

ITEM .5  
MANAGER'S REPORT NO. 35  
COUNCIL MEETING 85/05/21

RE: REZONING REFERENCE NO. 61/84

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1985 May 14

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION

SUBJECT: REZONING REFERENCE #61/84  
LEGAL: SEE APPENDIX

FROM: M2 GENERAL INDUSTRIAL DISTRICT  
TO: CD COMPREHENSIVE DEVELOPMENT DISTRICT  
(BASED ON M5 DISTRICT USE AND DENSITY)

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RECOMMENDATIONS:

1. THAT Council authorize the introduction of a Highway Exchange Bylaw, according to the terms outlined in Section 3.8 of this report, contingent upon the granting by Council of First and Second Readings of the subject Rezoning Bylaw.
2. THAT Council approve in principle, the sale of Municipal property for inclusion in the development as outlined in Section 3.9 of this report, on the understanding that a further report outlining the details and recommended terms will be submitted at a future date.
3. THAT a Rezoning Bylaw be prepared and advanced to First Reading on 1985 May 27, and to a Public Hearing on 1985 June 18 at 19:30 h, and that the following be established as prerequisites to the completion of the rezoning:
  - a) The submission of a suitable plan of development.
  - b) The deposit of sufficient monies to cover the costs of all services necessary to serve the site and the completion of a servicing agreement covering all requisite services. All services are to be designed to Municipal standards and constructed in accordance with the Engineering Design. One of the conditions for the release of occupancy permits will be the completion of all requisite services.

- c) The installation of all electrical, telephone and cable servicing, and all other wiring underground throughout the development, and to the point of connection to the existing service where sufficient facilities are available to serve the development.
- d) The consolidation of the net project site into a series of parcels as outlined in the development plan.
- e) The granting of any necessary easements.
- f) The dedication of any rights-of-way deemed requisite.
- g) The retention of as many existing mature trees as possible on the site.
- h) The provision and development of a public park area or trail/park area along Still Creek.
- i) The retention of the existing watercourse in an open condition over the subject site in its existing alignment, to the approval of the Director Engineering.
- j) The approval of the Ministry of Transportation and Highways to the rezoning application.
- k) The undergrounding of existing overhead wiring abutting the site should this prove feasible.

REPORT

1.0 REZONING INTENTION:

The intent of the proposed bylaw is to permit the development of a multiple phase business park with a mix of office and light industrial uses with a small internal service component.

2.0 BACKGROUND:

This site is the same as that occupied by Rezoning Reference #57/80 which went to Public Hearing in mid 1981 but did not proceed beyond that point.

Council on 1984 November 13 received the report of the Planning & Building Inspection Department concerning this rezoning and authorized the Department to work with the applicant in the preparation of a suitable plan of development with the understanding that a further and more detailed report will be submitted at a later date.

The applicant has now submitted a plan of development suitable for presentation to a Public Hearing.

3.0 GENERAL COMMENTS:

3.1 The subject development is being rezoned

From: M2 General Industrial District and M1 Light Industrial District

To: CD Comprehensive Development District (based on the M5 District use and density)

### Existing Situation

The subject site is located in the Central Valley industrial area and straddles Still Creek. The area is presently not developed and is largely unserved.

### 3.2 Development Concept

The concept for the development of this site includes a multi-phased business park for individual office and light industrial uses. There is a strong integrated landscape and design concept to ensure a quality of development appropriate to attract head offices for corporations who wish to have individual freestanding buildings.

A limited commercial component internal to the site is to be permitted which may include a small low-scale service centre with some accommodation (small low-scale hotel), a restaurant and related uses such as a bank or travel agent. The main purpose of these uses is to provide services to the business park and these activities are to be located so as to be inconspicuous from Willingdon Avenue or the 401 Highway frontages. Site-specific amendment zonings will be utilized to implement the development of individual sites including any such non-M5 service facility uses to serve the project.

### 3.3 Servicing Requirements

The Director Engineering will be requested to prepare an estimate for all services necessary to serve the site. The requirements will include the following items.

