1.0  PURPOSE

This Land Use Framework Plan has been prepared to guide future development of the subject New Haven property as shown on Figure 1. The Framework Plan is intended to set directions and guidelines for the formulation of a detailed Conceptual Development Plan for the property.

Council adoption of the Framework Plan would establish the basis for the amendment of the Official Community Plan, the Burnaby Transportation Plan and the Big Bend Development Plan to reflect the prescribed land uses, road improvements and other objectives contained in the Framework Plan. Concurrent with these amendments, a City initiated rezoning of the New Haven property to the CD (Comprehensive Development) District based on the Council adopted Framework Plan is intended to replace the prevailing Regional Institutional (P6) District and Heavy Industrial (M3) District zoning of the property and set the stage for future development approvals.

Based on the Land Use Framework Plan, the property owner and/or developer would be expected to prepare a detailed Conceptual Development Plan for City approval in order to pursue subsequent amended CD District rezoning approval for each phase of development on the property.

Figure 1

New Haven
Subject Site
4250 Marine Way and Marine Drive
2.0 SITE CHARACTERISTICS

2.1 Subject Site

The subject site is located within the Big Bend area of Burnaby, west of Riverway Sports Complex, north of Marine Way, south of Marine Drive and east of the Patterson Avenue right-of-way.

The site currently consists of two legal parcels encompassing about 58 acres of land zoned to the Regional Institutional (P6) District. This District is consistent with its former provincial public institutional use for the New Haven Correction Centre. A small portion of the site adjacent to Marine Way is currently zoned to the Heavy Industrial (M3) District. This zoning is a result of the consolidation of a remnant portion of industrial land following dedication and construction of Marine Way. Figure 2 shows the current legal lot boundaries, zoning and adjacent road rights-of-way associated with the property.

The major portion of this 58 acre site is located within the lowland area of the Big Bend. The eastern half of the property is undeveloped and is covered with hardhack vegetation on the southeast portion and mixed ravine forest on the northeast portion of the site. The western half of the site consists of lowland fields in the southwest quadrant, with the play fields and buildings associated with the former provincial New Haven Correction Centre located in the northwest portion of the site.

Properties to the north of this site along Marine Drive are primarily zoned Single Family Residential (R2) District. Properties to the west are zoned Light Industrial (M5) District. To the south, adjacent sites across Marine Way are City owned and form part of the Burnaby Fraser Foreshore Park system and the Riverway Golf Course. To the east, the site is bounded by the Riverway Sports Complex and a private lot fronting Marine Drive which is zoned Single Family Residential (R2) District and Heavy Industrial (M3) District.
2.2 Property History

The site was originally occupied by the Royal City Mills logging camp between 1873 - 1892. It was purchased by Duncan & Margaret MacGregor, in about 1900, who built a country estate on the site which they named “Glen-Lyon”. Both Mr. and Mrs. MacGregor were active in municipal affairs and social activities, and played a significant role in the early development of Burnaby. Duncan MacGregor served as a City Councillor from 1909-1912 and was elected as Reeve of the Municipality of Burnaby in 1913. Mrs. MacGregor was instrumental in the formation and fund raising activities for the Victorian Order of Nurses in Burnaby.

The estate was sold to a religious organization called The Home of the Friendless in 1926. In 1937, the property reverted to the Municipality of Burnaby through non-payment of taxes, and was subsequently sold to the Provincial Government. From 1937 to 2001, the Province operated the site as the New Haven Borstal School (New Haven Correction Centre) – a young offenders program first started at Burnaby’s Oakalla Prison Farm in 1934 and directed by the John Howard Society. In 1939, five cottages and a large barn were built on the site followed by other buildings and facilities associated with the institutional use. The institutional use continued on the property until the facility was closed by the Province in 2001. The property was sold by the Province for private development in 2003 December.

The New Haven site is historically significant for the City and the Province. The site retains significant heritage features from the MacGregor’s estate including the original house, surrounding gardens, pond and landscape features, as well as features from the 1939 development of the Borstal School. It also contains a Provincially registered archaeological site based on artifacts found on the property.

2.3 Environmental Resources

An initial assessment of the environmental resources associated with the subject site has been completed. Portions of two Class A, fish bearing watercourses traverse the subject property – Sussex Creek to the east and Glen-Lyon Creek to the West. The Creeks flow down the respective Sussex and Patterson Avenue rights-of-way within historic channels created to float logs to the Fraser River when the site was used by the Royal City Mills. A stormwater-fed partially enclosed tributary of Glen-Lyon Creek is also located on the property. Existing pedestrian walking trails are located in close proximity to these watercourses. Figure 3 shows the existing watercourses associated with the subject site.

