

TO: CITY MANAGER

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **REZONING REFERENCE #44/92**  
**CN REAL ESTATE'S GLENLYON BUSINESS PARK,**  
**BURNABY BIG BEND AREA**

1993 JUNE 23

ADDRESSES: As noted on Schedule A *attached*.

LEGALS: Lands within District Lots 162, 163, 164 and 165, Group 1, NWD as noted on Schedule A.

FROM: CD Comprehensive Development District (based on the Big Bend Development Plan).

TO: CD Comprehensive Development District (based on the M2 General Industrial and the M5 Light Industrial District guidelines, and in accordance with the Development Plan entitled "GLENLYON Concept Plan" prepared by InterPlan Architecture & Planning Inc.).

APPLICANT: InterPlan Architecture & Planning Inc.  
 (Attn: John W. Scott)  
 400 - 131 Water Street  
 Vancouver, B.C. V6B 4M3

PURPOSE: To seek Council authorization to forward this application to a Public Hearing on 1993 July 27.

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**RECOMMENDATIONS:**

1. **THAT** a Rezoning Bylaw be given First Reading on June 28, 1993, and advanced to a Public Hearing on July 27, 1993 at 7:30 p.m.

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2. **THAT** the following be established as prerequisites to the completion of the rezoning:

- 2.1 The approval of the Ministry of Transportation and Highways to the rezoning application.
- 2.2 The receipt of letters of approval, in principle, from Fisheries and Oceans Canada and B.C. Environment regarding the proposed relocation of the Sussex and Nelson watercourses in an open condition to the approval of the Director Engineering.
- 2.3 The submission of a geotechnical review regarding the proposed relocation of the Nelson watercourse in an open condition regarding the stability of the adjacent site and the Canadian Pacific Railway.
- 2.4 The submission of a report from an Early Childhood Education Consultant establishing plans for the provision of child care facilities.

## **SUMMARY**

The preparation and advancement of a Rezoning Bylaw as outlined in this report is intended to establish the M2 General Industrial and M5 Light Industrial District zoning regulations, together with associated guidelines as embodied in the GLENLYON Concept Plan, as the basis for the phased development of a unified, high quality 133.7 acre business park in Burnaby's Big Bend area.

CN Real Estate and its consultants have worked with City staff to formulate a Concept Plan which is intended to provide for the development of a refined, comprehensively planned industrial park to broaden the City's industrial employment and tax base. Through the establishment of a high quality and unique infrastructure that embraces and complements the natural features of the site, it is CN Real Estate's intention to attract cleaner, lighter uses to Glenlyon.

The Concept Plan proposes a positive relationship between the surrounding parkland and Glenlyon. Open space and landscape treatments reflect existing natural wetland and woodland features. Proposed paths complement and enhance existing park and urban trail circulation.

*Planning and Building*

*Re: Rezoning Reference #44/92*

*CN Real Estate's GLENLYON*

*Business Park, Burnaby Big Bend Area*

*1993 June 23*

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The open space framework sets forth a general spatial strategy and design intent to establish a unifying character, which will then be further supported by zoning guidelines to be established for private lot development within the business park. Development parcels are intended to be based on typical lot planning modules which can be varied to accommodate the requirements of office, research and development, light and general manufacturing, service, storage, and distribution facilities. Further, site specific zoning amendments will be required to develop any particular parcel.

The specific details of the proposed open space components within the public domain will be refined in conjunction with Park's staff and implemented together with the site servicing for the various phases which will generally follow site preparation and road work from west to east. Precise details of the servicing program will be determined as a condition of subdivision to the approval of the Director Engineering and the Approving Officer.

The GLENLYON Concept Plan has been fully reviewed and is endorsed by staff. Its embodiment in the subject application to amend the zoning regulations to CD with M2/M5 guidelines is seen as providing the basis for furthering Burnaby's industrial development objectives in the Big Bend area consistent with the industrial goals embodied in the Official Community Plan.

## **REPORT**

### **1.0 REZONING PURPOSE**

The purpose of the proposed rezoning bylaw amendment is to provide for the establishment of industrial zoning regulations and a development concept plan providing for the development of a suburban business park in Burnaby's Big Bend area respecting the surrounding industrial and public land uses.

Appearing elsewhere on the Council agenda is the rezoning bylaw with a request that it be considered for First Reading.

### **2.0 BACKGROUND**

CN Real Estate proposes to develop a unique, high quality light and general industrial business park to be known as GLENLYON on a 133.7 acre parcel within the Big Bend area as shown on Figure 1 *attached*.

Council, on 1992 September 28, received the report of the Planning and Building Department concerning the rezoning of the subject site and endorsed the development concepts outlined therein. Staff were authorized to work with the applicant towards the preparation of Comprehensive Development zoning regulations and a Development Concept Plan and associated guidelines for presentation to a future Public Hearing.

The applicant has worked closely with City staff resulting in the preparation of the 'GLENLYON Concept Plan'. Due to the size of this document, copies have only been provided to the members of Council with their agenda. Additional copies are available in the Planning and Building Department for review by others.

### **3.0 GENERAL COMMENTS**

#### **3.1 Comprehensive Development Zoning**

The Concept Plan accompanies and supports an application to amend the existing zoning of all of the parcels that comprise the total development area referred to as Glenlyon Business Park. Amendments of the previous CD Industrial zoning to CD with M2/M5 guidelines, together with the provision of the Concept Plan, will establish the necessary foundation to support the overall development objective. By focusing the range of industrial zoning districts from which specific uses and development guidelines are derived, a compatible range of light and general industrial use can be attracted to contribute to a high quality, comprehensively planned, visually and functionally cohesive, yet flexible business environment.

