# LAKE CITY BUSINESS CENTRE
## GUIDE PLAN

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1.0 INTRODUCTION

The Lake City Business Centre, located on the lower southern slope of Burnaby Mountain, is an established general and heavy industrial area incorporating approximately 166 hectares (410 acres) of land (See Map 1). Development of the Lake City Industrial Park began in the 1950’s. By the late 1960’s, most of the industrial lands had been cleared and developed for warehousing, manufacturing, and petroleum storage and distribution uses.

Burnaby’s Official Community Plan (OCP), adopted by Council in 1998 June, establishes a policy framework for future industrial land use and development in the City. The Industrial Policy Framework outlines an overall strategy to respond to the changing needs and trends of industrial development in Burnaby. A major component of the industrial strategy is the designation of certain industrial areas for the development of Business Centre uses oriented towards a mix of high amenity office, research and development, corporate headquarter facilities, and specialized manufacturing and light industrial uses. Lake City is one of eight areas designated for Business Centre uses in the adopted OCP.

Consistent with the OCP designation, the Guide Plan provides a framework for the transformation of the Lake City area to a high quality business centre environment. It supports the replacement of traditional manufacturing, warehousing and distribution operations with more intensive office, high-technology, and specialized production uses, as envisioned in the OCP. The Guide Plan recognizes and respects the existing development pattern and established industrial uses, while defining a development context to attract defined Business Centre uses. It also seeks to manage redevelopment to create a cohesive, attractive, and productive Business Centre that is compatible with surrounding neighbourhoods, seeks to protect and enhance the natural environment and ecological functions, and makes a positive contribution to Burnaby’s tax and employment base.
2.0 DEVELOPMENT HISTORY

When the Lake City Industrial Park first opened in the 1950's, it was a fairly isolated industrial enclave with convenient access to rail and road transportation routes. The sense of entrepreneurial flare and success that was anticipated for the area is evident in the naming of local streets which include "Production", "Enterprise" and "Venture". The anticipated potential of the area was also demonstrated by the inclusion of many significant development amenities of the time, such as paved streets, site landscaping, rail service, natural gas service, and architectural controls.

When Simon Fraser University opened in 1965, approximately sixteen industrial properties had been developed. In addition, significant tracts of land in the western portion had been pre-cleared and graded in anticipation of additional development, while most of the eastern half remained forested. Some of the early companies to locate in the area were Nabob Foods, Volkswagen Canada, British Columbia Television Broadcasting, Simpson Sears, and H.Y. Louie Company Limited. Both Imperial Oil and Shell Oil established petroleum storage and distribution facilities in the area. Remaining undeveloped lands include the Lougheed Highway frontage of the Imperial Oil site, and one property on Eastlake Drive which is currently the subject of a rezoning proposal. Most of the area has been developed under the prevailing Heavy Industrial (M3) Zoning District at a relatively low building density. Map 2 shows the existing zoning designations, and common names of existing developments.

The residential areas that now border Lake City were largely undeveloped when the industrial park was first established. By 1979, single family neighbourhoods south of Lougheed Highway and west of Eagle Creek had been largely developed. By the mid1980's, the Burnaby 200 multi-family development along Forest Grove Drive had also been completed. A conservation area associated with this development is located immediately north of the unopened section of the Broadway right-of-way. A residential subdivision east of Arden Avenue was completed approximately fifteen years ago. A parkland acquisition program for the adjacent Eagle Creek has also been successfully completed.

The road pattern in Lake City was designed to accommodate large trucks and features three main north-south streets: Lake City Way, Underhill Avenue, and Production Way, of which, Production Way extends south of Lougheed Highway to Winston Street. All three connect to residential or industrial areas north of Broadway. Several cul-de-sacs connect into the major north-south collectors, including older streets such as Express and Venture, as well as the newer Commerce Court and Baxter Place. A spur line of the Burlington Northern Santa Fe Railway (BNSFR) traverses the area from east to west, and was taken out of service on 2000 July.
3.0 INDUSTRIAL DEVELOPMENT TRENDS

Since the Lake City industrial park was established, the industrial base in Burnaby and the larger region has undergone significant change. There has been a growing shift in employment and capital investment in metropolitan areas away from traditional manufacturing, storage and distribution uses to advanced production and service activities. At the same time, land costs and transportation economies have encouraged the relocation of manufacturing, warehousing, and distribution companies to more peripheral areas.

In recent years, the expansion of office, high technology and specialized production activities has made a significant contribution to the growth of employment opportunities, and the City’s economic and tax base. This sector of the economy is expected to experience continued strong growth into the foreseeable future. Burnaby is well positioned to capture a significant share of this future growth as high technology and other high quality, employment intensive industrial companies continue to be attracted to Burnaby because of its central location, supporting services, facilities and amenities, transportation system, and natural features, parks and open spaces.

This trend is evident in Lake City as several manufacturing and distribution firms have scaled down operations, relocated, or are expected to close in the near future. The area has also recently seen the construction of a number of new office/high technology developments envisioned for Business Centres, with others currently under consideration. Development of the Lougheed SkyTrain service is expected to serve as a catalyst for new development in Lake City. Characteristics of the Lake City area that will continue to attract more intensive industrial, office, and high-technology uses include its central location, access to transportation routes, public transit improvements, an aging building stock, existing industrial development pattern, and good ground conditions for building construction.

4.0 LAND USE CONCEPT

Consistent with the OCP designation, the Guide Plan provides a framework for the transformation of the Lake City area to a high quality business centre environment. It supports the replacement of traditional manufacturing, warehousing and distribution operations with more intensive office, high-technology, and specialized production uses, as envisioned in the OCP.

The proposed development framework for the area recognizes and respects the existing industrial development pattern. The established road network and lot configurations will serve as the base for future redevelopment proposals. In many cases, the existing industrial uses and operations are expected to remain into the near and medium term. Industrial properties would be able to pursue redevelopment to Business Centre uses, on an individual basis, in response to market demands, and the interests of existing property owners and
industrial operations. This approach will provide a degree of stability and certainty for existing businesses as it maintains the existing permitted uses and development rights of the prevailing zoning. At the same time, however, significant reinvestment to re-establish more traditional heavy industry activities in the area would need to be monitored and reviewed against overall plan objectives.

The desired pattern of change for the area has already been established by the nature of more recent development of office and high-technology uses. The proposed rapid transit route along Lougheed Highway will further influence redevelopment patterns and support the market for the transition of the area. In the medium term, the character of the area will be influenced by the expected continued presence of existing petroleum storage and distribution facilities, and other established industrial operations.

As the Business Centre re-develops, it is proposed to accommodate a broad range of employment intensive businesses. To meet the day to day needs of people working in the area, a range of convenience commercial uses, such as restaurants, banking, retail and grocery stores, and personal services, are proposed for core locations in close proximity to key intersections and the planned SkyTrain service. Other amenities envisioned for the area include a comprehensive trail network, improved linkages to public open-spaces, entry features, lighting, and banners. In addition, general infrastructure improvements will be required to support new development. For the most part, these improvements will be undertaken in an incremental manner as provided for through the redevelopment approval process.

4.1 Land Use Framework

Land use designations envision the development of higher density office headquarters, high-technology, research and development, and specialized production uses. Map 3 summarizes the overall land use concept based on a comprehensive development (CD) approach. Major components of the land use framework include:

- **Urban Business Centre Lands** - in close proximity to SkyTrain stations and key intersections for the development of Business Centre uses at a higher, more urban, density.