Sussex Creek is almost entirely enclosed north of the subject property. It emerges as an open channel about 150 metres north of Marine Drive and then flows directly through the Big Bend lowlands to the Fraser River over a distance of about 1.6 km. It passes through the Riverway West Park, the subject New Haven property, Riverway Golf Course, and Glenlyon Business Centre to its confluence with the Fraser River.

Glen-Lyon Creek is enclosed above the subject property, emerging from two stormwater outfalls just south of Marine Drive. The western outfall is the main branch of Glen-Lyon Creek and flows directly from the subject property through the Big Bend lowlands to the Fraser River, a distance of about 1.3 km. South of Marine Way, Glen-Lyon Creek runs along the western edge of the Burnaby Fraser Foreshore Park. The eastern stormwater outfall empties into a constructed pond located adjacent to the historic D.C. MacGregor House. From this pond, the tributary flows through a partially enclosed channel into the main branch of Glen-Lyon Creek midway through the subject property. The tributary is connected to localized drainage channels around older play fields constructed as part of the previous institutional use of the property. Adjacent to Marine Way, an ephemeral roadside drainage channel connects to both Sussex and Glen-Lyon Creek. A small drainage also enters the property from Marine Drive east of the pond.

The open watercourses are fish-accessible from the Fraser River. The constructed pond adjacent to the D.C. MacGregor House is not fish-accessible. Any alteration of open watercourses will require Department of Fisheries and Oceans (DFO) approval through the City’s Environmental Review Committee (ERC).
New Haven

Existing Watercourses

- Open watercourse
- Piped sections of watercourses
- Roadside drainage channel

Figure 3
2.4 Site Development Conditions

The site is primarily located within the Fraser River flood plain with about 75% of the site below flood proof levels at an elevation of 2.0 - 2.4 metres geodetic Survey of Canada. From this lowland elevation, the property rises for a linear distance of between 100 and 150 metres to an elevation of about 19 metres at Marine Drive. Following substantial completion of the Conceptual Development Plan, it is expected that development approval for a fill program will be sought for the lowland portion of the property to establish flood proof elevations for buildings and improvements of above 4.5 metres geodetic and to prepare the property for future development.

Typical of property within the Big Bend area, the soils underlying the lowland portion of the site consist of treatable peat underlain by Fraser River deposits. The deepest peat soil deposits are found at the base of the slope and extend to typical depths of up to 5 metres. Across the southern half of the property the peat ranges from 0.6 to 2.4 metres in depth. Given the prevailing peat soil conditions, development sites may also require pre-loading and/or the use of driven piles to establish stable foundation conditions.

These site conditions related to property elevation and peat soil conditions are typical of much of the Big Bend area, and have been successfully addressed in other established Business Centre and industrial developments in the Big Bend.

3.0 LAND USE FRAMEWORK

The particular characteristics of the subject property, its location within the Big Bend area, and prevailing City community plan objectives establish a number of defining elements that serve to structure both land use and site development objectives for the property. Key objectives, discussed in more detail below, include:

► protection and conservation of streams and riparian areas on the western, and eastern sides of the property associated with Glen-Lyon Creek and Sussex Creek.
► protection of the mature mixed ravine forested area on the north-east portion of the site adjacent to Marine Drive.
► inclusion of the site in the City’s transportation network including roads, Urban Trails, pedestrian facilities, and cycling routes.
► conservation of key heritage elements including significant landscape features and buildings.
► designation of specific land uses that are supportive of the key development objectives for the property within the context of the City’s Big Bend Development Plan and Official Community Plan (OCP).
► establishment of a compatible relationship between existing and proposed future land uses surrounding and on the subject site.

These objectives have served to structure three larger site areas within the New Haven property. These sites are labeled Site A, Site B, and Site C, as shown on Figure 4. In summary, Site A is proposed for townhouse development and conservation of features within the Heritage Precinct; Site B is proposed for Business Centre and compatible light industrial development; and Site C is intended for park conservation purposes to provide for the protection of this ravine forested area adjacent to Marine Drive and Sussex Creek. Land use designations are discussed in more detail in section 3.4.

Table 1 provides summary figures for the resulting site configuration, including net site areas proposed for development, park and open space, riparian protection, and roads.
### 3.1 Riparian Setbacks and Protected Areas

An initial environmental assessment has confirmed the fisheries values of the open watercourses on the property. As such, any future development proposal for the property will require further assessment and consideration through the City’s Environmental Review Committee to establish development conditions relative to any watercourse alterations, realignments, enhancements, compensation works, and riparian setbacks. Provincial approvals may also be required. The ERC includes staff from the Department of Fisheries and Oceans (DFO) and the City.