To proceed with development, a further zoning amendment will be required in each case to create a site-specific bylaw. While this will be based on the overall 'CD with M2/M5 Guidelines', various elements of the site and building design will then be represented in each new amending bylaw to ensure compliance to key specifics of the particular development approval.

#### **3.2 GLENLYON Concept Plan**

While this report needs to be examined in its entirety to fully appreciate the scope of the guidelines to be established for the development, its Executive Summary is *attached* in order to provide the basic thrust of the document.

### **3.3 Open Space Framework**

The open space concept plan (Figure 2 *attached*) proposes a positive relationship between the surrounding parkland and Glenlyon. Open space and landscape treatments reflect existing natural wetland and woodland features. Proposed paths complement and enhance existing park and urban trail circulation.

The open space framework proposed in the concept plan which pertains to the Fraser River Foreshore Parklands was reviewed and endorsed by the Parks and Recreation Commission at its 1993 June 16 meeting.

### **3.4 Servicing Requirements**

The overall project will be developed in several phases from west to east. Dedication and construction of access roads and other services to the westerly boundary of the business park were secured as a component of the land exchange previously completed between the City and CNR.

Additional services as required for the subsequent phases will be provided to the full urban standard as a condition of subdivision to the approval of the Director Engineering and the Approving Officer.

### **3.5 Watercourses**

Sussex and Nelson Creeks lead southward from the adjacent Riverway Golf Course through the site to drain into the Fraser River.

Sussex Creek is proposed to be realigned in a new channel and enhanced in a semi natural state thereby ensuring its stability and maintenance of habitat values. As it crosses the Fraser River Foreshore Park area it is proposed to introduce a pond element for wetland habitat. As the creek passes through Glenlyon pedestrian paths will provide access to the surrounding lands in a manner intended to integrate natural foreshore vegetation with the formal development of adjacent sites.

Nelson Creek is similarly proposed to be realigned in a new channel connecting to Byrne Creek along the south side of the CP Railway. A pedestrian connection is proposed within this area which will be extended in a public access easement through to Glenlyon Parkway.

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The foregoing internal pathway system has been planned to connect with the Urban Trail System proposed along the west, south and east perimeter of Glenlyon.

The design of the proposed creek relocations will require the approval of the Director Engineering as well as Fisheries and Oceans Canada and B.C. Environment. The concept has been discussed with each of these parties and, while there is general agreement, staff is recommending that letters of approval, in principle, be obtained prior to Final Adoption of the proposed rezoning.

The submission of a geotechnical review regarding the relocation of the Nelson watercourse regarding the stability of the site and the Canadian Pacific Railway is also being recommended.

### **3.6 Floodproofing**

The site is within the Fraser River Floodplain. Provision is made to raise the site grade to design floodproof elevations. Towards this end, CN Real Estate is undertaking a controlled fill program under permit which addresses geotechnical and environmental factors.

### **3.7 Child Care Facilities**

CN Real Estate will retain an Early Childhood Education Consultant to establish plans for the provision of child care facilities within the development.

### **3.8 Transportation Review**

A Comprehensive traffic study has been completed to assess the effects that the proposed development will have on base traffic volumes, traffic distribution and road and intersection improvements in the vicinity. The study determines the on-site and off-site road improvements required to accommodate the traffic expected to be generated by the development. Provision has been made for transit stops to be provided along Glenlyon Parkway and North Fraser Way when BC Transit extends service.

Approval of the Ministry of Transportation and Highways to this study and to the proposed rezoning is required.

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### **3.9 Parking Requirements**

Parking requirements for the development exceed bylaw standards substantially as outlined in the preceeding Executive Summary.

### **3.10 Official Community Plan**

The Official Community Plan recognizes that, of all of Burnaby's industrial areas, the Big Bend area accommodates the single largest inventory of vacant industrially designated property in the City. It notes that this area is to play the most significant role in meeting Burnaby's future industrial land needs. It forecasts the likely shift towards more comprehensive uses on industrial lands, noting the City will need to continue to ensure that its zoning bylaw and development approval process are in step with changing needs and conditions in the market place. This requires a constant balancing between providing flexibility and adaptability on the one hand and certainty and predictability on the other.

The proposed amendment of the zoning as outlined herein to Comprehensive Development District utilizing the M2 General Industrial District and M5 Light Industrial District guidelines together with the GLENLYON Concept Plan is consistent with the foregoing Community Plan goals.

The Glenlyon Concept Plan is seen as providing a framework for the development of a comprehensively planned industrial park which will expand the City's tax base and assist in overall employment growth. Through the establishment of a high quality and unique infrastructure that embraces and compliments the natural features of the site, it is anticipated that a diversified range of cleaner, lighter industrial uses will be attracted to the site.

