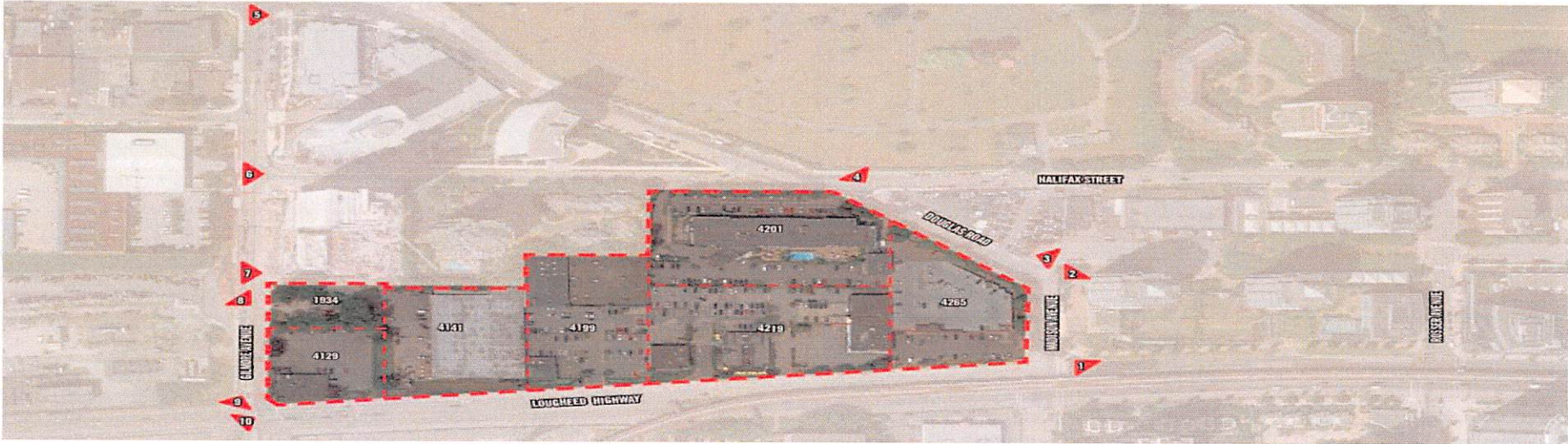
2023-03-19

## 4388 Buchanan View West from 5<sup>th</sup> Floor

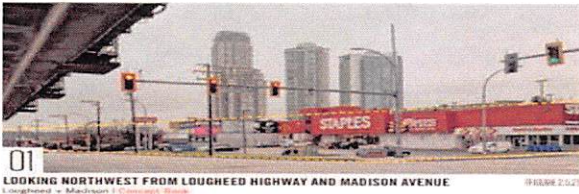


2023-03-19

# Buchanan West Lot Locations



02 LOCATION AND POLICY CONTEXT



01  
LOOKING NORTHWEST FROM LOUCHEED HIGHWAY AND MADISON AVENUE  
FIGURE 25.01

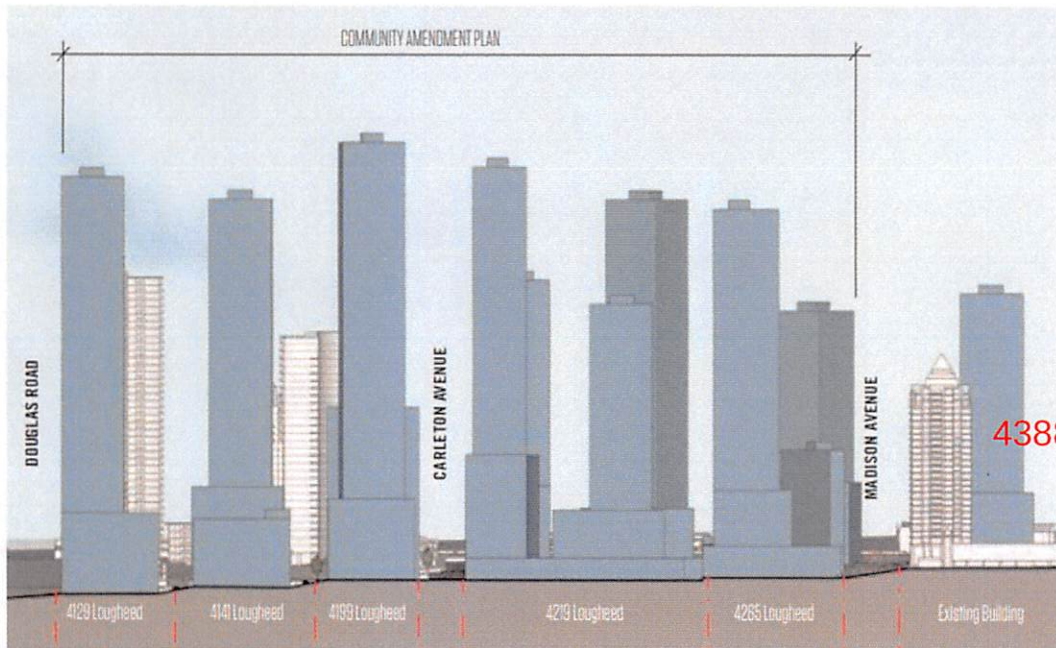


02  
LOOKING SOUTHWEST FROM MADISON AVENUE  
FIGURE 25.02



03  
LOOKING AT SITE ALONG DOUGLAS ROAD  
FIGURE 25.03