The Environmental Review Committee has given initial consideration to the development framework prepared for the property, and has confirmed the following expectations for assessments and measures for protection of significant riparian and other habitats:

- the establishment of riparian setbacks of 30 metres measured from the top of bank of both Sussex Creek and Glen-Lyon Creek mainstems. (See Sketch #1)
- the re-establishment of the centre tributaries of Glen-Lyon Creek within a common alignment, including an enhanced open channel with minimum 15 metre re-vegetated riparian setbacks, including re-connection of this tributary to the existing pond, as feasible.
- any fisheries habitat compensation works required.
- a 15 metre landscaped setback from Marine Way to accommodate, as feasible, open drainage channels, open stormwater management facilities and/or pedestrian connections.
- development of required pedestrian routes near protected watercourses in an environmentally sensitive manner in keeping with DFO and Ministry of Water, Land and Air Protection (MWLAP) *Access to Aquatic Areas* guidelines.
- adherence to City standards for stormwater management through the development of a communal facility outside of riparian setback areas.
- that prior to any site works, such as placement of fill or removal of vegetation, the following is required:
  - Canadian Environmental Assessment Act (CEAA) screening to be completed to the satisfaction of the Federal Government through DFO.
  - approval of detailed watercourse relocation plans and riparian replanting plans by the City and DFO, including receipt of Federal Fisheries Authorization, submission of required security, and registration of riparian protection covenants.
  - completion of a raptor nest survey and incorporation of arising recommendations into landscape and conservation area plans.
  - completion of a comprehensive survey of all trees greater than 20 cm in size on the property and within the adjacent Marine Drive road right-of-way, and completion of a survey of all trees and associated landscape shrubs and beds within the Heritage Precinct area to define conservation areas, covenanted trees and protected landscape areas, and the registration of appropriate covenant documents to the approval of the City.
New Haven Land Use Framework Plan 2004 February 10

New Haven

Structural Framework

- Riparian Setback Area
- Landscaped Buffer Area
- Ravine Conservation Area
- Open Watercourses
- Heritage Precinct
- Site Boundary
- Subdivision Pattern (Site B)

Existing Neighbouring Land Use Designations
- Park/School/Open Space
- Industrial
- Residential

Figure 4
New Haven

Watercourse Alignments and Riparian Areas

- Riparian Setback Area
- Open Watercourse
- Piped Sections of Watercourses

Figure 5
3.2  Transportation Network

The defined road network for the property provides for two cul-de-sac roads to serve separate land use areas with independent access from Marine Way and Marine Drive. No provision is made for the through continuity of vehicle traffic across the property between Marine Drive and Marine Way. Transportation proposals provide for the completion and integration of pedestrian and cycling routes through the property to enhance local and Burnaby pedestrian and bicycle access to the significant and developing park and trails systems within the Big Bend and Fraser River foreshore area.

3.2.1  Road Network

Figure 6 illustrates the selected cul-de-sac road network to serve new development on the New Haven property. Key characteristics of the cul-de-sac road network include:

► *South Leg Cul-de-sac Road* – continuing the established 15.2 metre wide curb to curb Major Collector Primary (industrial standard) road for the south leg cul-de-sac extending from the existing intersection of Marine Way and Glenlyon Parkway into a centre location to serve designated Business Centre lands on Site B within the southern portion of the property. This road standard would provide for 1 travel lane in each direction, truck turning movements, on-street parking, and provision for on-road cyclist and pedestrian sidewalk facilities.

► *North Leg Cul-de-sac Road* – providing a north leg cul-de-sac road to provide primary access to the *Heritage Precinct* and townhouse development designated on Site A. The road standard for this cul-de-sac road is to provide for an 8.6 metre wide curb to curb pavement width. This reduced Local Collector standard would provide for one travel lane in each direction, on-street parking on the west side up to the intersection with Marine Drive, and pedestrian sidewalk facilities.

► *Marine Drive* – finishing Marine Drive across the frontage of the New Haven property to a 8.6 metre wide curb to curb standard with localized on-street parking on the north side and abutting sidewalks. This standard provides for one travel lane in each direction with provision for on-road cyclists. This narrower road width takes into account the steep cross slopes from north to south and is intended to protect significant trees within
Figure 6

New Haven

Road Network

- Primary Arterial
- Major Collector - Primary
- Major Collector - Secondary
- Local Collector
- New Road
- Future Road Closure Area
- Stop Sign
- Signalization
- Pedestrian Signal
and abutting the New Haven site near the Marine Drive frontage. A structural and geo-technical assessment of the existing retaining wall for Marine Drive will need to be undertaken as part of the engineering design requirements for the future reconstruction of Marine Drive.