  
D.G. Stenson, Director  
PLANNING AND BUILDING

PJB\db

Attachments

cc: Director Administrative & Community Services  
Director Engineering  
Director Finance  
Director Recreation & Cultural Services  
City Solicitor  
City Clerk  
Fire Chief  
Ministry of Transportation and Highways

SCHEDULE A

REZONING REFERENCE #44/92

BIG BEND LANDS

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<u>ADDRESS</u>	<u>LEGAL DESCRIPTION</u>	<u>AREA IN ACRES</u>
1. 4989 Harrow Street	Lot 84,D.L. 165,Group 1, NWD Plan 1050	1.09
2. 4929 Harrow Street	Lot 85,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.50
3. 4887 Harrow Street	Lot 86,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.56
4. 4877 Harrow Street	Lot 87,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.62
5. 4867 Harrow Street	Lot 88,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.68
6. 4857 Harrow Street	Lot 89,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.74
7. 4847 Harrow Street	Lot 90,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.80
8. 4837 Harrow Street	Lot 91,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.86
9. 4827 Harrow Street	Lot 92,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.92
10. 4785 Harrow Street	Lot 93,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.04
11. 4765 Harrow Street	Lot 94,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.10
12. 4745 Harrow Street	Lot 95,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.16
13. 4581 Harrow Street	Lot 101,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.578
14. 4561 Harrow Street	Lot 102,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.638
15. 4541 Harrow Street	Lot 103,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.698



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16. 4521 Harrow Street	Lot 104,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.759
17. 4489 Harrow Street	Lot 105,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.798
18. 4469 Harrow Street	Lot 106,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.886
19. 4449 Harrow Street	Lot 107,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.908
20. 4429 Harrow Street	Lot 108,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.996
21. 9214 Sussex Avenue	Lot 112,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
22. 9389 Marsh Avenue	Lot 117,D.L.'s 163 & 165, Group 1, NWD Plan 1050	0.84
23. 9359 Marsh Avenue	Lot 118,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.28
24. 9329 Marsh Avenue	Lot 119,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
25. 9295 Marsh Avenue	Lot 120,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
26. 9275 Marsh Avenue	Lot 121,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
27. 9235 Marsh Avenue	Lot 122,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
28. 9215 Marsh Avenue	Lot 123,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
29. 9193 Marsh Avenue	Lot 124,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
30. 9163 Marsh Avenue	Lot 125,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298

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31. 9133 Marsh Avenue	Lot 126,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
32. 9134 Marsh Avenue	Lot 127,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
33. 9164 Marsh Avenue	Lot 128,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
34. 9194 Marsh Avenue	Lot 129,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
35. 9216 Marsh Avenue	Lot 130,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
36. 9236 Marsh Avenue	Lot 131,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
37. 9256 Marsh Avenue	Lot 132,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
38. 9286 Marsh Avenue	Lot 133,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
39. 9328 Marsh Avenue	Lot 134,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
40. 9287 Mandeville	Lot 138,D.L.'s 163 & 165, Group 1, NWD Plan 1050	2.400
41. 9257 Mandeville	Lot 139,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
42. 9237 Mandeville	Lot 140,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
43. 9235 Mandeville	Lot 141,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
44. 9195 Mandeville	Lot 142,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
45. 9165 Mandeville	Lot 143,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298

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46. 9135 Mandeville	Lot 144,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.298
47. 4828 Harrow Street	Lot 145,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.05
48. 4838 Harrow Street	Lot 146,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.05
49. 4848 Harrow Street	Lot 147,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.05
50. 4858 Harrow Street	Lot 148,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.05
51. 4868 Harrow Street	Lot 149,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.05
52. 4878 Harrow Street	Lot 150,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.05
53. 4888 Harrow Street	Lot 151,D.L.'s 163 & 165, Group 1, NWD Plan 1050	1.05
54. 4920 Harrow Street	Lot 152,D.L.'s 163 & 165, Group 1, NWD Plan 1050, Exc. Plan 75884	1.043
55. 4950 Harrow Street	Lot 153,D.L.'s 163 & 165, Group 1, NWD Plan 1050, Exc. Plan 75884	0.878
56. 4980 Harrow Street	Lot 154,D.L.'s 163 & 165, Group 1, NWD Plan 1050, Exc. Plan 75884	0.769
57. 7220 Mandeville	Lot 182,D.L. 165, Group 1, NWD Plan 1050	2.00
58. 9258 Mandeville	Lot 183,D.L. 165, Group 1, NWD Plan 1050	0.92
59. 9220 Mandeville	Lot 184,D.L. 165, Group 1, NWD Plan 1050	0.82
60. 4993 Harrow Street	Lot A,D.L. 162, Group 1, NWD Plan 1050	1.659
61. 4990 Harrow Street	Lot 2,D.L. 165, Group 1, NWD Plan 69595, Exc. Plan 75884	0.546
62. 7240 Mandeville	Lot A,D.L. 165, Group 1, NWD Plan 75884	2.21