- **Suburban Business Centre Lands** - in areas further away from SkyTrain stations and major intersections for the development of Business Centre uses at a lower density and height, and for the accommodation of compatible light industrial uses.

- **Local Commercial Service Centres** - integrated with Urban Business Centre developments in appropriate locations to meet the day to day, and convenience shopping and service needs of employees, SkyTrain passengers, and neighbouring residents.
• **Pedestrian Linkages – Parks and Open Space** - the provision of a network of pedestrian and bicycle routes, and linear park components, to provide connections to nearby parks and open spaces, provide for ecological linkages, and serve as a recreational amenity.

### 4.2 Supportive Zoning Districts

To support the development of Business Centre uses, two new zoning districts have been drafted for inclusion in the Burnaby Zoning Bylaw: **Business Centre Suburban Office (B1)** and **Business Centre Urban Office (B2)**. The proposed districts define the range of permitted uses subject to the provisions of the Comprehensive Development (CD) District. Basic provisions of the proposed districts are similar to Burnaby’s existing M5 and M8 Industrial Districts, with some variance in density provisions, and the range and nature of permitted uses. The major distinction between the two proposed districts is the permitted density of development and associated building heights. The following tables highlight the basic provisions of the proposed **B1 and B2 Business Centre Districts**.

**Proposed - Business Centre Districts**

**B1 - Business Centre Suburban Office**

**Permitted Uses:** this District would accommodate business, professional, and high technology offices, research and development activities, associated manufacturing uses, laboratories, and broadcasting, telecommunications and digital information facilities. Permitted office uses would exclude retail service, health care, and personal service office uses.

**Accessory Uses:** would include accessory buildings and uses including related light manufacturing uses, retail sale of products produced on the premises, business services, and one living accommodation related to the principal use.

**Conditions of Use:** would require each use to be included as part of a comprehensive development plan subject to the provisions of the CD (Comprehensive Development) District. All uses would be required to be enclosed within a building, except for permitted parking, and loading facilities. Each development would be expected to make a positive contribution to the emerging Business Centre environment.

**Development Form:** would primarily be in the form of high amenity office developments at a density of 1.0 FAR. Minimum parking requirements would be established at a ratio of 1 space per 37 m² (1 space per 400 sq.ft.) of gross floor area for Business Centre uses.
B2 - Business Centre Urban Office

**Permitted Uses:** this District would accommodate the uses and accessory uses permitted in the B1 - Suburban Office District, but at a higher development density supporting a higher and more urban development form.

**Accessory Uses & Conditions of Use:** as defined for the B1 - Suburban Office District.

**Development Form:** would primarily be in the form of high amenity office developments at a more urban density to a maximum FAR of 1.5. Minimum parking requirements would be established at a ratio of 1 space per 37 m² (1 space per 400 sq.ft.) of gross floor area for Business Centre uses.

### Proposed - General Provisions

<table>
<thead>
<tr>
<th>Business Centre District</th>
<th>Parking Ratio (g.f.a.)</th>
<th>Max. Building Coverage</th>
<th>Max. Lot Coverage</th>
<th>Max. Building Height</th>
<th>Max. FAR</th>
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<tr>
<td>B1 - Suburban Office</td>
<td>1 per 37 m²</td>
<td>50%</td>
<td>65%</td>
<td>15.0 m</td>
<td>1.0</td>
</tr>
<tr>
<td>B2 - Urban Office</td>
<td>1 per 37 m²</td>
<td>50%</td>
<td>65%</td>
<td>22.0 m</td>
<td>1.5</td>
</tr>
</tbody>
</table>

The establishment of the proposed Business Centre Districts would add to the current ability of the City to provide for and regulate mixed use office development. The new zoning districts would specifically accommodate and encourage the type of contemporary, mixed use, high amenity office, associated specialized production uses, and supportive commercial services envisioned for Business Centre areas.

The proposed districts would define the development standard and principal uses desired for Business Centre areas. The new districts would not apply to Discovery Place - BCIT/SFU as the M8 District has been specifically developed for these areas. Existing industrial and commercial zoning districts and permitted uses would also remain available to complement the Business Centre Districts to achieve site specific and guide plan development objectives.

The existing M3 Heavy industrial zoning designation would be maintained for existing properties in Lake City. New development of Business Centre uses would be accommodated through a CD rezoning to the proposed B1 and B2 Business Centre Districts or other appropriate districts. CD regulations allow for the variation of height and bulk limits, but not density (FAR), to enable development to reflect local site conditions and other development objectives. The variation of the maximum permitted building density (FAR) between the proposed B1 and B2 Districts will provide for a suitable range of development options to meet development guide plan objectives.
4.3 Land Use Designations

Urban Business Centre Lands

Business Centre development at a more urban density, to a maximum gross floor area ratio (FAR) of 1.5, is proposed for those properties in close proximity to the Lougheed SkyTrain stations and the Lougheed Highway intersections with Production Way and Lake City Way. Generally, these core areas include most lands within a 500 metre (1,640 feet) walking distance from the Lougheed Highway and Production Way, and Lougheed Highway and Lake City Way intersections. These designated Urban Business Centre areas represent about 40% (55 hectares / 136 acres) of the privately held lands in Lake City. Local commercial uses would be integrated with Urban Business Centre developments in the core areas to meet the day to day retail and service needs of area employees and SkyTrain passengers in transit.

The proposed University SkyTrain Station, at Production Way and Lougheed Highway, will be a focus for transit users travelling to and from Simon Fraser University. Initial discussions with SFU representatives indicate that there may be some present potential to pursue joint Business Centre / SFU development in this area. There may also be some opportunity to consider the integration of a small component of live/work residential development integrated with or near the Skytrain Stations.

Suburban Business Centre Lands

Lands outside of the core Urban Business Centre areas are proposed for a lower Suburban Business Centre development density to a maximum FAR of 1.0. These areas could also be expected to accommodate associated specialized manufacturing and other compatible light industrial uses. Generally, those lands that are more than 500 metres (1,640 feet) away from core areas are included in this designation, and represent about 50% or 70 hectares (174 acres) of the industrial land base.

Major properties proposed for this designation include the vacant portion of the Imperial Oil site fronting on Lougheed Highway, and the Sears and United Terminals properties north of Eastlake. The area north of Eastlake Drive may be particularly appropriate for the integration of a broader mix of compatible light industrial uses within the Business Centre environment.

Local Commercial Service Centres

An important amenity for workers will be the availability of local commercial services to meet day to day and convenience shopping and service needs. The local commercial service centres would largely cater to the expected expanding employee base, provide services to transit users, and help meet some of the needs of surrounding area residents.
Urban Business Centre Development – Production Way and Lougheed Highway
A local commercial service centre is proposed for each of the designated *Urban Business Centre* areas. These commercial service areas are close to the proposed SkyTrain Stations, relate to existing and expected travel patterns, and are accessible from surrounding residential areas. Retail and service commercial uses would be incorporated into *Urban Business Centre* development projects through a Comprehensive Development zoning approach largely based on the existing General Commercial District (C1) and the proposed *Business Centre Urban Office* district.