- **Marine Way** – reconfiguring the existing traffic signal and turning lanes at the Marine Way and Glenlyon Parkway intersection to accommodate the extension of Glenlyon Parkway for the south cul-de-sac road. A left turn bay for eastbound traffic turning into New Haven would be provided. In addition, acceleration and de-acceleration lanes are to be provided for right turn movements in and out of the property onto Marine Way. These lanes are to be designed to ultimately accommodate the planned expansion of Marine Way to 3 lanes in each direction.

- **Redundant Patterson Avenue and Sussex Avenue Road Right-of-way** – following completion of the process for the dedication of any new road right-of-way required for completion of Marine Way, the north leg cul-de-sac road, the south leg cul-de-sac road and Marine Drive, authorization for closure of the redundant portions of the Patterson and Sussex Avenue roads right-of-way abutting the New Haven property would be sought. The Sussex Avenue road right-of-way (about 1.75 acres) would be consolidated with the abutting park properties, while the Patterson Avenue road right-of-way (about 1.65 acres) would be maintained as a separate City park lot for pedestrian trail and riparian protection purposes.

### 3.2.2 Pedestrian and Bicycle Network

Existing pedestrian park trails are located near the riparian areas of both Sussex Creek and Glen-Lyon Creek within the respective unopened road rights-of-way. The park trail within the Patterson Avenue right-of-way connects to the Burnaby Fraser Foreshore Park Urban Trail system across Marine Way via the existing pedestrian overpass of Marine Way. The existing trail along the Sussex Avenue right-of-way connects to the Riverway Sports Complex.

**Figure 7** illustrates proposals for the Cycle Road, Urban Trail and pedestrian networks related to the New Haven property. Proposals include:

- **Sussex Pedestrian Trail** – upgrading of the existing pedestrian park trail within the unopened Sussex Avenue road right-of-way to a 3.0 metre wide gravel standard. This trail would accommodate pedestrians and provide for maintenance access to the Sussex Creek drainage channel. Connections would be provided into the Riverway Sports Complex and to the trail system to be constructed within the New Haven site.

- **Patterson Pedestrian Trail** – maintenance of the existing park trail within the Patterson Avenue road right-of-way including the existing grade separated pedestrian overpass of Marine Way.

- **Ravine Conservation Area Trail** – creation of a pedestrian park trail connection through the ravine conservation area proposed for Site C within the north-east quadrant of the New Haven site. This 2.0 metre wide gravel pedestrian trail would provide for a walking connection from the intersection of Marine Drive and the north leg cul-de-sac road to an upgraded trail within the Sussex Avenue right-of-way.

- **Marine Way Pedestrian Link** – creation of a 2.0 metre wide gravel pedestrian link trail within the proposed 15 metre wide landscape setback from the intersection of the south cul-de-sac road with Marine Way to the existing pedestrian trail and overpass of Marine Way within the Patterson Avenue right-of-way.

- **Sussex Pedestrian Link** – creation of a 2.0 metre wide gravel pedestrian link trail from the end of the south cul-de-sac road across Sussex Creek to connect with the Sussex Creek Pedestrian Trail.

- **North - South Urban Trail** – creation of a north-south Urban Trail between Marine Drive and Marine Way along the west side of the north and south cul-de-sac roads to link with the proposed Gilmore Bikeway to the north and the existing Urban Trail on Glenlyon Parkway to the south and to provide pedestrian and bicycle access to transit from the office land uses. (See Sketch #2)

- **Heritage Precinct Urban Trail** – creation of an east - west Urban Trail linkage from the intersection of Patterson Avenue and Marine Drive through Site A in association with the Heritage Precinct and the townhouse development to the planned Urban Trail adjacent the north cul-de-sac road.
► **East - West Urban Trail** – creation of an east - west Urban Trail linkage within the proposed 15 metre wide landscape setback from Marine Way. This Urban Trail would extend east from the intersection of the south cul-de-sac road with Marine Way across Sussex Creek to the Riverway Sports Complex property. In the future, the balance of this route would be constructed across the Riverway Sports Complex site or along Marine Way, as feasible, to connect to the planned Nelson Avenue Urban Trail.

► **Cycle Roads** – provision for on-road cyclists on Marine Way, Marine Drive, and the south section of the industrial standard cul-de-sac road as an extension of the current Cycle Road provision on Glenlyon Parkway. *(See Sketch #3)*

► **Pedestrian Sidewalks** – provision for pedestrian sidewalks on Marine Drive, and on the non-urban trail frontages of the south cul-de-sac road.

► **Pedestrian Signal** – provision of a pedestrian activated signal, with bike buttons, at the intersection of Marine Drive and the north cul-de-sac road to accommodate pedestrians and cyclists.