### 3.4 Road Works

The developer is proposing to service this site in stages as development takes place. A proposal has been submitted to construct a new curvilinear road from Willingdon Avenue to Gilmore Avenue south of the existing Still Creek Avenue road allowance which is unbuilt at present. The developer proposes that the construction of this curving road will provide service to this development site and also provide a through traffic function. The Planning and Building Inspection Department is prepared to support this proposal provided that the future option of constructing Still Creek Avenue, which is a designated major industrial connector in the Burnaby Conceptual Transportation Plan, is maintained.

A Servicing Agreement will be required and bonding for the entire servicing package will be drawn up. The roadworks will include the construction of Gilmore Avenue adjacent to the site to a 14 m finished standard and the new proposed east-west road through the site which is to be built to a 14 m standard on a 23.2 m right-of-way.

While it is proposed that the existing Still Creek Avenue not be extended through at this time, portions of the road (approximately 1/3 of the length) will be included and built as part of the roads to service this site, and east-west continuity will be provided on an interim basis by the road through the site.

In the future, the option to have the balance of Still Creek Avenue constructed in the future will be maintained in conjunction with the development of the lands to the north.

While it is part of the Conceptual Transportation Plan, the loop road west of Willingdon Avenue is not proposed for construction at this time. In the future it would be desirable to see the road under the Willingdon overpass completed in conjunction with future development of the lands on the north side of Still Creek Avenue.

3.5 Other Servicing Works

Sewers, water supply and runoff treatment as well as underground wiring, landscaping and trails development on the Still Creek watercourse right-of-way are required.

3.6 Required Road Dedications

The internal loop road is to be dedicated as a 23.2 m (76 ft.) right-of-way across the site as discussed above. There will also be dedications required at the two intersections with Still Creek Avenue to enable the loop road to be connected into Still Creek Avenue in the future as two "T" intersections.

3.7 Easements and Covenants

The developer will be required to provide any necessary service easements for existing or new facilities. Pedestrian walkway easements to connect with the Still Creek watercourse trail will be provided if required. In the previous development concept for the site (RZ#57/80), it was proposed that portions of the site near the southeast corner have the tree cover protected by covenant. This need will be assessed as the detailed landscape plans are prepared.

3.8 Road Exchange By-law

The existing Summer Avenue road right-of-way which is unbuilt will be partially closed and exchanged for a new 23.2 m (76 ft.) wide dedicated roadway within the development site as well as some small dedications for the future connection to Still Creek Avenue. Two short lane allowances, one off Gilmore Avenue and one off Summer Avenue are also redundant. The area to be dedicated for roadways is in excess of the area now owned by the Municipality. This matter will be reviewed and a report will be prepared to initiate the necessary procedures.

3.9 Municipal Property

Four parcels of Municipal land lie within or in close proximity to the Still Creek watercourse. These parcels total approximately .67 ha (1.65 acre). Most of these parcels will become part of the natural buffer conservation area surrounding Still Creek which is an integral part of this industrial park concept. The area will be landscaped and maintained by the developer, however, the ultimate ownership to the watercourse area will be maintained in public lands (G.V.S.D.D., Municipality, Road rights-of-way). The balance of these parcels should be sold to the developer. This will be the subject of a further report to Council.

3.10 Vehicular Access to the Site

Access to the development is to be provided from the new internal road which loops through the site and connects with Still Creek Avenue and Gilmore Avenue at the west end of the site and with Willingdon Avenue at the east end of the site. No access to Clydesdale or Grandview (the frontage road along the 401) is required for this proposal. As development proceeds in the area a centre median will be installed up Willingdon Avenue limiting turns. As a result the construction of the loop underneath Willingdon Avenue to the west will be desirable at the appropriate time.

3.11 Still Creek Watercourse

This development site straddles Still Creek. The existing watercourse is to be preserved essentially in its natural condition. Both banks of the Creek will be cleared of underbrush and landscaped as an open space conservation area. Pedestrian paths along both banks which link to the pedestrian sidewalk within the development site are to be provided. The planting of additional trees as well as areas of large shrubs in a few strategic locations would be required. The landscape plans for the development will include the streambank area and the developer will be expected to maintain the area.