The primary focus for commercial services is proposed to be located along Production Way between Lougheed Highway and Commerce Court, oriented to the University SkyTrain Station. Commercial uses would typically be integrated with office developments to an average expected maximum floor area ratio of 0.10 per site. This would create a maximum potential for about 5,300 square metres (57,000 square feet) of retail and service commercial space in this area.

Commercial uses would be developed at ground level to establish a street front pedestrian retail environment. Outdoor commercial activities that provide “eyes on the street” would also be encouraged to create a more animated street presence and for the resulting public safety benefits. These uses may include patio restaurant seating, outdoor retail activities, and other street front activity areas. Commercial and service uses proposed for this area would include: cafés and restaurants; banks; convenience retail stores, such as grocery stores and florists; commercial services, such as hair salons, dry cleaning establishments (collection & delivery only), travel agents, personal and retail business offices, photocopy and duplicating services; fitness centres; health care office, and adult post-secondary commercial schools above the first storey only.

A smaller secondary commercial area is proposed for the area near Lake City Way and Enterprise Street. This commercial area would be smaller in scale and more focussed towards the convenience retail needs of employees in the western part of the Business Centre. Convenience retail and commercial service uses in this area would be integrated within Business Centre developments to an expected maximum floor area ratio of 0.05 per site. A more limited range of commercial services would be accommodated, including: cafés and restaurants; automated banking; and convenience retail stores and commercial services catering to the convenience shopping needs of local employees.

**Pedestrian Linkages – Parks and Open Space**

A key amenity for the area is a proposed network of pedestrian and bicycle routes to provide connections to nearby parks and open spaces which include Burnaby Mountain Park, Burnaby Mountain Golf Course, Burnaby Lake Regional Nature Park, and the Stoney Creek and Eagle Creek ravine systems. The Burnaby Mountain Urban Trail along Broadway and Eastlake Drive currently establishes a primary connection to Stoney Creek ravine, Bell Park, Cameron Recreation Centre, Lougheed Town Centre, and Burnaby Mountain Park.
Urban Trail / Linear Park - Former Rail Right-of-Way
Within Lake City, the Burlington Northern Santa Fe Railway spur line (BNSFR) presents a strategic opportunity to extend the established urban trail and expand the linear park and open space system across the centre of the Lake City area from Stoney Creek at Gaglardi Way to the Eagle Creek ravine. The rail spur and associated rights-of-way cover an area of approximately 4 hectares (10 acres). The BNSFR rail service was taken out of service, north of Government Road, in 2000 July.

With the recent decision by the BNSFR to permanently close the spur line to Lake City, it is proposed that the right-of-way be incorporated into the urban trail and linear park greenway system as a key amenity for the area. To provide for this major park and open space component in support of the emerging Business Centre environment, Council has authorized staff to pursue discussions with the BNSFR to undertake site valuation and develop terms for the acquisition of the right-of-way. With City ownership of the right-of-way, the land use designation would change from heavy industrial to public use for trail, public open space, right-of-way and other public purposes.

4.4 Relationship to Existing Developments

The Guide Plan provides a framework for the transformation of the Lake City area to a high quality business centre environment. It supports the replacement of traditional manufacturing, warehousing and distribution operations with more intensive office, high-technology, and specialized production uses. The Guide Plan recognizes and respects the existing development pattern and established industrial uses, while defining a redevelopment context to attract high amenity and more intensive Business Centre uses.

In many cases, existing industrial uses and operations are expected to remain into the near and medium term. The Guide Plan provides for the completion of the lifespan of existing operations, while directing new investment towards office, high technology and specialize production uses. Industrial properties would be expected to pursue redevelopment on an individual basis, in response to market demands and the interests of existing property owners and business operations. This approach is intended to provide a degree of stability and certainty for existing businesses established under the prevailing Heavy Industrial (M3) zoning, while supporting redevelopment to the proposed Business Centre Districts.

While individual properties would retain existing development rights under the prevailing zoning, significant reinvestment to re-establish more traditional industrial activities in the area for the long term would generally be discouraged. Individual applications for Preliminary Plan Approval (PPA), Building Permit, and Rezoning would need to be monitored to ensure that overall plan objectives are achieved through the redevelopment of industrial properties. In many cases, pursuit of new heavy industrial activities would have a detrimental impact on the emerging Business Centre environment. In some areas, however, it may be possible to accommodate some compatible light industrial uses without limiting the redevelopment potential for office and other Business Centre uses.
Of particular note, are the significant petroleum storage and distribution operations conducted by Shell Oil and Imperial Oil. Both companies have made considerable investment in infrastructure in Lake City under the Heavy Industrial (M3) zoning. The three properties currently used for petroleum storage and distribution occupy almost 19 hectares (47 acres) - representing almost 14% of the area land base. Both companies are expected to maintain these industrial operations into the foreseeable future. One property, south of the Shell site, at 2951 Underhill Avenue, is currently used by Chevron as a lubricants warehouse, and would be expected to redevelop for Suburban Business Centre uses in the near term.

The Guide Plan recognizes the prevailing zoning and the considerable investments made by all companies and property owners in the area. At the same time, reinvestment in heavy industrial activities, including the expansion of petroleum distribution and storage capacity, is not generally supported. Of particular concern would be the further expansion of petroleum uses on the existing Shell and Imperial Oil sites, or other Lake City properties with M3 Heavy Industrial zoning.

The current approach, in the Guide Plan, is to rely on the market forces to establish the desired pace of the redevelopment envisioned by the Guide Plan. In the event that new development is proposed that is not in accordance with the Guide Plan objectives, staff would undertake to review possible approaches to discourage the further re-establishment of incompatible heavy industrial uses. More specifically, it is proposed that a review of development trends in the area be undertaken within a 12 - 18 month period of the opening of the SkyTrain line to determine whether a blanket CD rezoning of the area based on the proposed B1 and B2 districts is necessary to protect development options for desired higher intensity Business Centre uses.

The existing petroleum storage and distribution sites are designated as “Long Term” - Suburban Business Centre uses, as the petroleum uses are expected to remain for the foreseeable future. The vacant Lougheed Highway frontage of the Imperial Oil property could, however, be redeveloped for Business Centre uses in the near term. A road connecting Underhill Avenue and Thunderbird Crescent would need to be provided through the site, at the time of redevelopment, to improve traffic flow. This road extension would provide an important local route to the primary service centre and the proposed SkyTrain Station at Production Way. In the interest of operational and public safety, an appropriate buffer system would be established where access is achieved through the existing Imperial Oil facility.

4.5 Summary Land Use Figures

The intensity of uses proposed in the Guide Plan, together with the availability of rapid transit, will set the stage for a substantial increase in the number of people working in Lake City. With the implementation of the Plan, anticipated growth to 2006 is estimated to result in a net increase of 1.4 million square feet of office and light industrial floor space. By 2021,
the Business Centre is expected to have grown by an additional 2 million square feet. This represents an estimated 80% increase in the existing built floor area between 1996 to 2021, with remaining opportunities for further expansion.

The following table provides summary figures for proposed land use allocations and estimated future growth projections.