In summary, the Transportation Network serves development on the New Haven property while precluding the movement of vehicle traffic across the New Haven site between Marine Way and Marine Drive. This is intended to minimize the introduction of any new traffic movements on Patterson Avenue. North - south traffic movements between the Big Bend area of the City and upland destinations would continue to rely on existing road connections. Proposals for pedestrians and cyclists seek to inter-connect the New Haven site with neighbouring existing and planned pedestrian and cycle routes and to provide access to transit.
New Haven

Pedestrian and Bicycle Network

- Cycle Road
- Existing Urban Trail
- Proposed Urban Trail
- Pedestrian Trail
- Pedestrian Sidewalk
- Pedestrian Overpass
- Signalization
- Pedestrian Signal

Figure 7
3.3 Heritage Resources

The New Haven property is a significant heritage site for the City and Province of B.C. as defined by the heritage goals and objectives outlined in the City’s Official Community Plan (OCP). An initial review of the heritage character and resources on site by City heritage staff has identified a number of significant built and landscape heritage resources that warrant long-term protection and conservation, including:

► A recorded archaeological site – an archaeological impact assessment undertaken by the B.C. Buildings Corporation has identified a site adjacent to the Glen-Lyon pond, based on past artifact recovery. This site has been registered with the B.C. Archaeology Branch under prevailing Provincial legislation.

► The pond on Glen-Lyon Creek adjacent to Marine Drive – the pond is a remnant of a historic log pond used by the Royal City Mills Company during the occupation of this property as a logging camp between 1873-1892.

► The D.C. MacGregor House (c.1905) – the house is a significant landmark heritage building in the context of the Big Bend district and the City. Its significance is based on its early construction, historical associations and significant design features in the Edwardian Arts and Crafts style.

► The c.1939 barn designed by Provincial Architect Henry Whittaker – the barn is a significant example of its type and conveys the institutional history of the property and agricultural heritage of the Big Bend district. Additionally, it is the only remaining historic barn structure that survives within the City of Burnaby.

► The historic landscape surrounding the mansion and barn – this area includes gardens, rockeries, drives, pond, retaining walls and significant trees. This landscape forms a significant character feature of the property and provides essential context for the heritage buildings and resources.

3.3.1 Conservation Objectives

The Heritage Precinct is on the City’s Heritage Register as the “D.C. MacGregor Estate ‘Glen-Lyon’” and is intended for formal protection under a Heritage Designation By-law as part of the Comprehensive Development (CD) rezoning of the property for future development approval. Specific proposals to protect and enhance these heritage resources as part of any future development of the property include:

► Heritage Precinct – establishment of a historic zone or precinct for the protection of significant heritage resources to ensure the conservation and integration of these resources as part of a cohesive design for site landscaping, approved uses and site services.

► Revitalization Plan – development of a comprehensive and secured heritage revitalization plan to provide for the conservation, adaptive restoration and integration of the heritage buildings and resources as a prerequisite condition of the first phase of site development in conformance with an adopted Conceptual Development Plan.
Supportive Land Use Context – providing a context to support the long-term adaptive re-use and conservation of heritage resources by accepting a mix or range of land uses within the Heritage Precinct and adjacent area to assist with the conservation of identified heritage buildings and resources.

Conservation of Heritage Resources – ensuring that any adaptive reuse of heritage buildings provides for the restoration and conservation of the original exterior elements of the buildings, while encouraging the integration of key interior character features and elements through the design of interior spaces for adaptive reuse.

Public Access – providing for appropriate public access to and enjoyment of the Heritage Precinct as part of the overall redevelopment of the property and the adaptive reuse of the protected heritage buildings and adjacent grounds.

Adaptive Re-use – allowing the adaptive reuse of the heritage structures for, but not limited to, community uses. These could include space for community groups, offices and programs, meeting room rentals, receptions, and other community functions. The adaptive re-use of the D.C. MacGregor House and Barn are to be integrated as part of the strata residential development on Site A to contribute to a sustainable context for the preservation of the heritage resources.

Evaluation of Public Use Options – ensuring that the adaptive re-use study, to be completed for the Heritage Precinct, includes the specific evaluation of options to provide for uses that are generally accessible to the public and of benefit to the surrounding community.

Integrated Design and Development – integration of the Heritage Precinct with the design and development of the balance of the lands with regard to views to and from the Heritage Precinct, complementary design, pedestrian walkways and other elements.

Heritage Interpretative Program – integration of interpretative signs into pedestrian routes, and the use of historic names associated with the property in the naming of new public areas, streets, and specific developments.

Archaeological Site Requirements – respecting Provincial legislative requirements under the Heritage Conservation Act related to the registered archaeological site area. The property owner is required to apply for an Alteration Permit from the Archaeology and Forests Branch under Section 12 of the Heritage Conservation Act prior to disturbing the ground in the designated area.

Heritage Designation Bylaw – adoption of a Heritage Designation Bylaw, as part of a Comprehensive Development (CD) Plan to be based on a completed Heritage Revitalization Plan that provides for the conservation of designated and restored heritage buildings and landscapes within the Heritage Precinct.