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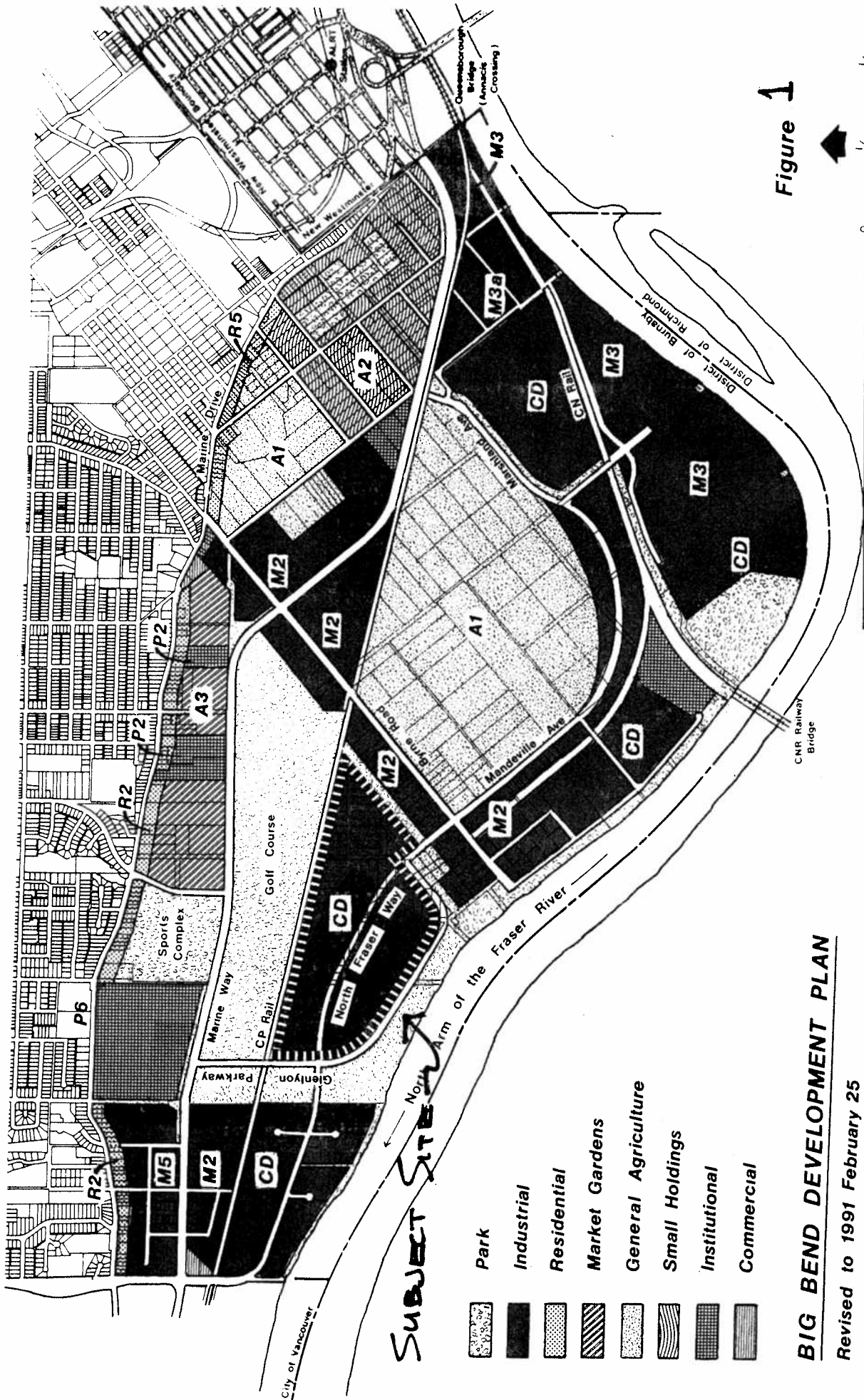
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63. 4449 Mountbatten	Lot 1,D.L. 165, Group 1, NWD Plan 75883	4.812
64. 9198 Glenlyon Pkwy (formerly Riverway Dr)	Lot 1,D.L. 164, Group 1, NWD Plan LMP2257	40.011
65. 4725 Harrow Street	Lot 96,D.L.'s 163 & 165, Group 1, NWD Plan 1050	
66. 4683 Harrow Street	Lot 97,D.L.'s 163 & 165, Group 1, NWD Plan 1050	
67. 4663 Harrow Street	Lot 98, D.L.'s 163 & 165, Group 1, NWD Plan 1050	
68. 4643 Harrow Street	Lot 99,D.L.'s 163 & 165, Group 1, NWD Plan 1050	
69. 4623 Harrow Street	Lot 100,D.L.'s 163 & 165, Group 1, NWD Plan 1050 Total 96-100	6.966
70. 9132 Sussex Avenue	Lot 109,D.L.'s 163 & 165, Group 1, NWD Plan 1050	
71. 9162 Sussex Avenue	Lot 110,D.L.'s 163 & 165, Group 1, NWD Plan 1050	
72. 9192 Sussex Avenue	Lot 111,D.L.'s 163 & 165, Group 1, NWD Plan 1050 Total 109-111	3.894
73. 9358 Marsh Avenue	Lot 1,D.L. 165, Group 1, NWD Plan LMP2258	1.134

TOTAL 133.711 Acres

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# PROPOSED GLENLYON BUSINESS PARK