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Estimated Area</th>
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<tbody>
<tr>
<td>Urban Business Centre Lands</td>
<td>55 Hectares (136 Acres)</td>
</tr>
<tr>
<td>Suburban Business Centre Lands</td>
<td>70 Hectares (174 Acres)</td>
</tr>
<tr>
<td>&quot;Long Term&quot; Suburban Business Centre Lands</td>
<td>12 Hectares (30 Acres)</td>
</tr>
<tr>
<td>(Existing/Remaining Petroleum Uses)</td>
<td></td>
</tr>
<tr>
<td>Roads, Rights-of-way</td>
<td>22 Hectares (54 Acres)</td>
</tr>
<tr>
<td>Open Space / Linear Park</td>
<td></td>
</tr>
<tr>
<td>(excluding Eagle Creek Ravine)</td>
<td>7 Hectares (17 Acres)</td>
</tr>
<tr>
<td>Pedestrian and Bicycle Trails (excluding sidewalks)</td>
<td>7 Km (length) (4.4 miles)</td>
</tr>
<tr>
<td><strong>Total Lake City Lands</strong></td>
<td><strong>166 Hectares (411 Acres)</strong></td>
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<thead>
<tr>
<th>Projected Business Centre Development</th>
<th>Existing 1996</th>
<th>Projected to 2006</th>
<th>Projected 2021</th>
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<tbody>
<tr>
<td>Industrial Floor Area</td>
<td>360,765 m²</td>
<td>347,210 m²</td>
<td>347,495 m²</td>
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<tr>
<td>(3,883,375 sq.ft.)</td>
<td>(3,731,430 sq.ft.)</td>
<td>(3,740,525 sq.ft.)</td>
<td></td>
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<tr>
<td>Office Floor Area</td>
<td>39,540 m²</td>
<td>169,364 m²</td>
<td>349,750 m²</td>
</tr>
<tr>
<td>(425,590 sq.ft.)</td>
<td>(1,823,081 sq.ft.)</td>
<td>(3,764,810 sq.ft.)</td>
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<tr>
<td>Retail Floor Area</td>
<td>N/A</td>
<td>N/A</td>
<td>7,540 m²</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>(81,135 sq.ft.)</td>
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<tr>
<td><strong>Total</strong></td>
<td>400,305 m²</td>
<td>532,565 m²</td>
<td>721,335 m²</td>
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<tr>
<td>(4,308,965 sq.ft.)</td>
<td>(5,732,665 sq.ft.)</td>
<td>(7,764,620 sq.ft.)</td>
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<tr>
<td>% Change</td>
<td>N/A</td>
<td>33 %</td>
<td>35 %</td>
</tr>
<tr>
<td>Employment</td>
<td>7,045 Persons</td>
<td>11,550 Persons</td>
<td>18,195 Persons</td>
</tr>
<tr>
<td>% Change</td>
<td>N/A</td>
<td>64 %</td>
<td>58 %</td>
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5.0 TRANSPORTATION FRAMEWORK

The Lake City Business Centre is centrally located with convenient access to regional transportation routes, including the Trans Canada Highway, Lougheed Highway, and Gaglardi Way. The area has a well established internal road pattern designed to accommodate truck movements with three main north-south routes. There are more limited opportunities for west-east movements utilizing portions of Broadway, Eastlake Drive, and Enterprise Street. Currently, bus service is provided on the periphery of the area, travelling along Broadway, Lougheed Highway, and part of Production Way and Eastlake Drive. An urban trail passes through the area on Broadway, Underhill, and Eastlake Drive providing connections to the Lougheed Town Centre and Inlet Drive on Burrard Inlet. Previous industrial development has generally not provided for sidewalks in the area to accommodate pedestrian movements.

The transformation of the area will require, and provide an opportunity for, improvements to transportation facilities. The proposed SkyTrain service will provide for significant improvements to public transit. As the area redevelops, other road, bus transit, and pedestrian improvements will be pursued, as outlined below and shown on Map 4.

5.1 Public Transit

The SkyTrain is being constructed on the north side of Lougheed Highway with stations at Production Way, just east of the intersection with Lougheed Highway, and at Lake City Way. The Lake City SkyTrain Station is proposed for development in 2003/04.

Local bus routes will be adjusted to access the stations. University Station, at Production Way and Lougheed Highway, will feature a bus loop immediately north of the station. Bus routes #101, 133, 110, 134, 145 and 150 will be rerouted to provide direct access to the station. Drop-off facilities are proposed for both sides of Production Way. TransLink anticipates converting the #133 and #145 routes to high frequency articulated service with the opening of the Millennium Line. At Lake City Station, bus stops on Lake City Way at Lougheed Highway will be provided. A traffic signal and crosswalk will facilitate pedestrian access to this station. Bus route #150 will link the University SkyTrain Station on Production Way, and travel on Eastlake Drive, Underhill Avenue and Enterprise Street to Lake City Way before continuing westward along Lougheed Highway.

Over time, it is expected that an increasing proportion of trips to and from the Business Centre will be accommodated on public transit, due in large part to the proximity of SkyTrain. As the Centre develops, other transit service extensions may be warranted.
5.2 Road and Street Improvements

Existing roads were designed to accommodate heavy industrial uses and larger trucks. Road rights-of-way range from 20 metres wide (66 ft.) to 26 metres wide (85.5 ft.). The volume of large truck traffic is expected to decrease with a change to light industrial and office uses. A range of improvements to the road network are proposed to accommodate the expected new development and the resulting increase in employment levels. A Lake City traffic study, anticipated for 2000/2001, may assist in identifying other required improvements. As redevelopment of the area proceeds, traffic patterns and flows will be monitored to identify other necessary improvements.

The following specific improvements, identified to date, are proposed to create a complete and functional network of road and pedestrian connections to support an emerging Business Centre environment:

- widen existing roads, where required, to accomplish area specific improvements such as separated sidewalks, urban trails and cycling provisions. Given existing road standards, most road widening dedications are expected to be relatively minor.

- in association with new development, provide a public road through the Imperial Oil and Ford sites from Underhill Avenue to Thunderbird Crescent to further link the eastern and western sections of Lake City.

- as redevelopment opportunities permit, extend Eastlake Drive west of Underhill Avenue to connect thru to Venture Street.

- as needed, provide for the construction or extension of roads to support the redevelopment of larger sites.

- as required, provide for traffic signals at major intersections along Lougheed Highway, Eastlake and Broadway, as shown on Map 4.

- pursue necessary improvements to Lougheed Highway, especially at Gagliardi Way and Production Way, to accommodate traffic associated with expected new development.

- upgrade the classification of Underhill Avenue between Lougheed Highway and Eastlake Drive from local collector to major collector - primary.

- conduct a traffic management study to confirm expected traffic flows and proposed improvements.
Lougheed SkyTrain Service – Lake City Business Centre
5.3 Pedestrian and Bicycle Linkages

Redevelopment in the Lake City Business Centre will also provide an opportunity to pursue improvements to pedestrian and bicycle facilities. Previous heavy industrial development did not require provision for pedestrian movements. Sidewalk improvements are a recent requirement for new development in the area. An existing urban trail runs through the area following a route along the north side of Broadway, the east side of Underhill Avenue, and the south side of Eastlake Drive, before continuing on to the Lougheed Town Centre. This trail also forms part of a regional greenway proposed by the GVRD which extends south to the Brunette River trail.

To enhance the connectivity between parks, open spaces, transit nodes, and places of business, a number of extensions to the Urban Trail network and provision of pedestrian walkways are proposed for the area as shown on Map 5. Major proposals for pedestrian and bicycle improvements include:

- through the redevelopment process, provide for a completed network of separated sidewalks, on both sides of the street as feasible, taking into consideration proposed Urban Trail routes, priority sidewalk links to SkyTrain Stations, and the desire to preserve mature landscaping.