3.3.2 Required Heritage Assessments and Plans

The identification of heritage resources and conservation objectives outlined above is based on preliminary review of heritage resources and initial options for adaptive re-use of the Heritage Precinct site and buildings. Implementation of the objectives for the Heritage Precinct will require completion of a number of studies and plans, including:

Heritage Survey and Assessment – completion of an overall heritage survey and assessment for the Heritage Precinct to identify significant heritage elements related to buildings, grounds and associated landscapes. The survey and assessment will include designated buildings, including interior and exterior elements, existing trees, shrubs, garden features, the historic pond, retaining walls and archaeological sites. This will assist in the development of an integrated building and landscape design that provides for the conservation of original exterior elements of the buildings, integration of key interior character elements, and re-establishment of significant landscape features in association with site servicing, development of pedestrian connections, and creation of an interpretative program for public access and enjoyment of the Heritage Precinct.

Adaptive Re-use Assessment – completion of an adaptive re-use assessment by a qualified heritage conservation architectural consultant for the D.C. MacGregor House and Barn. This architectural and
economic feasibility study will establish a comprehensive plan of adaptive re-use based on a review and assessment of the heritage values of the buildings, building structural conditions, building code requirements, heritage conservation objectives, and the economic viability, heritage values and compatibility of new adaptive uses, including the specific evaluation of options for adapted uses that are accessible and of benefit to the surrounding community.

- **Heritage Revitalization Plan** – development of a comprehensive heritage revitalization plan for conservation, protection, restoration, adaptive re-use and on-going maintenance of the grounds and structures within the proposed Heritage Precinct would be required for inclusion within the Conceptual Development Plan. Objectives for the Heritage Precinct would be secured as a prerequisite condition for the first phase of development of the New Haven property. The lands, structures and landscapes associated with the proposed Heritage Precinct are expected to remain and be maintained within private ownership through future phases of development of the New Haven property.

### 3.4 Land Use Designations

For the defined site areas, shown on **Figure 4**, key land use objectives have been identified for the property in relation to the neighbouring development patterns and in keeping with the broader objectives of the City’s Official Community Plan and the prevailing Big Bend Development Plan. Primary land use objectives proposed for the northern portion of the property adjacent to Marine Drive (Sites A and Site C) include:

- providing for the conservation, protection, restoration, adaptive re-use and long term protection and maintenance of the significant heritage buildings and features associated with the D.C. MacGregor House and grounds.
- protecting the existing mature ravine forest landscape adjacent to Marine Drive and Sussex Creek.
- establishing a compatible relationship with the adjacent South Slope residential area.

Within the lower southern portion of the property (Site B), land use objectives have been defined within the development context of the adopted Big Bend Development Plan. Prevailing land use objectives within this area include supporting the development of higher quality and amenity Business Centres for office, specialized production and light industrial uses; providing for the protection and public enjoyment of the Fraser River waterfront and natural features; and supporting the long term protection of designated lands within the prevailing Agricultural Land Reserve (ALR). Within this context, primary land use objectives proposed for the lower lying portion of the New Haven property, (Site B) include:

- supporting development that is compatible with and contributes to the existing and emerging higher quality office, specialized production and light industrial developments in the Big Bend.
- focusing development on non-ALR lands to reduce development pressure on designated agricultural lands within the Big Bend area.
- ensuring the development of these lands makes a substantive contribution to the employment and tax base objectives articulated within the City’s Official Community Plan.
- taking advantage of the strategic location of this property for compatible Business Centre development in relation to regional transportation networks, area parks, recreation and open space amenities, and higher profile developing Business Centres.

Land use designations for the property have been prepared in relation to these broader objectives. Land use designations and development guidelines take into consideration the proposed property configuration and objectives related to heritage, riparian protection, pedestrian, cycle and road networks, and compatibility with the adjacent South Slope area. The following summarizes proposed land use designations, shown on **Figure 8** for Sites A, B, and C, defined for the New Haven property.
3.4.1 Site A – Heritage Precinct and Residential Townhouse Uses

Site A is designated for the establishment of a Heritage Precinct (2.3 acres) on the grounds associated with the D.C. MacGregor House, the barn, pond and associated site area, and for the development of Multiple Family (RM1) Residential units to assist with the implementation of objectives for the Heritage Precinct to establish a compatible relationship with the upland residential neighbourhood.

This land use designation for Site A is to establish a context for the conservation, restoration, long term protection and maintenance of designated heritage buildings, associated landscapes and the accommodation of public access and enjoyment within the grounds of the Heritage Precinct.