SUBJECT SITE

Figure 1



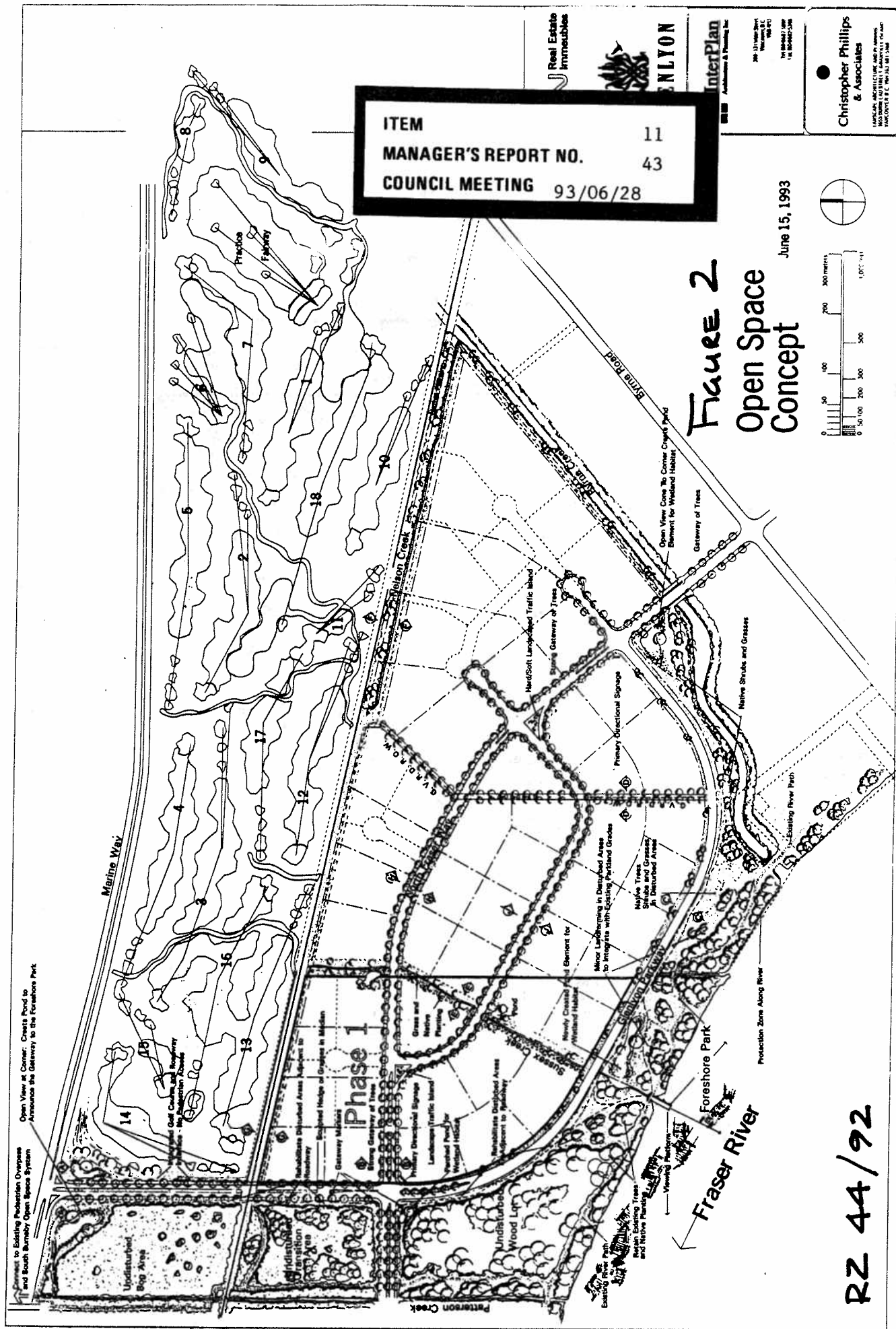
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## BIG BEND DEVELOPMENT PLAN

Revised to 1991 February 25

REZONING REFERENCE 44/92



RZ 44/92

## GLENLYON Executive Summary • *Concept Plan* *'Final Draft' June 15/93 Edition*

CN Real Estate proposes to develop a unique, high quality, light and general industrial business park on a 130 acre parcel within the Big Bend area of the Fraser River in South Burnaby. Comprising 72 individual lots currently zoned for industrial development, the site was consolidated by CN Real Estate from 1988 to 1990. The consolidation process involved a land exchange with the City of Burnaby to create additional public parkland and a contiguous development parcel.

The business park will be known as GLENLYON, in recognition of the land's early heritage as the country estate of former Burnaby Mayor D. C. McGregor, who acquired and named the property in 1909 after his former home in Perthshire, Scotland.

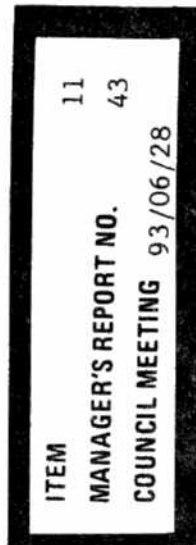
**The following 9 page summary provides an overview of CN Real Estate's dedicated approach to establish GLENLYON now as a leading corporate address and a unique business environment in South Burnaby. This proposal supports Burnaby's objectives to promote further industrial growth and planned extensions to the existing road and servicing infrastructure in this area.**

### **PART I: Public Domain**

#### **1. Development Context, Objectives & Concept**

The site is situated in a broad floodplain, south of the Riverway Golf Course (separated from GLENLYON by a C.P.R. right-of-way), and to the immediate west of Byrne Creek. It is otherwise surrounded by foreshore parkland that forms a natural extension to the adjacent Fraser River Foreshore Park leading from Byrne Creek westward around the site to Marine Way, a major regional arterial linking Burnaby with New Westminster and Vancouver. The City's Urban Trail System, which extends throughout Burnaby in a regional network, includes three pedestrian/bicycle linkages that intersect within the surrounding parkland and provide public recreational access to the Fraser River foreshore. Two watercourses also trisect GLENLYON. Sussex and Nelson Creeks lead southward from the golf course lands through the site to drain into the Fraser River.

The site is underlain by sediments of marine, glacial and fluvial origin, and a surficial layer of peat covers the property. Geotechnical and environmental assessment work on the site has identified three sub-base zones, each having unique environmental considerations. The area west of Sussex Creek has been pre-loaded with Fraser River dredged sand and capped with clean fill. An area in the southeast quadrant of the site has been filled, in part, with demolition debris where peat has been removed. Peat removal continues, and these areas will be filled with clean fill, as has been done over some of the remainder of the site where no activity has taken place.



Each area has been analysed and assessed. Study results from 1990 and 1991, involving the monitoring of groundwater quality, have led B. C. Environment, Lands and Parks (B.C.E.L.P.) to indicate that the soil and groundwater conditions are acceptable to B. C. Environment for industrial development. Notwithstanding, groundwater monitoring will continue through each phase of site preparation and development to ensure that standards are maintained.