- provision for Urban Trail construction along the east side of Production Way from Eastlake Drive to the proposed Skytrain Station at Lougheed Highway and Production Way; along the east side of Lake City Way from Broadway to Lougheed Highway; along the southern spur of the BNSFR right-of-way from Underhill to Lake City Way, and along Underhill from Eastlake to Lougheed Highway.

- development of a greenway under the elevated Skytrain guideway.

- development of a pedestrian trail, in conjunction with the Lake City Sewer Interceptor project, along the northern most spur line of the BNSFR, with a proposed pedestrian walkway leading up to the top of the ravine of Eagle Creek on the remaining portion of the railway right-of-way west of Lake City Way.

- a preliminary proposal for a pedestrian walkway along the top of bank of Eagle Creek from Venture Street to the Lougheed Highway. A further review of this proposal will need to be undertaken to determine whether a walking trail adjacent to the ravine, would be compatible with site development, stream setback and fish habitat protection objectives

- requiring statutory rights-of-way, at the time of redevelopment, for pedestrian walkway connections through private property to important area features such as Urban Trail routes, greenways, the Skytrain Stations, the Burnaby 200 Conservation Area, and along the top of bank of Eagle Creek.
accommodating cyclists on Production Way by upgrading this route to cycle road standards with wider curb lanes and appropriate signage, as road improvements are undertaken.

Overall, the combination of road, transit and trail improvements is expected support and encourage the use of alternative modes of transportation, while accommodating the projected level of Business Centre development through to 2021 and beyond.

6.0 URBAN DESIGN

The anticipated long term incremental redevelopment of Lake City is expected to present a significant challenge for the establishment of a consistent, integrated, and finished Business Centre environment. In particular, the selection of sites for redevelopment is expected to follow an opportunistic and market driven process influenced by building lifespan, business cycle, owner interest, and other market influences. In the medium term, this is expected to contribute to a mix of new office developments with existing general to heavy industrial uses. This will also affect the timing and location of supporting commercial services, road upgrades and pedestrian improvements intended to meet the needs of an increasing number of Business Centre employees.

As the majority of improvements will be provided through the redevelopment approval process, it will be critical to the longer term success of the Business Centre that development standards and design criteria be adhered to over the course of the site by site redevelopment process. In addition, some public realm improvements may need to be undertaken as redevelopment progresses to help establish a cohesive image and sense of identity for the emerging Business Centre. There may also be a need to address particular gaps in infrastructure improvements or other issues arising from the pattern of redevelopment.

To assist with the transition of the area to a Business Centre environment consistent with the objectives of the adopted Guide Plan, it is proposed that an appropriate Development Cost Charge (DCC) be developed. The DCC would assist in securing funding from new development to provide for specified area-wide amenities. A preliminary list of potential DCC components could include such items as portions of urban trails, pedestrian walkways, public open space acquisitions, streetscape improvements, priority street and intersection upgrades, and supplemental landscaping for rights-of-way and parks and open spaces.

The following general prescriptions for urban design features for new development are intended to create a sense of identity for the area, ensure development is sensitively scaled in relation to surrounding residential and park lands, and establish a more urban, visible and accessible character for the Business Centre.
6.1 Streetscapes

The primary streetscape will consist of a "campus" form of development where buildings are set within landscaped grounds. This form of development has proven very popular in Burnaby with office, high technology, general industrial and other land uses. This form of development would be applicable to both the Urban and Suburban Business Centre designations. Mixed use developments in the Commercial Service Centres are expected to take a more street front orientation to enhance visibility and access to commercial services, and establish a more urban, vibrant and active focal point. Features of mixed use developments in the Commercial Service Centre would include:

- through the CD approval process, establishing a maximum building front setback, in the order of 4.5 metres (14.76 ft.), on the Production Way frontage to create a visual presence and easy of access to commercial services.

- establishing a consistent setback pattern for the first four storeys of buildings in the Commercial Service Centres to create a unified street frontage.

- providing for time limited on-street parking to allow for convenient access to shops and services.

- locating on-site surface parking away from the commercial street front to maintain the visual connection of local commercial shops to the street front.

- locating commercial uses that do not require or contribute to an active shopping street environment, such as post-secondary adult-oriented commercial schools, above the first storey.

- requiring weather protection canopies on buildings along the commercial street front.

- provision of bus shelters along the route proposed for the #150 bus.

Other aspects of a streetscape program, to be developed further, include:

- major entry and gateway features to establish an image and sense of destination.

- banner program to highlight major streets and commercial service areas.

- development of sign guidelines specific to the area for individual projects to enhance the visual identity of the area.

- incorporation of public art within high profile, appropriately located, redevelopment sites.
6.2 Relationship to Surrounding Areas

The transition from general and heavy industrial uses to office oriented Business Centre uses will result in an improved aesthetic relationship with near by land uses. Currently, residential areas are substantially buffered by existing major road rights-of-way and/or public park and open spaces. The Guide Plan seeks to further enhance the compatible relationship between Lake City and nearby and adjacent land uses through the location of higher density developments, protection of open space, and on and off site landscaping.

The development concept for the Guide Plan locates the higher density urban office developments in central core areas of Lake City. These core areas are located away from the neighbouring residential areas within their respective western and eastern sections of the Lake City industrial area. Appropriately, the lower height and density suburban office sites are located in the intermediate areas between the core and the nearby residential and park districts. As such, the proposed development pattern will further limit any potential massing and view impacts on adjacent areas.

Some changes in views will arise from new development in Lake City. Foreground views from the Broadway right-of-way of the existing warehouse roof tops will be altered as lower scale warehouse buildings are replaced by suburban office buildings of 3 to 4 floors in height. More distant views to the south overlooking the central valley and the Kingsway ridge from the Burnaby 200 Conservation Lands and the Broadway right-of-way will remain largely unaffected by the new development pattern. Some minor changes in views may also be experienced by some residents on the lower portions of Woodhurst Drive and Goldhurst Terrace which are adjacent to Broadway, and small portions of the Simon Fraser Hills townhouse development adjacent to Gagliardi Way.

For the most part, remaining residential areas above and below Lake City are not expected to experience any significant changes in views arising new development. View impact studies, however, would be undertaken for development proposals that are near residential areas to identify potential view impacts that may arise from specific development proposals, and to develop appropriate building siting, and supplemental on-site and off-site buffer landscaping provisions to mitigate specific concerns as feasible.

6.3 Landscaping

Currently, development standards under the prevailing M3 zoning district allow for the vast majority of a development site to be covered with impermeable surfaces -- buildings, surface parking and driveways. The Bylaw provisions for the proposed Business Centre Districts will restrict overall site coverage, including building footprint, surface parking, and other impermeable surfaces, to 65% of any site. As a result, as existing sites redevelop, Lake City is expected to take on a "greener character" as significant site areas are re-landscaped. This will help to create a more attractive Business Centre environment, particularly as new site
landscaping matures, additional street trees are planted, and pedestrian corridors, greenways and linear parks area contracted and landscaped. This will also work to enhance the natural environment, particularly in relation to storm water management issues as discussed in Section 7.0.