Potential adaptive uses for designated heritage buildings within the Heritage Precinct are proposed for, but not limited to, community uses such as space for community groups, office and programs, meeting rental space for community groups, reception space, daycare and other community serving uses. The required adaptive re-use study to be completed for the Heritage Precinct is to include a specific evaluation of options for the selection of adaptive re-uses, including uses that would be generally accessible to the public and of benefit to the surrounding community. The selected adaptive re-uses of the D.C. MacGregor House and Barn are to be integrated as part of the strata residential development on Site A to assist in the establishment of a sustainable context for the conservation of protected heritage resources.

The balance of Site A, outside of the Heritage Precinct, is designated for low density townhouse development to assist with the conservation of the historic buildings and landscape within the Heritage Precinct. A net site area of about 6.5 acres is provided for on Site A for Multiple Family (RM1) Residential District townhouse development at a maximum density of 12 - 14 units per acre with a maximum floor area ratio of 0.45. Depending on the mix of unit sizes, this would allow for the development of between 75 and 90 units accommodating 200 - 250 residents. The residential corporation to be formed for the townhouse development would be responsible for the operation and on-going maintenance of the Heritage Precinct buildings and grounds, which are to be located within the common lot area of Site A. The initial development costs associated with the conservation, restoration and adaptive re-use of the Heritage Precinct site and buildings is to be secured prior to, or as part of, the first phase of comprehensive development of the New Haven site.

As part of the detailed Conceptual Plan of Development to be pursued for the property, preliminary site layout and development guidelines for the Heritage Precinct and the townhouse development on Site A are to be prepared. As part of this work, the provision for visitor parking on site is to be increased by about one-third above the minimum Bylaw requirements.
3.4.2 Site B – Business Centre - Office Use and Compatible Light Industrial Uses

Site B is designated for Business Centre use for the development of business office, high-technology, research and development, specialized production and production studio uses, and other compatible light industrial uses involving clean processes fully contained within an enclosed building, as defined by the M5 Light Industrial and B1 Business Centre Districts of the Burnaby Zoning Bylaw. Excluded uses from the M5 District include: laundries and dry cleaning establishments, nurseries and greenhouses, rental and repair of tools and equipment, packing and crating plants, cold storage and ice plants, and agricultural uses.

The Business Centre designation for these lands is consistent with and contributes to the existing and emerging higher quality comprehensive Business Centre developments in the Big Bend. Full development of Site B for Business Centre uses would result in approximately 535,000 square feet of office and light industrial floor space on about 30 acres, potentially accommodating 1,300 employees. Provision is also made for an integrated component of local commercial uses, of 8,000 - 10,000 square feet to meet convenience shopping needs of nearby employees and nearby residents.

The Business Centre designation for these lands is consistent with the prevailing development context for Business Centre lands within the Big Bend area. This designation for Site B would capitalize on the higher visibility of this area to Marine Way, and would support the City’s industrial strategy objectives of attracting high quality and amenity development to the Big Bend area, thereby enhancing the City’s employment and tax base. (See Sketch #4)

Business Centre lands are to be developed and used in a manner compatible with the adjacent park, ravine and riparian areas, the Heritage Precinct and townhouse development site, and the upland south slope neighbourhood. Within Site B, a specific lot subdivision pattern is prescribed to create Lots 1, 2, 3, 4, and 5, as shown on Figure 8. The specific lot subdivision pattern is proposed to provide efficient lot configurations, support appropriate development for designated Business Centre uses consistent with recent developments within the Big Bend area, and establish a compatible relationship with adjacent residential and habitat areas. Creation of smaller lots, and other adjustments to defined lot configurations could be undertaken to accommodate specific development proposals as part of future CD rezoning applications. Land use and development guidelines established for the lots within Site B include:

► designation of Lot 1 for Business Centre development, based on the B1 and M5 Districts with a minimum component of 25% business, professional or high technology office or laboratory space and an integrated component of Neighbourhood Commercial (C1) District uses.

► designation of Lots 2, 3, 4 and 5 for Business Centre development based on the B1 and M5 Districts.
New Haven

Land Use Designations

- Residential Use Townhousing
  (Site A - 6.5 acres net)
- Heritage Precinct (2.3 acres)
- Business Centre
  (Site B - 30.7 acres net)
- Compatible Light Industrial and Office
  (CD based on M5 & B1 Districts)
- Integrated Neighbourhood Commercial
  (CD based on C1 District)
- Ravine Conservation (Site C - 6.9 acres)
  [includes Riparian Area]

Riparian / Landscaped Buffer Areas
Open watercourses
Piped sections of watercourses
Park / Open space
Existing Urban Trail
Proposed Urban Trail

Figure 8
As part of the detailed Conceptual Plan of Development to be pursued for the property, development guidelines for Site B are to provide for the following:

- **Residential Landscape Buffer** – establishing a minimum 15 metre wide landscape buffer to separate the residential uses proposed for Site A from the designated Business Centre lands on Site B. This landscape buffer would extend from the Ravine Conservation lands on Site C to connect with the re-aligned tributary of Glenlyon Creek on Site A.