The Burnaby Trail System is routed along the north perimeter of this site, along Still Creek Avenue and the loop road which affords an underpassing of Willingdon Avenue.

3.12 Ministry of Transportation and Highways

The Ministry approval to this rezoning is required.

3.13 Abandonment of Previous Rezoning

It would be appropriate to have the Municipal Clerk initiate the abandonment of Amendment Bylaw #35 (1981), Bylaw #7686 for Rezoning Reference #57/80 once this current rezoning has received Second Reading.

4.0 DEVELOPMENT PROPOSAL:

The developer's architect has submitted a generalized development plan for the entire site outlining in the form of a community plan the guidelines to be observed in the phased development of the site.

4.1 Gross Site Area (approx.): 12.1 ha (29.9 ac)

Dedications: To be surveyed

4.2 Density: The density on the site is to be on the order of 0.5 F.A.R.

4.3 Height: Under the M5 guidelines the maximum permitted building height is three storeys.

4.4 Lot Size: The lot sizes will vary with the smallest sites being 4000 m<sup>2</sup> (approx. 1.0 acre).

4.5 Total Project Calculations:

Proposed Built Area: 61,000 m<sup>2</sup> (657,000 sq. ft.)

Parking Required: 1,326 spaces (1 space per 495.16 sq. ft.)  
(Assuming office uses - actual parking will depend upon specific uses that are developed)

Due to the site conditions the majority of the parking will be on surface in heavily landscaped parking areas. Some underbuilding parking will be developed.

5.0 DEVELOPMENT PROCESS:

The purpose of this rezoning is to present the guideplan for the overall development of the site. Each subsequent development proposal will be the subject of an amendment rezoning once plans which are in conformity to the overall design concept are prepared.

The design guidelines and standards for the development as outlined in this report will be used as a guide to phased development of this site.

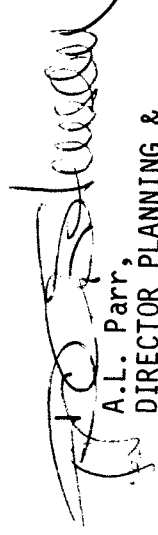
6.0 SUMMARY:

A comprehensive development scheme for a quality office industrial park has now been prepared for this area which is generally in keeping with existing plans and policies for the Central Valley industrial belt. The scheme which has been prepared is supported by the Planning Department. Each subsequent phase of this development will be the subject of a further rezoning application as detailed plans for each phase are prepared and will be rezoned at this time as vacant land with future development guided by the overall comprehensive development plan.