Other initiatives for area landscaping include:

- encouraging the development of underground parking facilities to further limit surface coverage.
- utilizing landscaping and other stormwater management measures to control run-off.
- retaining as much existing mature landscaping as possible when undertaking site development, the installation of services, separated sidewalks, and other infrastructure.
- encouraging innovative landscaping plans that emphasize indigenous, drought resistant plant materials that attract birds and other wildlife.
- providing landscaped medians, and undertaking supplemental tree planting where feasible.
- maximizing landscaping and minimizing surface parking where buildings face an urban trail, public open space or nearby residential area.

### 6.4 Parking and Loading

Office and high technology businesses have had a demonstrated need for significant parking facilities, often well beyond minimum parking requirements established by the Zoning Bylaw. On occasion, Business Centre developments which provide parking to the minimum level of the Bylaw have experienced parking shortages. In particular, shortages are encountered when building tenants change or firms undergo rapid periods of employment growth.

The location of the SkyTrain line adjacent to Lake City is expected to contribute to some reduction in the overall needs and demands for on site parking for new developments. Once SkyTrain service has been established in the area, usage patterns may provide a basis by which to review parking needs and adjust Bylaw requirements as warranted.

Proposed initiatives for parking are as follows:

- establishing a minimum off-street parking standard of 1 space for every 37 square metres (400 square feet) of gross floor area for Business Centre District uses.
encouraging a proportion of new parking to be built underground or in structure parking facilities.

- reviewing the advisability of establishing a maximum parking requirement to further encourage use of transit and other alternative transportation modes, particularly for new development near Skytrain Station areas.

- allowing on-street parking in most areas where space is available and traffic flow would not be unduly impeded. Establishing time limited on-street parking on both sides of Production Way and Lake City Way to facilitate use of Service Commercial Centres and preclude extended parking by SkyTrain patrons. As required, limit on street parking time to accommodate rush hour traffic flows.

7.0 ENVIRONMENTAL PROTECTION AND ENHANCEMENT

Burnaby has a long history of policies, initiatives and plans that serve to protect and enhance the natural environment. The transformation of the Lake City area provides an opportunity to enhance the local environment as well as waterways and other environmentally sensitive areas connected to Lake City. Several natural features, including the Burnaby 200 Conservation Area, Eagle Creek, Silver Creek and Stoney Creek, are linked to the Lake City area. The Burnaby 200 Conservation Area is a forested area located north of the Broadway road allowance with a diversity of wildlife habitat and a network of local trails. Eagle Creek flows along the western border within a natural ravine area, and provides important habitat for trout, salmon and other fish species. It continues south under Lougheed Highway where it flows through Charles Rummel Park and an adjacent residential area before entering Burnaby Lake. The Eagle Creek Corridor is an important ecological greenway between Burnaby Mountain Conservation Area and Burnaby Lake Regional Nature Park, both recognized environmentally sensitive area (ESA’s). Silver Creek has been partially enclosed with three small open channel segments remaining. The existing open water channels will be maintained and enhanced as redevelopment opportunities permit. As well, opportunities to daylight segments of streams will be explored and evaluated on a site by site basis. A culverted portion of a tributary of Stoney Creek also passes under the northeast corner of Lake City and a portion of the Lake city area drains into this significant urban salmonid stream.

The transition of properties away from traditional heavy industrial use to office, high-technology, and specialized manufacturing will result in a positive environmental benefit to the area. As redevelopment occurs, the volume of truck traffic is expected to decrease; SkyTrain will provide enhanced transit service to the area; overall developed site coverage will be limited to 65% for properties rezoned to the proposed Business Centre districts; extensive on-site landscaping will be provided; stormwater Best Management Practices (BMP’s) which provide environmentally sensitive approaches to stormwater management will be incorporated; and green links/corridors will be created through the area. Map 6 shows streams, parks, open space and greenway corridors associated with the proposed Lake City Business Centre Guide Plan and area.
Major environmental initiatives which will influence the Lake City Business Centre include:

- **Official Community Plan (OCP)**

  The environmental goals and framework contained in the OCP will be applied to guide all development in an environmentally sensitive manner.

- **Brunette Basin Watershed Plan**

  The Business Centre lies within the Brunette Basin (or Central Valley) Watershed. An integrated management plan for the watershed is currently being completed by a number of partners through the GVRD Liquid Waste Management Plan. The Plan is expected to provide principles and recommendations for managing stormwater including the incorporation of BMP’s as well as means for protecting and enhancing environmentally sensitive areas and encouraging ongoing stewardship and education within the watershed.

- **Stormwater Management**

  In order to reduce the impact of run-off from urban areas on receiving streams, the application of stormwater Best Management Practices (BMP’s) is recommended for all new developments. A combination of practices working together are needed to minimize impacts to downstream fish habitat. Detention ponds, on-site rainwater tanks, vegetated or “green” roofs, permeable paving materials, biofiltration ponds and swales are examples of BMP’s which will be used as appropriate and feasible to effectively manage storm water. Provision of underground parking, and site coverage limitations will result in less paved / impermeable surfaces. The overall reduction of impervious area resulting from the transformation of the area based on a 65% coverage guideline is expected to result in significant downstream benefits for Eagle, Silver and Stoney Creeks.

In addition, incorporation of the principles and recommendations from the Stoney Creek Stormwater Management Plan will be required for the Northeast portion of Lake city which lies within the Stoney Creek watershed. The Plan calls for the preservation of existing stream conditions while maintaining the existing effective impermeable area (EIA) for the Stoney Creek watershed within the 20 year vision, and reduction of the EIA and enhancement of the riparian corridor within the 50 year vision. The principles of the Stoney Creek Stormwater Management Plan are also recommended for application to the remainder of the Lake City area within the Eagle Creek and Silver Creek catchment areas.
Burnaby 200 Conservation Area

This forested park land provides habitat for a diversity of wildlife which is linked to the Burnaby Mountain Conservation Area and is well-used by area residents for recreational purposes. A public pedestrian right-of-way linking Eastlake Drive and the conservation area has been made a requirement of the current rezoning application at 8335 Eastlake Drive. Connection and access to the public trail network should be provided and maintained as a benefit to both residents and employees alike. Any new trail linkages will be established and managed in accordance with Environmentally Sensitive Areas (ESA) principles and objectives. To this end, enhancement of existing vegetation with diverse native species is proposed.

Eagle Creek

Eagle Creek is the most significant open watercourse directly adjacent to Lake City. It is a high value urban salmonid stream, an important wildlife corridor, a potential area for a pedestrian recreational trail located beyond the top-of-bank of the ravine, and a utility corridor. Existing park lands adjacent to the Creek serve to protect the aquatic habitat in the creek ravine. Further protection and enhancement of Eagle Creek will be achieved by:

• managing development adjacent to the east side of Eagle Creek according to the City’s Environmentally Sensitive Areas (ESA) strategy and principles.

• adhering to Department of Fisheries and Oceans (DFO)/and Ministry of Environment, Lands and Parks (MOELP) Land Development Guidelines for the Protection of Aquatic Habitat for any development proposals which may be associated with or potentially impact aquatic habitat.

• exploring the establishment of a wetland area at the southern end of Eagle Creek, north of Lougheed Highway to provide fish and wetland habitat and help manage peak storm flows;

• pursuing public access and viewing opportunities along the creek in keeping with DFO’s and MOELP’s “Access to Aquatic Areas” guide for managing public access in a manner which protects aquatic habitat to provide opportunities for users to experience the natural environment.