# 4388 Buchanan Building Height vs Proposed Buildings



ELEVATION LOOKING NORTH ON LOUGHEED HIGHWAY

4388 Buchanan St

FIGURE 6.14.1

## 6.14 ELEVATIONS

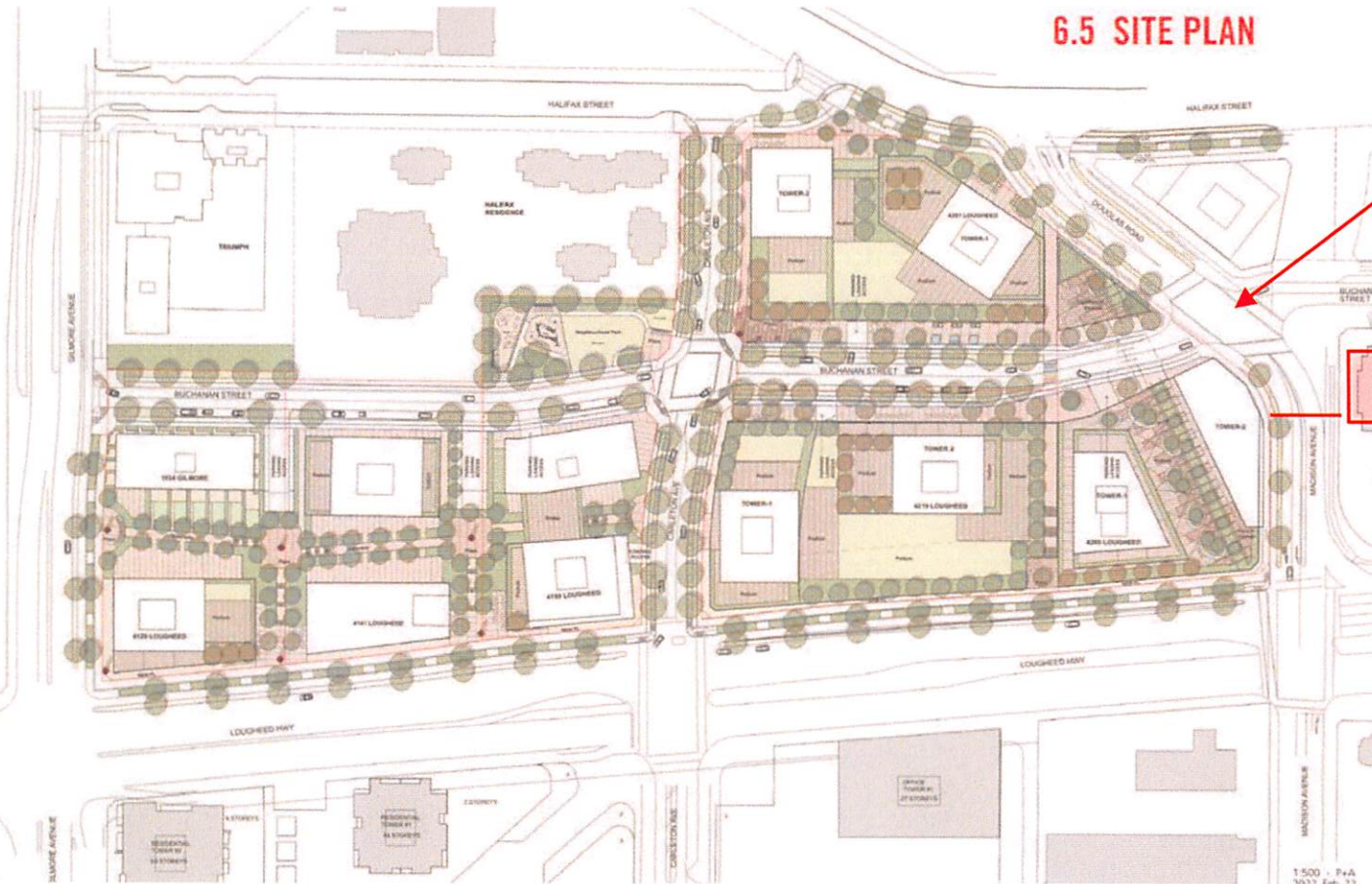
### 6.14.1 BUILDING ELEVATIONS AT LOUGHEED HIGHWAY



FIGURE 6.14.2

# Buchanan St Road Extension and Buildings Along Madison

## 6.5 SITE PLAN



This new road intersection has oddly angled traffic intersection. No traffic lights?

4388 Buchanan St

Close proximity between 4388 Buchanan and new building across the street. Issues with shadows and privacy.