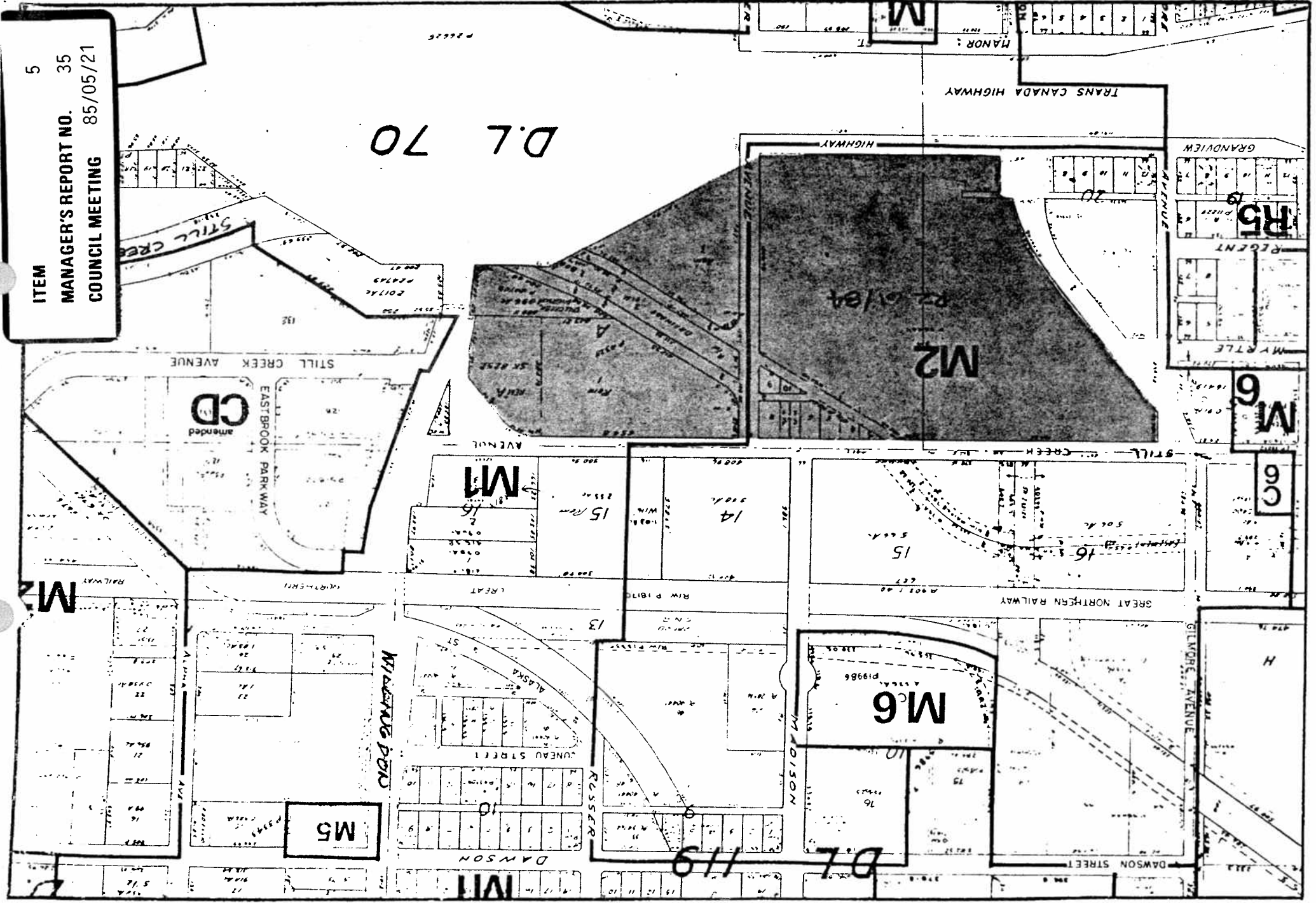
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Attach.

cc: Director Engineering  
Municipal Solicitor  
G.V.S.D.D.