Building Design and Program Components

The anticipated redevelopment presents an opportunity to contribute to and reduce general environmental impacts by incorporating environmentally friendly building materials, systems, and programs into the overall building and site design. Specific initiatives to be pursued include:
utilization, where possible, of existing services and built infrastructure.

- encouraging the incorporation of energy efficient building and urban design and employing alternative energy sources, such as geothermal, and the use of environmentally responsible and appropriate building products.

- incorporating the City’s Integrated Pest Management (IPM) principles and guidelines for private development which present an ecological approach to vegetation and pest management by encouraging the use of native, drought tolerant, wildlife attracting vegetation species in required landscaped areas which also reduce maintenance requirements and energy consumption.

- encouraging businesses to develop and incorporate alternative transportation programs within the workplace, such as bicycle facilities and showers, ride sharing, transit incentives, and flexible work hours.

- encouraging recycling and composting as feasible.

8.0 COMMUNITY WELL-BEING AND INVOLVEMENT

The Lake City Business Centre will be primarily a community of workers. Employers and employees will spend a significant proportion of their day in the area. In order to positively impact the well-being of workers in the area, efforts should be pursued to enhance enjoyment of the physical environment, provide fitness opportunities, ensure public safety, and meet convenience shopping/service needs. In addition to current and future area employees, Lake City redevelopment will also have some affect on the larger surrounding community.

The involvement of all interests in the planning process for Lake City will play a key role in the overall success of the Guide Plan. To support the evolution of a healthy, positive, and beneficial Business Centre environment, the following specific actions and principles are proposed:

- as appropriate, facilitate discussions with developers and other relevant groups to jointly address child care needs.

- monitor the social impact of SkyTrain, and identify and pursue appropriate responses, accordingly.

- pursue the provision of appropriate employee amenities in new developments in the area, such as picnic areas, and fitness centres, and child care facilities.

- ensure the Business Centre achieves a balance of private and publicly accessible amenities in order to cultivate an overall sense of community and place.
• foster a sense of community identity through urban design aspects, such as area signage, landscaping, and public plazas, as outlined above.

• work with Simon Fraser University and the local business community to identify development opportunities for cooperation, collaboration, and strategic partnerships.

9.0 PRIORITY IMPLEMENTATION ACTIONS

The directions presented in the Lake City Business Centre Guide Plan seek to capitalize on Burnaby’s strategic advantages. The City is a desirable location for business and professional offices, corporate headquarters, and technology-based companies. Existing Business Centres – Discovery Place, Glenlyon, and Slough Estates – have attracted major employers and industry leaders, including Electronic Arts, Creo Products, Ballard Power Systems, PMC Sierra and Newbridge Networks Corporation. As noted, the change to Business Centre uses is already taking place within the Lake City area, as demonstrated by the recent establishment of new businesses engaged in research, software development, engineering and light manufacturing.

High amenity Business Centre uses, together with rapid transit and other improvements, will make Lake City an increasingly attractive place to work and set up business. The Guide Plan seeks to sensitively manage this change by taking into account the many aspects of development necessary to create a successful and appropriately designed high amenity Business Centre area. The Lake City Business Centre has the potential to make a significant contribution to the City’s economic and overall well-being. The transition will, however, require the concerted and coordinated effort of many business and community stakeholders.

Priority implementation actions to be pursued to help facilitate the transition to Business Centre uses, include:

• introducing the proposed Business Centre Zoning Districts, outlined in the Guide Plan, to support and guide future development in this and other Business Centres, as appropriate.

• pursuing discussions with the BNSFR regarding the potential for City acquisition and proposed conversion of the rail spur to public open space, trail uses, and right-of-way uses.

• developing plans for the installation of traffic signals at Lake City Way and Lougheed Highway; Underhill Avenue and Lougheed Highway; Lake City Way and Broadway; Broadway and Production Way, and Eastlake Drive and Underhill Avenue.

• establishing a modest Development Cost Charge (DCC) to support new development and provide for area-wide amenities, that are not directly related to any particular new development.
• supporting the establishment of a Lake City Business Association with appropriate representation from business, industry, resident, and property interests to promote development opportunities, assist with the identification of priorities for area improvements, and provide suggestions for ongoing refinements to the adopted Guide Plan.

List of Maps

Map 1 Location and Context
Map 2 Existing Zoning Designations and Developments
Map 3 Land Use Concept
Map 4 Transportation Network
Map 5 Pedestrian and Bicycle Linkages
Map 6 Parks, Open Space and Pedestrian Green Links

------- Lake City Business Centre Guide Plan -------
TO: CHAIR AND MEMBERS
COMMUNITY PLANNING AND HOUSING COMMITTEE

FROM: DIRECTOR PLANNING AND BUILDING Our File: 15.901

SUBJECT: LAKE CITY BUSINESS CENTRE GUIDE PLAN

PURPOSE: To convey the results of the community consultation process and resulting amendments to the draft Lake City Guide Plan for Council endorsement.

RECOMMENDATIONS:

1. THAT Council be requested to adopt the finalized Lake City Business Centre Guide Plan as a basis for future planning and development.

2. THAT Council be requested to authorize the City Solicitor to prepare the necessary amending bylaw for Burnaby Zoning Bylaw Number 4742 for First Reading to establish the proposed Suburban Office Business Centre District (B1) and the Urban Office Business Centre District (B2), as outlined in the Guide Plan.

REPORT

1.0 INTRODUCTION

On 2000 April 3, Council adopted a Committee recommendation authorizing staff to initiate a public consultation process for review of the draft Lake City Business Centre Guide Plan.

This report conveys the results of the public consultation process and presents a finalized Lake City Business Centre Guide Plan for Committee endorsement and Council adoption. Due to its length, the Lake City Business Centre Guide Plan document has been provided under separate cover. Copies of the Guide Plan are available for viewing at the Clerk's Office and the Planning and Building Department.

With Council adoption of the finalized Guide Plan, Council authorization is also being sought for the preparation of an amending bylaw for the establishment of the proposed Business Centre Districts, as outlined in Section 4.2 of the Guide Plan.
2.0 SUMMARY OF COMMENTS

The draft Lake City Guide Plan was prepared under the direction of the Community Planning and Housing Committee. Development of the draft Guide Plan followed directions contained in the Burnaby Official Community Plan (OCP) adopted by Council on 1998 June 15. Following Council endorsement of the draft Guide Plan on 2000 April 3, staff initiated a broad community consultation process to provide opportunities for Lake City businesses, industrial property interests, and Burnaby residents to review and comment on the draft Plan. The process for public review of the draft Plan included:

- the distribution of a brochure summarizing the draft Guide Plan to all businesses and property owners in Lake City through Canada Post. In addition, the brochure advertised the scheduled public open house event held on 2000 June 21.

- placement of public notices in the local newspapers advising of the open house event, and of the availability of the draft Plan for review at all Burnaby Library branches, at the Planning Department, and on the City’s web site.

- an open house display held at Bill Copeland Sports Centre on June 21. Staff were available at the open house to outline the components of the draft Plan and to respond to individual questions and information requests.

- the display of the draft Plan at Lougheed Mall on Wednesday June 28. Staff were also available at the display to receive comments and respond to public inquiries.