At present, there are no developed roads within the property, though a dedicated right-of-way has been prepared to construct GLENLYON Parkway from Marine Way at the west end of the golf course, southward to Sussex Creek. The right-of-way forms an interface between the development area and the parkland, and it is intended to become the principal GLENLYON Gateway. An eastward extension of North Fraser Way into the site has also been dedicated.

Beyond the surrounding parkland to the west and east of GLENLYON, established industrial sites along Byrne Road and within the recently developed Marine Way Business Park currently support a broad range of general to heavy industrial uses.

**CN Real Estate has worked closely with City of Burnaby planning staff to formulate a Concept Plan for development of a refined, comprehensively planned alternative to broaden the industrial employment and tax base in this area. It is CN Real Estate's objective by establishing a very high quality and unique infrastructure that embraces and complements the natural features of the site, to attract cleaner, lighter users to GLENLYON. Comprehensive planning with a broadened perspective to extend, integrate and enhance key contextual elements of the site will result in significant mutual benefits to the City and the surrounding residents and GLENLYON tenants. CN Real Estate also intends to encourage the integration of ancillary services such as on-site child care to support and enhance the business park community as it becomes established.**

The Concept Plan integrates the surrounding parkland and pathway system into the business park's proposed theme and circulation infrastructure, reflecting a unique interplay between natural wetland and woodland features of the site and surrounding parkland against the refined architectural elements that typify a high quality suburban business park. The theme or character will be evident throughout the public zones of the park (e.g. open spaces, road and pedestrian rights of way, and watercourses), represented by a broad palette of carefully integrated hard and soft landscape elements and features.

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## 2. Land Use: Infrastructure & Phasing

The GLENLYON site is currently zoned 'CD Industrial'.

**To proceed with detailed planning and development to meet the stated objectives and development concept, an amendment to the existing zoning bylaw is required. Accordingly, *this Concept Plan has been prepared to accompany an application to amend the bylaw to 'CD with M2/M5 Guidelines', which would in turn require a further lot-specific amendment to develop any particular subdivided parcel.***

This will provide for the inclusion of a range of suitable uses normally permitted within one or another of the Manufacturing District (M1) and (M1r), General Industrial District (M2) and (M2r), or the Light Industrial District (M5). These districts exclude heavier industrial uses that will not be permitted in the GLENLYON Business Park.

**It is anticipated that the majority of tenants in the park will work in the high technology sector, and CN Real Estate has analysed related requirements of these and other lighter industrial operations to ensure that development parcels are planned to accommodate office, research and development, light and general manufacturing, service, storage and distribution facilities.**

To optimize the flexibility required to accommodate the broad range of users and the related building types that are sought, a typical lot planning module of 300' x 300' (or 2.1± Acres) was created to structure a proposed subdivision plan for the park. Based on locally accepted, successful development models in the rapidly expanding suburban industrial marketplace, it is anticipated that one, two or four modules may be utilized to form a single parcel to build viable office, multi-bay 'flex-utility' office/production/service, or storage/warehouse/distribution facilities. Though parcels configured on this basis may be acceptable to most users, tenant-specific lot sizes and configurations will also be considered during the development process to ensure that individual requirements are addressed and the impact of unique proposals can be accommodated within the overall pattern of development.

CN Real Estate intends to phase development of GLENLYON in conjunction with geotechnical site preparation work. In anticipation of proceeding with road construction of the dedicated sections later in 1993, CN Real Estate has undertaken some removal of organic material, replacement filling and pre-load work primarily to the west of Sussex Creek, and they have submitted a Subdivision application covering this 'Phase 1' area to accommodate the road rights-of-way.

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To proceed with further development and limit costs otherwise required to construct pile-supported structures, similar site preparation work involving pre-loading of construction areas is planned to continue across the development area in a sequential program that may extend over 8-12 years. Roadworks and servicing extensions will proceed with each phase to ensure that City requirements are respected throughout.

A transportation study has been completed to establish the impact that development of GLENLYON may have on the surrounding road network, on improvements that may be necessary, and to determine the appropriate standards for road rights-of-way and intersections within the development area. Traffic volumes were projected to the year 2004, at which time GLENLYON may be fully developed, and these were then distributed over the improved road network, as proposed. This includes the extension of North Fraser Way through to Byrne Road and beyond to Marshland Avenue, as well as the extension of GLENLYON Parkway around the perimeter of the development area to reconnect with North Fraser Way west of Byrne Creek. Both roads will be developed to industrial collector standards.

The proposed network meets Burnaby's objectives for the area and the study concluded that the net additional traffic generated by GLENLYON may modestly accelerate improvements to Marine Way that would otherwise be required due to base local and regional traffic growth in the area. The study also determined that most of GLENLYON can be built-out, given the profile of uses and population anticipated, with adequate service provided by single traffic lanes serving each direction. With the exception of the gateway sections of GLENLYON Parkway and North Fraser Way, which will incorporate four lanes and medians, two traffic lanes in each direction will only be required on North Fraser Way and only as build-out is reached. Notwithstanding, CN Real Estate will construct four lane, 14m wide carriageways to meet City standards to ensure that capacity is available throughout the development as increasing demand warrants.

Most servicing connections required for GLENLYON are available in close proximity. These include water available at the western boundary, sanitary sewer available by connection to an existing G.V.R.D. trunk forcemain or a proposed second trunk (both crossing the site), and B.C. Telephone and Gas available by extensions from North Fraser Way or Byrne Road. B.C. Hydro will require improvements to service beyond Phase 1, though these are anticipated in conjunction with the City's pending Byrne Road upgrade.