A.L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION



ITEM 5  
 MANAGER'S REPORT NO. 35  
 COUNCIL MEETING 85/05/21

Date

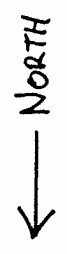
1984 NOVEMBER

Scale

Drawn By



Burnaby Planning Department



REZONING REFERENCE # 61/84

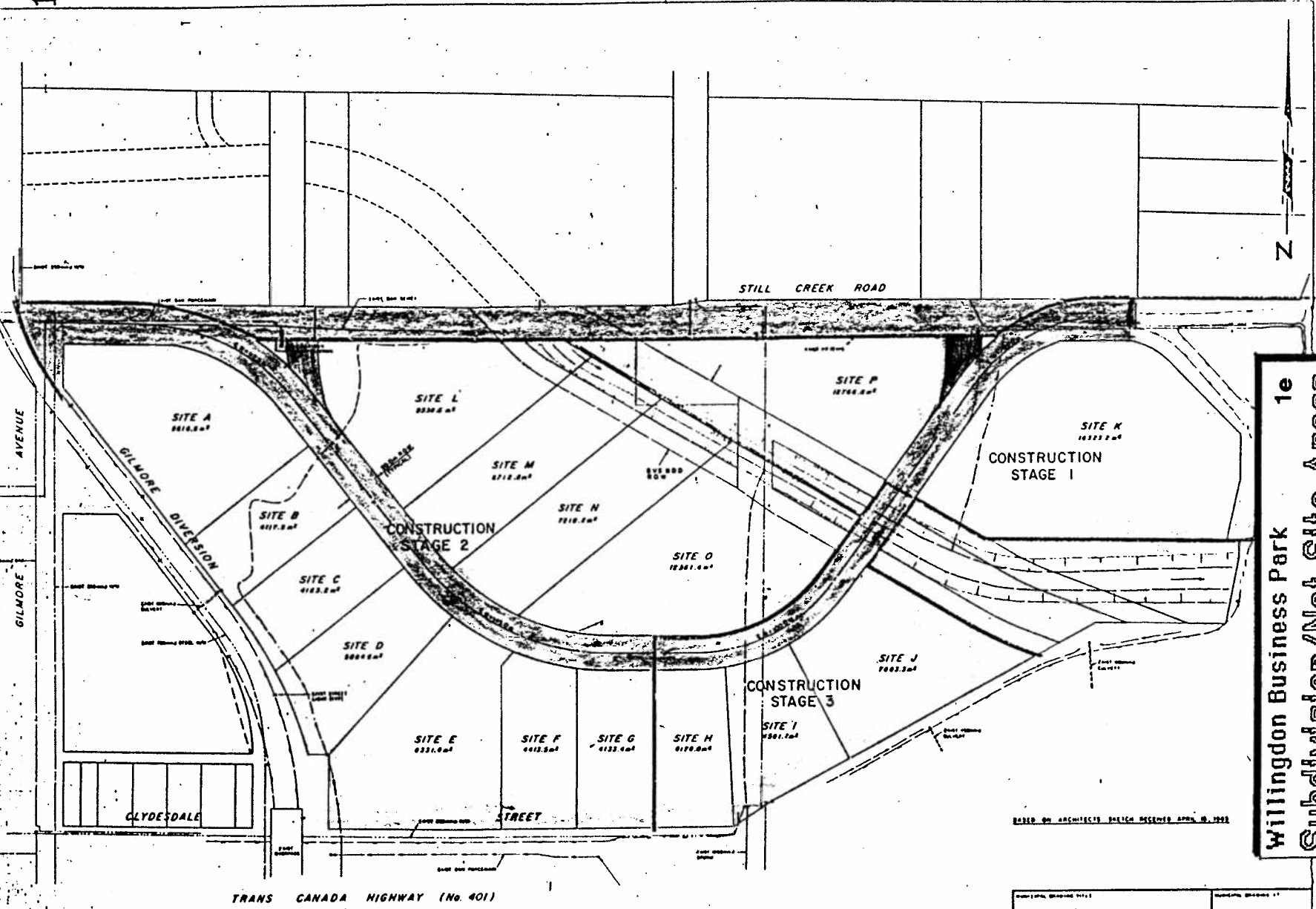
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SKETCH 1