06 COMPOSITE MASTER PLAN

2023 DBB

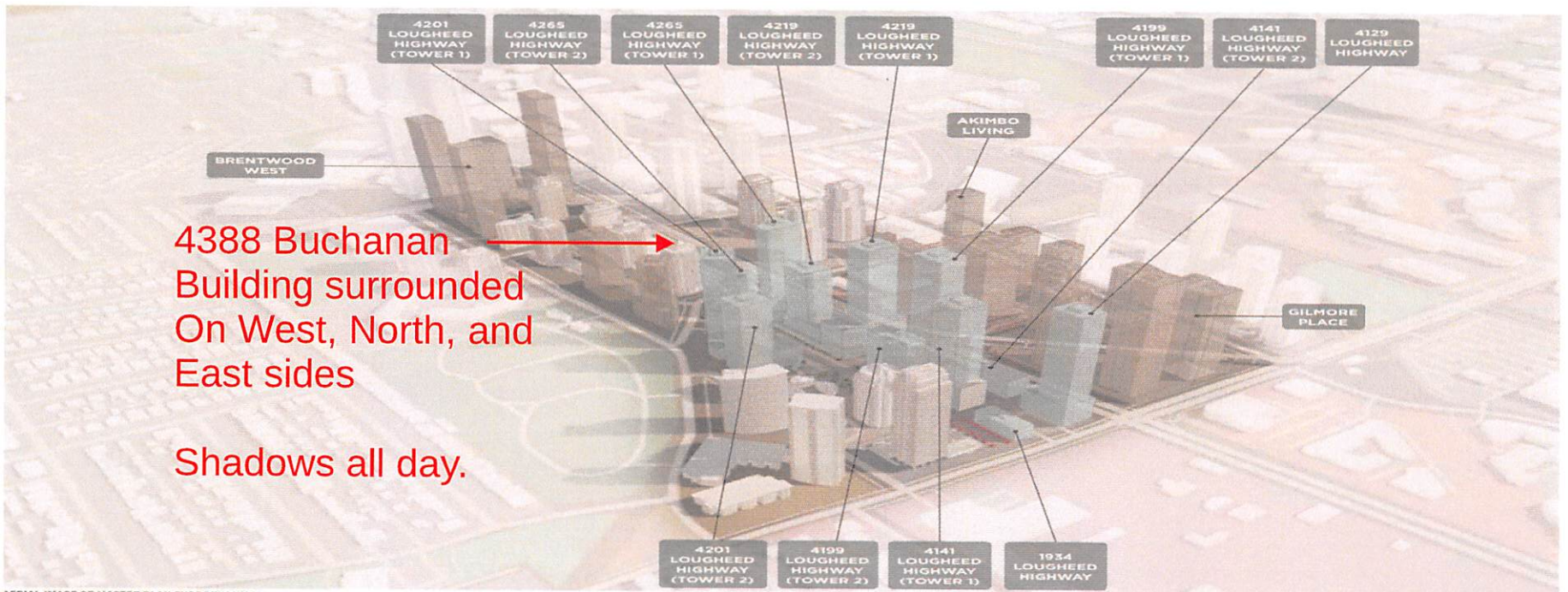
Louheed + Madison Concept Book

1:500 - P&A  
1/23/23 Esh. 7/3  
© 2023 DBB





# Shadows Constant Around 4388 Buchanan



AERIAL IMAGE OF MASTER PLAN SURROUNDINGS

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# Shadow Length by Developers

## 5.4 URBAN DESIGN GUIDELINES

The design and development of individual sites will need to follow consistent design guidelines to maintain compatible individual sites need to follow uniformed design guidelines to maintain consistent architectural expression and character throughout master plan site.

### ARCHITECTURAL EXPRESSION AND CHARACTER

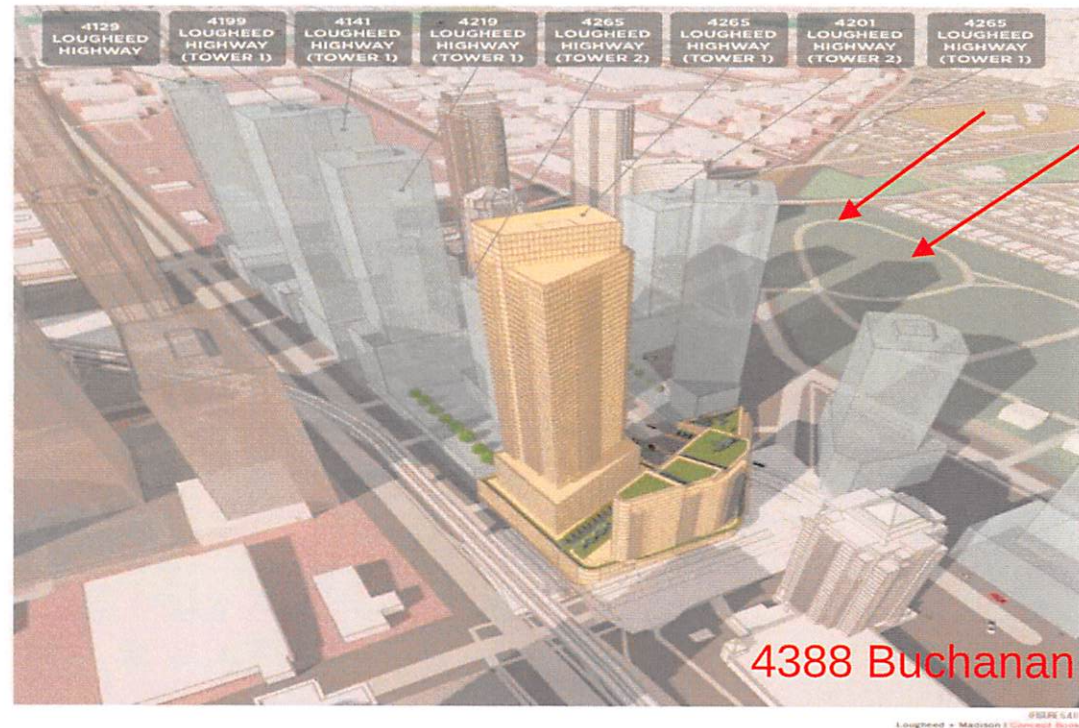
- Buildings should be oriented to adjacent streets and help to clearly define and animate the public realm.
- Podium and tower facades should frame and animate existing and future perimeter streets.
- Strive for design excellence by employing contemporary architectural expression, with a family of varied yet related forms.
- Roof forms of high-rise buildings should contribute to a distinctive skyline for the emerging Brentwood Town Centre.
- Facade treatments should respond to solar orientation.
- Embrace the existing topography to create multiple levels of building access, where vehicle access could be separated from pedestrian access.
- Entrances to all lobbies should be directly accessible from the adjacent sidewalk and provide for universal access.
- If balconies are to be provided, solar controls, overhangs, roof decks, rooftop appurtenances and other architectural elements should be integral aspects of building design.
- All dwelling units should have access to usable private space, in the form of patios, balconies, terraces or roof decks.
- Solid and/or glazed balcony rails and deck landscaping are encouraged to help mitigate noise.
- Townhouses—the expression of at-grade units in low-rise buildings should contribute to unit identity and neighbourhood vitality.
- Retail store fronts should reflect a rhythm of small increments with multiple entries.
- Parking facilities at and above grade should be concealed behind commercial and other active uses when adjacent to streets and other public spaces.

### PUBLIC REALM AND LANDSCAPE

- There should be a clear demarcation between the public realm and private and semi-private spaces.
- Pedestrian links and greenways will be paved and landscaped according to the directions of the landscape plan framework.
- Green roofs on concrete buildings should provide opportunities to contribute to the social life of residents for passive enjoyment.
- Raised garden beds on rooftops are encouraged to help promote social interaction and cohesion among residents.
- Street lighting, retaining walls, and other elements in the public realm will also need to be considered.