On-site services will be installed to the satisfaction of the Director Engineering, and they will be phased in conjunction with the pre-load program and earth works construction. Storm sewers will discharge either directly to the Fraser River or to the watercourses crossing the site. These are proposed to be relocated and re-established in preferred alignments to be incorporated in the public open space framework. Though they will become aesthetic and recreational amenities, the channels will be constructed in accordance with guidelines to be established in conjunction with the Ministry of Environment and the City's Master Drainage Plan for Big Bend, to ensure that habitat values are addressed.

A series of perched ponds are proposed at key locations adjacent to the new Sussex Creek alignment and the G.V.R.D. sanitary sewer. Though the ponds may provide supplementary siltation control and stormwater detention, they are intended primarily to provide small wetland refuges and informal amenities throughout the site that will contribute to the overall character of the development and help mitigate impacts adjacent development may have on existing habitat characteristics.

Proposed land use, servicing and infrastructure, initial phasing, and subdivision are represented in a template for detailed planning and urban design referred to as the 'Phased Subdivision Plan'.

### 3. Open Space Framework (Public Domain)

To establish a comprehensive open space concept that will achieve the high level of overall visual integrity sought for the development, several key zones of opportunity were identified within the public areas of the plan where special treatment can best establish and/or reinforce the theme. These so-called "opportunity areas" include major gateways into and within the park, vehicle and pedestrian rights of way, street medians and islands, the perimeter parkland, watercourse corridors, and the public golf course interface. Specific landscape treatment has been designed for each, and together these special zones comprise the "open space framework" of the Concept Plan and the critical foundation that will structure the open space concept and ultimately, the unique character that will set GLENLYON apart from similar business parks in the Lower Mainland.

**The open space concept establishes a strong, visually cohesive image throughout the park's public domain which will be realized under CN Real Estate's direct control, and protected by a long-term maintenance program.**

The open space treatment will also establish the quality reference for the development and on-going maintenance of individual parcels, though development guidelines have also been prepared to direct and monitor lot-specific planning and design (*refer to Open Space Concept, attached*).

Specific treatments comprising the open space concept include the following:

- The Marine Way Gateway to GLENLYON will incorporate naturally appearing wetland ponds to either side of the Parkway right-of-way, the larger of the two to the west in previously disturbed bog area within the parkland. The ponds will emphasize the natural wetland character of parts of the site and contribute to establishing a theme for the open space within the development.
- The GLENLYON Parkway right-of-way throughout the gateway section to North Fraser Way will reinforce the interplay between formal treatment and natural planting and site characteristics. Beyond a themed gateway street sign, sculptural features such as geese rising from the grasses or river piles may be incorporated in continuous planting of tall native grasses and river-washed rock. Tall columnar street trees will line each side of the right-of-way.

- Another small pond will reinforce a secondary gateway to GLENLYON at North Fraser Way. Both the west and east gateway sections leading into the inner precinct of the development will be formally planted with trees to both sides and within a central median.
- Possibly the most sculpted landscape treatment of the open space concept will occur within the two large islands that highlight the east and west loop road intersections and lead to the centre of the development.
- Formal street tree planting, augmented by offset, but similar planting within wide property setbacks that will be established to each side of the rights-of-way will create broad planted boulevards throughout the interior areas of the site.
- Formal planting will be replaced with prominent clusters located within a deeper landscape zone at lots fronting the foreshore parkland. Broadened by an asymmetrical offset of the parkway carriage-way, 17m (more than 55 feet) of landscaped setback and boulevard will accommodate a curvilinear separated sidewalk to the north of the road to complement the urban trail located within the parkland. Transit stops along GLENLYON Parkway and North Fraser Way are also anticipated.
- The parkland surrounding the developable area of the site will remain in a natural state, though local enhancement of native vegetation will be undertaken where disturbance has occurred.
- The urban trail linkage from Byrne Creek through the parkland to the Marine Way overpass will be constructed to City standards near the GLENLYON Parkway right-of-way.
- Ponds will be established and contribute additional wetland habitat for fish and other wildlife within the disturbance areas of the foreshore parkland.
- Other ponds will be established along both the realignment of Sussex Creek and the G.V.R.D. sanitary sewer right-of-way. Both corridors will be landscaped with native vegetation. These ponds will also contribute to habitat augmentation and protection, and enhance the watercourse corridor and the right-of-way to become semi-natural amenities, each incorporating attractive pedestrian pathways to link inner sites with the perimeter parkland.
- Though no ponds are anticipated, similar treatment will re-establish and maintain Nelson Creek in a new landscaped corridor adjacent to the C.P.R. right-of-way. A pedestrian path will extend to the west to connect with the Urban Trail at GLENLYON Parkway.
- It is suggested that an interpretative lookout be constructed by CN Real Estate, possibly sponsored by those agencies that share in the heritage of this area, at the confluence of the relocated Sussex Creek channel and Fraser River outlet where Urban Trail routes converge.
- A wordmark designed for GLENLYON will become an integral element used extensively to reflect the development philosophy and theme of the business park, '*The Natural Habitat for Business*'. It will also become a key component of a comprehensive signage program developed for the park which will establish graphic style, scale and quality for all signs, including those used for identity, directional and leasing purposes.