- the opportunity for submission of comments in person at the open house, at the mall display, by telephone, e-mail, mail, fax or in person to City staff.

The brochure summarizing the draft Guide Plan was sent to about 300 businesses and property owners in Lake City and to industrial development interests. In the order of 25 - 30 Burnaby residents and business representatives viewed the open house display. The display at Lougheed Mall was visited by about 100 people. Appendix 1, attached, summarizes the written and recorded comments received in response to the draft Plan. In addition to these, staff received a number of direct inquiries seeking clarification or additional information on various aspects of the draft Plan. Wherever possible, staff have provided direct responses to these individual inquiries.

Overall, comments on the draft Plan were highly favourable, with general support from the public, and strong endorsement from the development community, for the re-development of the area for high-technology and business office uses. As a result, there are no significant changes in direction required to the draft Plan arising from the consultation process.
The following comments are provided in response to two specific issues raised through the public consultation process:

- A concern was raised suggesting that the regulation contained in the proposed B1 and B2 Districts limiting site coverage to 65% of the site area was inadequate in relation to stormwater management objectives. It is noted that the proposed site coverage limitation is only one of several measures that will be used to achieve stormwater management objectives. The Guide Plan also incorporates the principles and recommendations of the Stoney Creek Stormwater Management Plan. As well, the Plan will require the application of Best Management Practices (BMPs) for stormwater to minimize impacts to downstream fish habitat. BMPs seek to protect water quality, reduce peak flows from the site, and allow for groundwater recharge.

- A comment was received suggesting that the B1 and B2 Districts should incorporate a range of commercial uses such as cafes, restaurants, dry-cleaning, banking, fitness and other neighbourhood commercial uses. The Plan provides for the provision of a full range of commercial uses to meet employee needs in two areas in close proximity to the SkyTrain Stations at Production and Lake City Way. Redeveloping properties in the designated locations will incorporate streetfront commercial services as part of a Comprehensive Development (CD) plan. In total, the Guide Plan provides for the development of about 80,000 square feet (7,400 m²) of commercial services within the designated local commercial service centres. In addition, major Business Centre developments are able to provide for a range of internally focussed ancillary uses to primarily service employees, include cafeterias, fitness centres, travel agency, and other employee services.

3.0 PROPOSED AMENDMENTS

In response to the comments received and further staff review and consideration of the draft Guide Plan for the Lake City Business Centre, the following amendments are proposed. For each of the following proposed changes, the change is shown in **bold italics** and is preceded by a brief rationale.

**Section 4.0 Land Use Concept**

Through the consultation process, staff received comments from industrial development interests indicating that the long term success of the transformation of Lake City to a high amenity area for office and high-technology uses will, in part, depend on the consistent redevelopment of property to the range of uses outlined in the B1 and B2 Districts. Specifically, the re-establishment or significant re-investment in area properties for heavy industrial or other incompatible uses was seen as a potential barrier to the longer term transformation to a high quality Business Centre environment.
The Guide Plan makes direct reference to this issue in Section 4.4. However, in response, to the comments received it is proposed that this Section be strengthened by adding the following statement to Section 4.4 of the Guide Plan: “it is proposed that a review of development trends in the area be undertaken within a 12 to 18 month period of the opening of the SkyTrain line to determine whether a blanket CD rezoning of the area based on the proposed B1 and B2 districts is necessary to protect development options for desired higher density Business Centre uses.

Section 5.3 Pedestrian and Bicycle Linkages

The draft Guide Plan proposed the development of the pedestrian trail along the top of bank of Eagle Creek. Further review of this proposal has determined that there would be insufficient room for this trail route, north of Venture Street, to accommodate expected riparian setback for new development. As such, it is proposed that this proposal be amended to delete the pedestrian trail component north of Venture Street. This proposal in the Guide Plan would then state: a preliminary proposal for a pedestrian walkway along the top of bank of Eagle Creek from Venture Street to the Lougheed Highway.

The draft Guide Plan proposed the development of cycle roads on Production Way, Underhill Avenue and Lake City Way. Further review of this proposal has shown that the provision of cycle roads on all three routes is not necessary to accommodate cyclists, particularly in relation to the remaining provisions for Urban Trail facilities on these routes, and the cycle road provisions on Lougheed Highway, Gaglardi Way and Production Way. As such, it is proposed that Lake City Way and Underhill Avenue be deleted from the proposed cycle road network.

Section 6.1 Streetscapes

This section lists features for inclusion in the development of the Commercial Service Centres within Lake City on Production Way and on Lake City Way. An important feature proposed to be referenced in this list is the provision of bus shelters. As such it is proposed that the following bullet point be added to the list: provision of bus shelters along the route proposed for the #150 bus.

Other Editorial Changes

In addition to the amendments to the draft Guide Plan for Lake City outlined above, a number of minor editorial changes have been incorporated into the proposed finalized Guide Plan. These include deleting references to “draft” and other text changes consistent with an endorsed plan document.
SUMMARY LISTING OF PUBLIC COMMENTS ON DRAFT PLAN

• excellent pedestrian connections in the plan, they are very important

• SkyTrain should use turnstiles to enforce fare payment

• good ideas

• it is about time we saw this type of redevelopment in Lake City

• we need more high-technology development in Burnaby

• the traffic on Gaglardi Way will generate more noise for the Lougheed area residents as it bounces off the new buildings

• new development will generate more traffic on Eastlake through the Lougheed Town Centre and past the school

• high-tech is the way to go

• Lake City Way SkyTrain Station is needed less than a station at Bell Avenue

• need to have some recreational / entertainment facilities in Lake City as employment base would support it

• industry has to be sensitive to residential areas as residents may complain even if the people moved in after the business

• the Plan is good, but it might put more pressure on existing warehouse businesses that do not want to relocate

• this location is still very important for industry, although expensive

• offices should be put into Town Centres

• attention to trails shows good foresight and planning

• Coquitlam does not seem to spend as much money on the details

• High School development (N.E.) is a good thing
• a Granville Island type development is needed in Burnaby

• we need SkyTrain to avoid gridlock

• redevelopment pressure may cause more relocation and a general concentration of distribution activities in Edmonton

• concern about traffic congestion on Production Way and Lougheed

• I do not think that having an impermeable area of 65% of the lot size is an appropriate guideline given the negative impact that 65% will have on the air quality, run-off, water pollution, and view.

• we commend the planning staff on a job well done and encourage the swift implementation of this plan, which we believe will be a cornerstone in the City’s success in attracting more development and jobs in this important sector

• in order to achieve the maximum FAR for the B2 - Urban Office district, we suggest that the minimum parking ratio of 1 space per 37 m² be reduced to 1 space per 46 m²

• we would approve a modest Development Cost Charge specifically targeted to the Lake City area similar to a local improvement charge

• we believe that the uses permitted in the B1 and B2 office districts should be expanded to include other services inclusive of cafes, restaurants, dry-cleaning, banking, fitness centres and other neighbourhood commercial uses
MAP 1
LAKE CITY BUSINESS CENTRE

Location and Context
MAP 2
LAKE CITY BUSINESS CENTRE

Existing Zoning Designations
and Developments
1999 November
MAP 6
LAKE CITY BUSINESS CENTRE

Parks, Open Space and Pedestrian Green Links

- Park, Open Space
- Pedestrian Routes/Green Links
- Open Creek
- Culverted Creek