### EXTERIOR MATERIALS AND COLOUR

- Durable and regionally available exterior materials should be used to the extent possible.
- Treatment of soffits and the underside of overhangs and similar projections should create a visually appealing look and feel when viewed from below.
- Durable and distinctive weather protection should be provided at retail frontages and office and residential lobbies. Fabric awnings are discouraged.



4388 Buchanan

Shadows of new buildings longer than height of 4388 Buchanan.

# Distances Between Building Faces

MASTER PLAN TOTAL MARKET RESIDENTIAL:	2,828,192 S.F.	6.1
MASTER PLAN TOTAL AFFORDABLE RENTAL:	532,695 S.F.	1.15
MASTER PLAN TOTAL MARKET RENTAL:	51,900 S.F.	0.11
MASTER PLAN TOTAL RETAIL:	177,568 S.F.	0.39
MASTER PLAN TOTAL COMM. OFFICE/INSTIT.	823,314 S.F.	1.77

TOTAL MARKET UNIT COUNT:	3,455 Units
TOTAL AFFORDABLE RENTAL UNIT COUNT:	562 Units
TOTAL RESIDENTIAL UNIT COUNT:	4,087 Units

**MASTER PLAN TOTAL GFA:** 4,413,672 S.F.  
**AVERAGE FAR:** 9.5

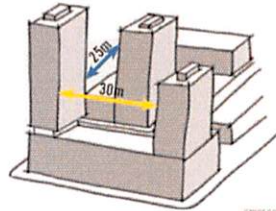


FIGURE 6.8.0

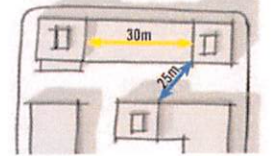


FIGURE 6.8.1

## 6.8 DISTRIBUTION OF DENSITY

As noted earlier, the main goal for this study is to propose vibrant mixed-use developments on the site following the RM5r/ RM5r and C3 zone guidelines. One of the main components of these guidelines is to determine the overall FAR allowed for the subject site based on combining the FAR allowed under these three zones with the permitted density offset.

Under the RM5r zone, 5.0 FAR is available for market residential use for each parcel, the RM5r zone allows for 2.2 FAR for rental residential use, including both affordable rental and market rental units. In addition, the C3 zone allows up to 6.0 FAR of commercial uses including retail, office, institutional, hospitality, and residential retail uses.

Under the Rental Use Zoning Policy, all new market residential developments are required to provide affordable rental units. The minimum number of the required affordable rental units is 20 percent of the proposed residential market unit count. As an incentive to owners and developers to build the mandated affordable rental units, a density off-set of up to 1.1 FAR of market residential is granted and to be added to the 5.0 market residential FAR. The final FAR figure available under the three zones plus the density offset is 14.3 FAR, available for each parcel, within the overall master plan site.

A massing study for the subject site with densities of 14.3 FAR for all parcels, revealed significant challenges with traffic, services, day light, shadows, building access, and feasibility. Plus, and due to limited development footprints, most proposed towers are to exceed the sixty-story height to accommodate the available FAR. Further consultation with city staff and the development industry indicates there is less demand for commercial spaces than what is permitted. The 6.0 FAR available under the C3 zone is significantly higher than market demand, especially when it is applied to all parcels over the entire master plan site. A more reasonable 2.4 FAR has been considered for the purpose of the master plan study, understanding certain parcels may vary this figure through a rezoning process. After multiple meetings, and work shops, it's been collectively decided for the purpose of this study to use an average of 9.5 FAR. This figure represents 5.0 market residential + 1 affordable rental + 1.1 density off set + 2.4 C3.

## 6.9 TOWER SEPARATIONS

The proposed master plan follows the City of Burnaby planning guidelines for tower separations. Residential towers are located based on a 30 meter (98 feet) separation for a face to face tower relationship, and a 25 meter (82 feet) separation for a corner to corner arrangement as a diagonal distance. Building separation between commercial uses are proposed to be around 20 meters (66 feet).

For tower forms, the residential towers are sculpted at the top and above the commercial podium to reduce shadowing and maximize views. The sculpted floors are envisioned to be occupied by amenity uses.



TOWER SEPARATIONS OF MASTER PLAN  
 Hughes + Watson | Concept Block

FIGURE 6.9

Figure does not show the distance from new towers to 4388 Buchanan west face.

I measured distance on Google Earth. 30m.

40+ story tower 30m from 4388 Buchanan west facing side of building.

A major shadowing issue.

## Shadow Issue as Seen From Google Earth



Trees by Staples about 30 ft. Shadows cross street and almost touch 4388 Buchanan.  
40+ story tower at this location will completely put 4388 Buchanan west side in 100% shadow.

# Developer Shadow Study Incomplete

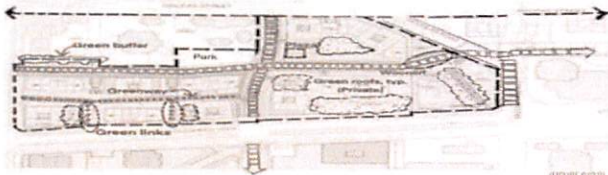


FIGURE 6.12.1

## 6.12 OPEN SPACE

The master plan provides a series of open spaces including passive green parks, pedestrian greenways, public plazas, and large private landscape decks within each parcel.

A park is located to the northwest side of the new Carleton Avenue and Buchanan Street intersection. These green spaces will also provide buffers between the proposed developments and the existing buildings on the north side.

An east-west pedestrian greenway is shown within the southwest quadrant of the site between commercial podiums and residential uses. This greenway will connect Carleton Avenue to Gilmore Avenue with public plazas at each end. Retail uses along the Loughheed Highway frontage are proposed to have a second access from the greenway with potential patios on the south side of the greenway. Additional plazas at the northeast side of the Carleton Avenue and Buchanan Street intersection and between retail uses on Loughheed Highway.