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## **PART 2: Private Domain**

### **4. Lot Development Guidelines**

The development concept for GLENLYON places principal emphasis on visual integrity and cohesion to be established within the open space framework. This emphasis is critical to the success of the concept given the level of flexibility anticipated by accommodating a wide range of uses within the M2/M5 guidelines of an amended comprehensive development zone.

A range of building types to suit these uses will generate a varied architectural streetscape, including multi-storey office buildings, multi-bay one or two storey flex-utility buildings, and large warehouse structures with primarily distribution or storage uses. Though it is anticipated that the refined office buildings will concentrate along the foreshore park frontage lots, and the larger warehouse users will utilize larger lots to the north, the juxtaposition of varied building types and finishes is inevitable.

**Lot specific development guidelines have been created for GLENLYON to address the architectural variations expected, and to complement the visual consistency and quality to be established through landscape treatment within the public domain.**

These two elements are also key to the guidelines, as they place the greatest emphasis on the landscape treatment within each lot, particularly within the front-yard zone, and on the quality of each development, regardless of building type. In more specific terms, the following salient requirements will ensure that the integrity of the GLENLYON concept is maintained through the lot by lot development process:

#### *Typical building siting and design guidelines:*

- Uses permitted on each site will accord with the Burnaby Zoning Bylaw with selected omissions only.
- Prospective tenants of the park must retain professional services to prepare design proposals.
- Design approvals by CN Real Estate are required prior to key submissions for Zoning Bylaw Amendments, Preliminary Plan Approvals and Building Permits.
- Development submissions must accord to all standard Burnaby Bylaw requirements not otherwise addressed by the development guidelines contained herein.
- Environmental control guidelines will eliminate potential public hazards related to any development.

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- Parking requirements for the development exceed bylaw standards substantially, as follows:

Principal Use(s):

Required Minimum Off-Street Parking:

- |   |  |
|---|--|
| • Warehouse/Storage:                              | • 1 Stall per 1000 S.F. Gross Floor Space    |
| • Light Manufacturing,<br>Service & Distribution: | • 1.5 Stalls per 1000 S.F. Gross Floor Space |
| • Office  | • 3 Stalls per 1000 S.F. Gross Floor Space   |

- Minimum setbacks will all be landscaped, including a 9m front and 3m side and rear setbacks. Zero lot line development is encouraged, particularly where warehouse facilities may expose large untreated wall areas to side yards.
- Notwithstanding exceptional circumstances, lot coverage shall not exceed 60%, or be less than 15%.
- The Floor Space Ratio within each lot shall not exceed 1.2, and developments with an FSR greater than 1.0 will be subject to stringent design review.
- Height will be restricted to the lesser of 4 storeys or 50 feet from an established elevation, and appurtenances will be subject to limitations on size and extent.
- Guidelines are provided to encourage high levels of formal articulation, avoid shed roof forms and add-on elements, to encourage rational design integrity, neutral colour schemes, and high quality, durable detailing and finishes.
- Site and building lighting will be located to minimize exposure and glare affecting streets and adjacent properties. Architectural and site feature lighting will be encouraged. Photometrics and luminaire types are noted for specific purposes. All electrical and communications wiring and service connections shall be underground.
- Ancillary structures, outside storage or staging areas, and loading areas are permitted in the side or rear of sites provided they are fully screened from public thoroughfares or designed and finished in a manner consistent with the principal building.

*Typical lot landscaping guidelines:*

- A consistently maintained wide front yard landscaped setback of not less than 9m to parking or buildings must be established on all sites, regardless of use or character. A row of alternating street trees must be planted within the lot to affect a doubling of the formal street planting (All plant material used must be selected from a specified palette for private lot development).
- The front yard setback must be fully landscaped to minimum standards (trees, shrubs and grass) and be graded to rise between 10-15% from the property line, thereby increasing the apparent width of the boulevard zone when viewed from the street. Foundation planting is required at all front facades.

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- Parking within the front yard of any development will be permitted, provided it is visually screened from the street by continuous hedge planting of specified heights, and an additional row of trees near the parking area. The building must be setback further from the parking area to incorporate a continuous zone of foundation planting and access, and front parking areas must be landscaped by incorporating planted islands at specified intervals and at access drives.
- Planting is also required within specified side and rear setbacks, though tree planting in these zones is only required where drive aisles, parking or service areas abut the setback. Foundation planting is required along side yard facades extending to the rear a distance equal to the side yard setback and landscaped islands at regular intervals are also required within side yard parking areas.

In addition to the typical or standard lot landscaping guidelines, groups of lots in GLENLYON with special characteristics have been identified and specific additional site planning and landscape treatment requirements applied. There are eight such groups, including lots fronting the gateway section of GLENLYON Parkway, the foreshore parklands, each of the gateway sections of North Fraser Way, each of the watercourse corridors, and the G.V.R.D. and C.P.R. rights-of-way.

Additional requirements include the provision of deeper landscaped setbacks at watercourse corridors and G.V.R.D. right-of-way, special tree planting requirements at gateway lots to reinforce the street planting, and additional tree planting at the interface with the C.P.R. right-of-way adjacent to the golf course lands. Landscaped setbacks from the watercourses corridors are increased to 6m where parking abuts the open space and 6m or 10m, respectively, where an adjacent building 'addresses' or does not address the corridor. Similar setbacks from the G.V.R.D. right-of-way have been established at 3m and 6m, respectively.

The Concept Plan for GLENLYON has been prepared as a two part document with the intent that the Lot-Specific Guidelines will form a separate package as a guide to development for prospective tenants. It is anticipated, however, that a less comprehensive form of the guidelines may be prepared for distribution.

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