ITEM 5  
 MANAGER'S REPORT NO. 35  
 COUNCIL MEETING 85/05/21

121

8



1e  
 Willingdon Business Park  
 Subdivision/Net Site Areas

NO.	DESCRIPTION	DATE	BY
1	Site Plan (1st Issue)	1985	W&K
2			
3			



**APLIN & MARTIN**  
 ENGINEERING LTD.  
 ENGINEERS & PLANNERS & SURVEYORS



**WEBB & KNAPP**  
 NET SITE AREAS FOR GRANOVIEW PROJECT

PROJECT NO.	DATE	SCALE	PROJECT NO.
84977-A1	APRIL 1985	1:1000	84977-A1

Date  
 1985 MAY

Scale

Drawn By



Burnaby Planning Department

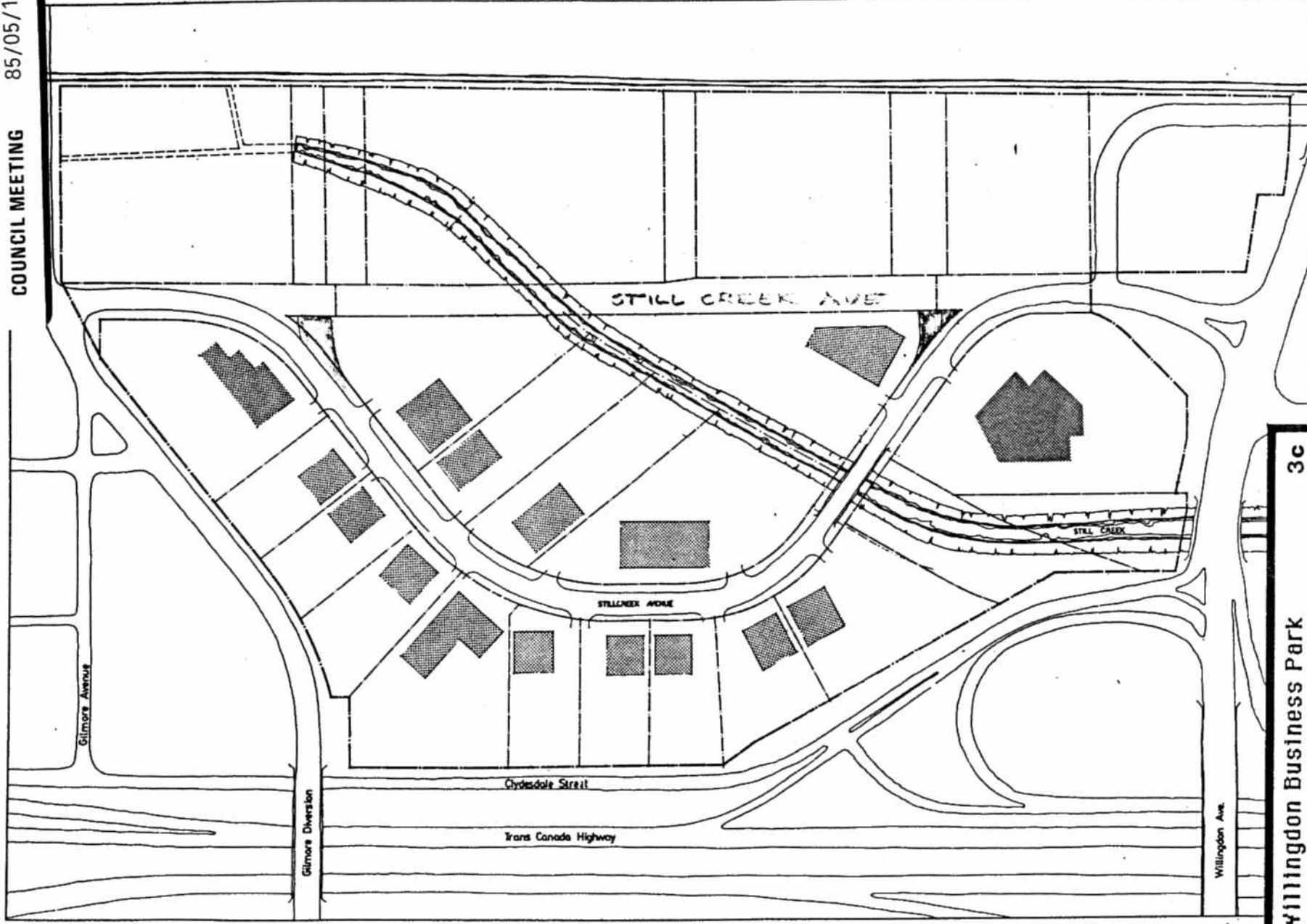
REZONING REF. # 61/84

PROPOSED SUBDIVISION

SKETCH 2



ITEM 5  
 MANAGER'S REPORT NO. 35  
 COUNCIL MEETING 85/05/16



Willingdon Business Park 3C  
**Proposed Building Locations**

Burnaby B.C.  
 Webb & Knapp Canada Ltd.  
 Peap Associates Architects - Planners  
 April 1985



Burnaby Planning Department

122

Date  
 1985 MAY

Scale

REZONING REF # 61/04 SCHEMATIC BUILDING LOCATIONS

Drawn By

SKETCH 3