MARCH SHADOW DIAGRAM AT 10:00 AM

FIGURE 6.12.2



MARCH SHADOW DIAGRAM AT 2:00 PM

FIGURE 6.12.3



JUNE SHADOW DIAGRAM AT 10:00 AM

FIGURE 6.12.4



JUNE SHADOW DIAGRAM AT 2:00 PM

FIGURE 6.12.5

## 6.13 SHADOW STUDIES

The shadow diagrams show the towers on the development site across Loughheed Highway will cast shadow on the subject site for most of the year. The lower portions of the westerly parcels will be in shadow for much of the fall and spring equinoxes. While the residential floors for these parcels will receive daylight, the adjacent building shadows will be mostly cast on the lower landscape decks. Meanwhile the summer solstice diagram shows daylight conditions for the westerly parcels during the summer season. For the three easterly parcels of the site, the shadow diagrams show more daylight at the landscape decks for most of the year. Particularly for 4219 Loughheed Highway and 4265 Loughheed Highway in the southeast quadrant. These two parcels will have less shadows cast on outdoor areas for most of the seasons. Shadow studies will be updated through the site specific rezoning application, once a built form is determined for each site.



OCTOBER SHADOW DIAGRAM AT 10:00 AM

FIGURE 6.13.1



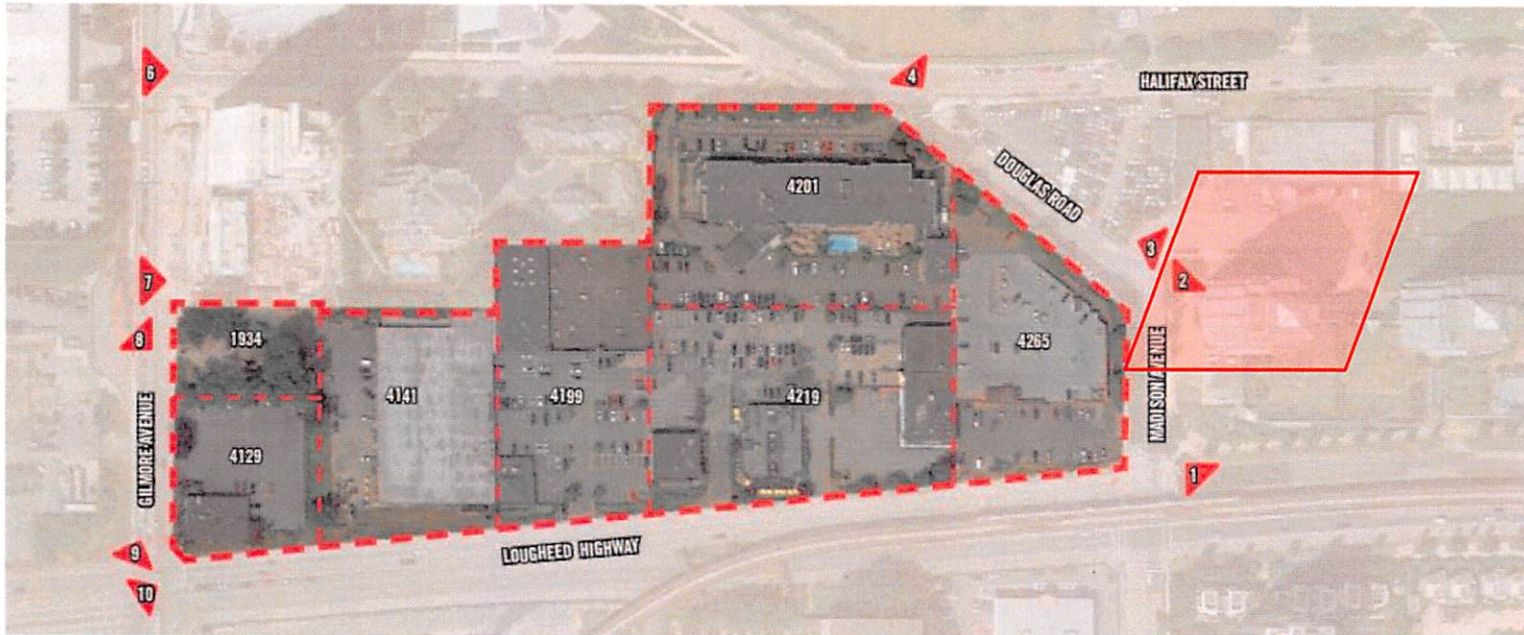
OCTOBER SHADOW DIAGRAM AT 2:00 PM

FIGURE 6.13.2

Does not show when shadows will hit 4388 Buchanan and how long the shadows will be. They need to do a 365 day shadow analysis. Can be done using ArcGIS, City of Burnaby GIS.

2023-03-19

Only shows 10am and 2pm shadow. Need to show shadowing after 2pm.



Note shadow length at 4388 Buchanan at approx 1pm. Tower is 26 floors.

New towers on lot 4265 along Madison facing 4388 Buchanan will be 40+ stories so shadows will be more than 2x in length.

# Traffic Study by Bunt

TRANSPORTATION PLANNING AND ENGINEERING



November 15, 2021  
04-19-0478

Joshua Butcher, Director of Development  
First Capital Asset Management LP  
85 Hanna Avenue, Suite 400  
Toronto, Ontario, M6K 3S3

VIA EMAIL: [joshua.butcher@fcr.ca](mailto:joshua.butcher@fcr.ca)

Dear Joshua:

Re: 4265 Lougheed Highway Rezoning, Burnaby, BC  
Community Plan Amendment (CPA) - Transportation Assessment

Bunt & Associates Engineering Ltd. (Bunt) has completed the following Community Plan Amendment (CPA) traffic report on behalf of First Capital Asset Management LP's (First Capital) proposed Rezoning at 4265 Lougheed Highway. The project is located in the Brentwood Town Centre (BTC) neighbourhood area in Burnaby, BC.

This report has been updated to address all City comments to-date, which focused on future road network operations. This has been an iterative process with collaborative workshops between the City and project team, which has resulted in a preferred future road network that is presented and analyzed in this report. Appendix A includes all City comments to-date (email correspondence) for completeness; it is noted that some comments were preliminary and associated with previous reporting and road network layouts, therefore these are considered superseded.

Please do not hesitate to contact either of us should you have any questions.

Yours truly,  
Bunt & Associates

Kyle Brandstaetter, MCIP, RPP  
Senior Transportation Planner

George Liou, EIT  
Transportation Analyst

Reviewed By: Daniel Fung M.Sc., P.Eng.

Bunt & Associates Engineering Ltd.

Suite 1530 - 1000 West Pender Street, Vancouver, BC V6E 3J7 Tel 604 683 6427 Fax 604 683 6379  
Vancouver Victoria Calgary Edmonton [www.bunteseng.com](http://www.bunteseng.com)

Uses limited information and outdated information.

No consultation with the public for the transportation assessment.

A new intersection at Madison and an extension of Buchanan St from Gilmore is proposed.

3 traffic intersections within 1 block is excessive.



# Excess Traffic Flow along Halifax/Douglas Street

## 2. EXISTING CONDITIONS

The following existing traffic operations analysis has been completed to provide further context to the assessment of future conditions later in the report.

### 2.1 Existing Peak Hour Volumes

Exhibit 2.1 presents the morning (AM) and afternoon (PM) peak hour volumes for the study area, these volumes are sourced from Bunt's in-house database and dated back to 2016 and 2018. However, due to major construction projects along Halifax Street, updated counts were not carried out at the outset of this project, as typical vehicle demands would be impacted by the road closures. Exhibit 2.2 presents the study road network laning and intersection control.

Although not included in the study area, baseline (raw) count data did not include the completion of the Gilmore Ave & 1<sup>st</sup> St signal. Therefore, adjustments were made to turning movements to account for the recently completed 4-leg signal; these adjustments included re-allocating a proportion of turning movements at Halifax St & Gilmore Ave intersection, and where Douglas Road had previously connected to Gilmore Avenue, north of 1<sup>st</sup> Street.

Additionally, 2018 data (further east of the study area boundaries, at the Halifax St & Willingdon Ave intersection were used as a reference along Halifax Street, and engineering judgement was used to balance volumes to align with higher 2018 volumes. Background growth between 2018 and 2020 was not applied, to align with methodologies for future forecasts detailed later in the report. Appendix B includes raw unadjusted traffic count data and dates of surveys for completeness.

Table 2.1 summarizes the 2-way peak hour link flows in the study area and illustrates the high traffic demands along the Lougheed Highway and Gilmore Avenue corridors.

Table 2.1: Existing Peak Hour Link Volumes

LOCATION	PEAK HOUR LINK VOLUMES (VP10)	
	AM	PM
Lougheed Highway (west of Madison Avenue)	2,520	2,490
Madison Avenue (north of Lougheed Highway)	340	360
Gilmore Avenue (north of Lougheed Highway)	1,090	1,410
Halifax Street (east of Gilmore Avenue)	300	535
Douglas Road (north of Halifax Street)	475	620

Notes: traffic volumes provided as approximate

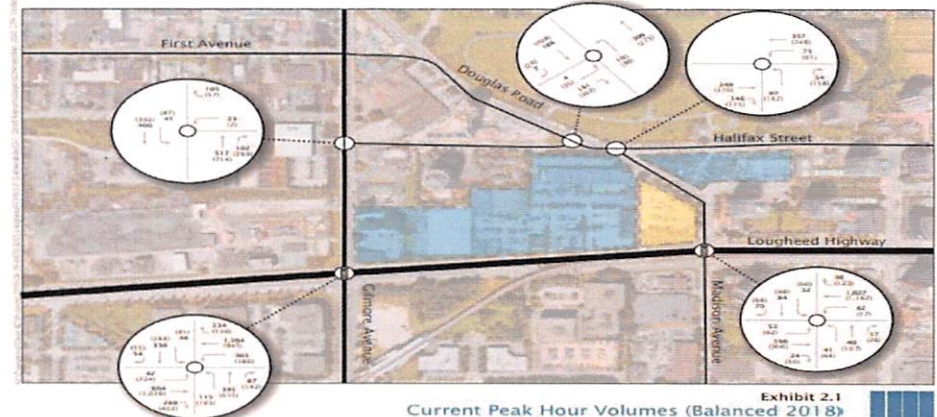


Exhibit 2.1  
Current Peak Hour Volumes (Balanced 2018)

Traffic flow along Madison north to Halifax/Douglas street is a guess from data up to 2018 before the 3-way stop signs were removed to have Halifax/Douglas street as a thoroughfare. Morning and evening rush hour traffic on Madison backs up to Lougheed Hwy.

# Excess Traffic Flow along Halifax/Douglas Street

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Madison Avenue (north of Loughheed Highway)	340	560
Gilmore Avenue (north of Loughheed Highway)	1,090	1,410
Halifax Street (east of Gilmore Avenue)	300	535
Douglas Road (north of Halifax Street)	425	620

Notes: Traffic volumes provided as appropriate

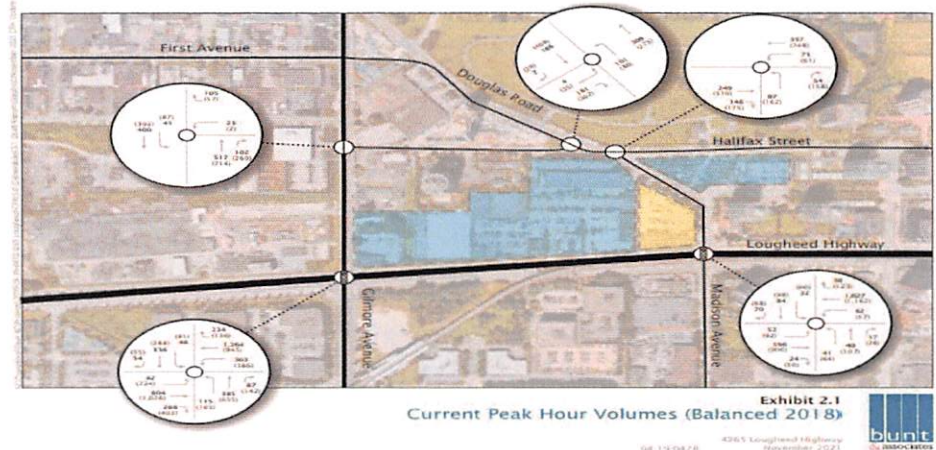


Exhibit 2.1  
Current Peak Hour Volumes (Balanced 2018)

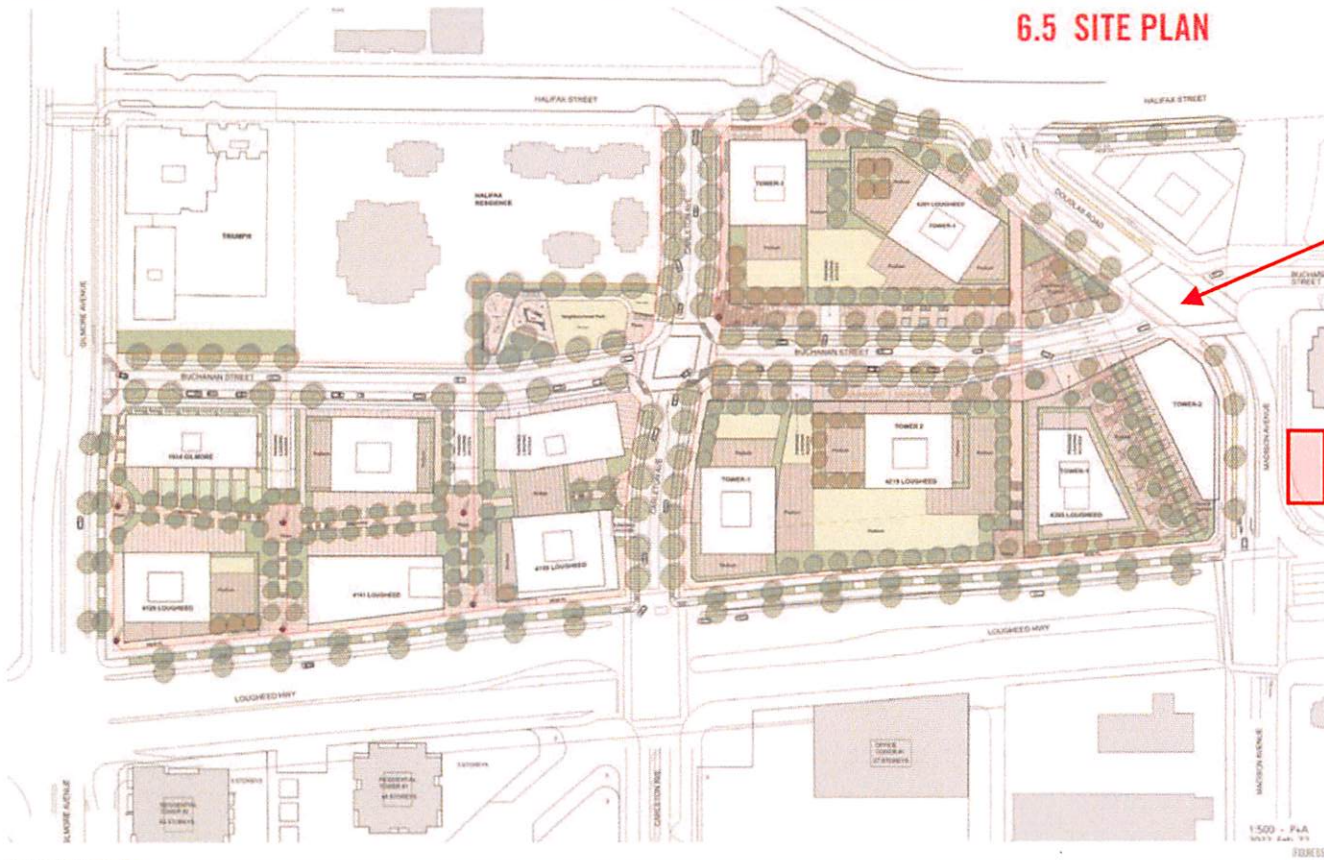
04-19-0478 430.5 Loughheed Highway November 2021



Morning and evening rush hour traffic on Madison backs up to Loughheed Hwy. Plus the evening rush hour (starts 3pm) going east on Halifax to Willingdon has traffic backup to the Madison intersection.

# New Buchanan St Extension

## 6.5 SITE PLAN



Additional traffic flow onto Madison would be caused by Buchanan St extension from Gilmore. No traffic lights?

Save On Foods trucks need to block Madison to back into ramp for unloading.

Garbage and delivery trucks also use the same ramp.

# Letter to Burnaby Traffic About Madison St Traffic

**To:** traffic@burnaby.ca <traffic@burnaby.ca>

**Sent:** Friday, September 24, 2021 at 02:21:17 p.m. PDT

**Subject:** Traffic lights or 3 Way stop signs needed at Halifax/Douglas/Madison intersection.

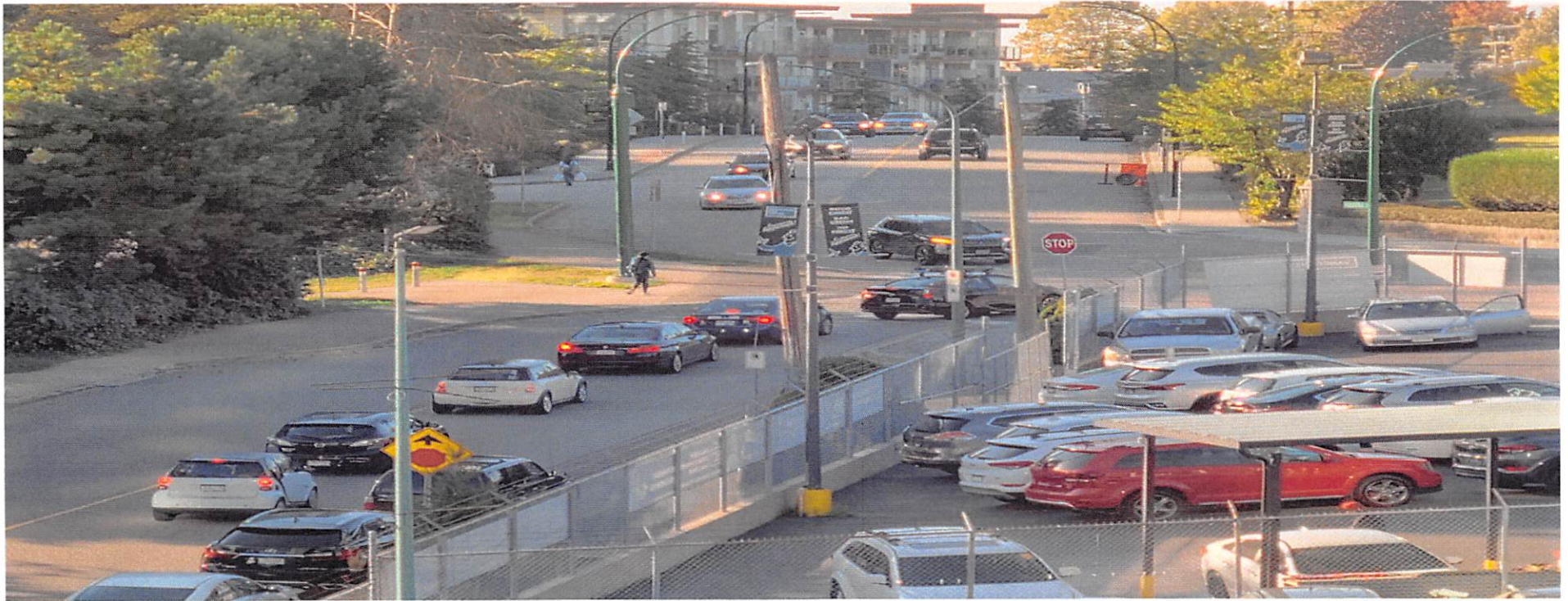
Hello.

I would like to advise you that with the additional condo developments along Gilmore and south of Douglas that there is a substantial increase in vehicle traffic which is making a left or right turn from Madison/Douglas to go east or west very dangerous, especially during morning and afternoon rush hour. The intersection is not at a 90 degree angle. The intersection is facing toward the west, so to see traffic to your east you need to pull into the intersection. There used to be a stop sign if I recall on the Halifax - Douglas east-west direction, but that is no longer there, so that stretch of road now has cars racing above the speed limit on that section, increasing the risk of getting into an accident for those people who want to turn right or left onto Douglas-Halifax. Just this past week on Election Day there was an accident just to the west of this intersection where the road segment on the north side of the Executive Inn is located. A tire came off of a car as part of the accident. There are also lots of pedestrians and no crosswalk for them, so they have to run across the street risking their lives. The drivers trying to turn left/right onto Douglas-Halifax, have lots of traffic to contend with making lineups all the way to the Lougheed Hwy sometimes. And large rigs do go north up Madison-Douglas and then try to turn left onto Douglas to 1st and then I assume Hwy 1. These rigs need more time to safely turn left at the Douglas-Halifax intersection. So for the safety of pedestrians and drivers in cars, I am requesting that a traffic light be installed so that we don't have any pedestrians hit by speeding cars or cars being hit as they try to turn left or right at this dangerous intersection. I've attached a few pictures that show the traffic for an afternoon rush hour this week. I also recorded a video that I can email to you if you require. Thank you for your time.

The City of Burnaby Traffic department has been informed of the traffic volume issue since 2021.

**Karl Kliparchuk**

## Pictures of Madison Evening Rush Hour



2023-03-19

20

# Pedestrian Crossing

Gilmore  
and  
Douglas



Halifax  
and  
Rosser

Pedestrian crosswalk removed when 3-way stop at Madison/Halifax/Douglas intersection was removed. Crosswalks now only at Gilmore and Douglas OR Halifax and Rosser streets. 757 m walk between intersections for children at daycare and for seniors.

## Suggestions

- Do not build towers on parcel 4265 due to proximity to 4388 Buchanan St blocking any view plus near complete shadowing of building AND Thornton train tunnel location issues. Parcel can be a park:
  - Top third of park can be skateboard for youth in area,
  - Middle third of park can be treed with benches; maybe a rose garden,
  - Bottom third of park could be an off-leash dog area.
- Limit the heights of other towers to be closer to Buchanan St towers of 36 stories to better fit in the character of the neighbourhood.
- Widen/straighten intersection Madison/Douglas/Halifax street to allow for safer right and left turns. Add a traffic light or cross walk light for pedestrians to cross Halifax/Douglas street. Remove meter parking during the day.

## Suggestions

- If a park is built, then there would be no extension to Buchanan St. It would be a cul-de-sac and increased traffic flow north on Madison would not be further impacted by additional vehicles.
- Add a traffic light or cross walk light for pedestrians to safely cross north and south at Madison/Douglas/Halifax street intersection.
- There is excess traffic flow east on Halifax to the Willingdon intersection during rush hours. Suggest to remove all meter parking to allow for 2 lanes of traffic in both directions during the day.