- **Landscape Setbacks** – establishing minimum landscaped setbacks for Business Centre lands of 9.0 metre for front yards, 6.0 metres for flanking front yards, 3.0 metres for side yards and 2.0 metres for rear yards.

- **Development Landscaping** – site landscaping for Business Centre lands is to emphasize the use of native shrubs and ground cover and drought resistant plants in place of grass to assist in water conservation and to provide green linkages to adjacent natural areas to support birds and other wildlife.

- **Loading Areas** – limiting loading areas to the rear or side of Business Centre buildings while precluding the location of loading bays that are adjacent to or visible from Site A.

- **Architectural Lighting** – provision of architectural lighting that serves to accent the development while controlling the effects of site lighting glare on neighbouring uses.

- **Building Treatment** – All buildings within Site B are expected to incorporate a high standard of architectural design and treatment. Buildings fronting and visible from Marine Way and the south cul-de-sac road are expected to incorporate a high component of office space with associated glazing and building treatment consistent with the developing higher quality and higher amenity business centre office and specialized industrial uses associated with the nearby Glenlyon Business Park.

### 3.4.3 Local Commercial Component

Lot 1 within Site B is designated for the incorporation of an integrated component of neighbourhood commercial uses. Commercial services are intended to meet day to day convenience needs of local employees and nearby residents. **(See Sketch #5)** Guidelines for development of commercial services within Lot 1 include:

- **Integrated Commercial Services** – providing for the integrated development of commercial services as part of a primary Business Centre development based on the Neighbourhood Commercial (C1) District.

- **Maximum Commercial Component** – limiting the commercial component to a maximum FAR of 0.05 on Lot 1 to provide for the accommodation of about 8,000 to 10,000 square feet of local commercial services within the building footprint of a primary Business Centre development.

- **Resident Access** – providing for commercial services in a location that is easily accessible by nearby residents by foot or bicycle using the Urban Trail connection between the north and south cul-de-sac roads.

- **Range of Commercial Uses** – limiting the range of local services to include cafes, restaurants, automated banking, copy services, and convenience retail services catering to the needs of employees and local residents.
3.4.4 Site C – Public Park / Ravine Conservation Area

Site C is designated as a Ravine Conservation Area for passive public park and habitat conservation purposes. This area contains a mature mixed ravine forest landscape within and adjacent to the ravine slopes of Sussex Creek. Subject to final survey, this area is about 6.9 acres in size with about 2.0 acres of this being directly related to the riparian area associated with Sussex Creek.

This area is intended to be preserved in its current state to maintain the integrity of the existing ravine forest, while providing for some passive public enjoyment of the natural landscape along a walking trail. It is not expected that the Ravine Conservation Area would be appropriate for the accommodation of more active public park uses now or in the future. A pedestrian trail through the area is proposed to provide for a connection between the Heritage Precinct and the trail system located on the unopened Sussex Avenue right-of-way connecting to the Riverway Sports Complex. The conservation land would be transferred to the City as part of the first phase of subdivision and servicing of the New Haven property.

This park area provides an important buffer and amenity for the nearby south slope residential neighbourhood, and protects a significant ravine habitat area in association with Sussex Creek. Works to be secured through the development approval process prior to the transfer of this site to the City for parks purposes include:

- removal of the existing caretaker/warden’s house and foundation and replanting of the building site and adjacent riparian area.
- completion of a hazard tree assessment and removal or maintenance of hazard trees.
- construction of the pedestrian park trail through the site.

The following tables summarize general development statistics for designated uses:

<table>
<thead>
<tr>
<th>Sites</th>
<th>Estimated Area (Subject to Survey)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site A: Townhouse Development  &lt;br&gt; <em>Heritage Precinct</em>&lt;br&gt; Riparian Setback&lt;br&gt; Net Development Area</td>
<td>11.5 Acres 2.3 Acres 2.7 Acres 6.5 Acres</td>
<td>19.7%</td>
</tr>
<tr>
<td>Site B: Business Centre Development  &lt;br&gt; Riparian Setback&lt;br&gt; Net Development Area</td>
<td>36.2 Acres 5.5 Acres 30.7 Acres</td>
<td>62%</td>
</tr>
<tr>
<td>Site C: Park / Conservation Area  &lt;br&gt; (Including Adjacent Riparian Area)</td>
<td>6.9 Acres</td>
<td>11.8%</td>
</tr>
<tr>
<td>Road Right-of-way  &lt;br&gt; (Estimated)</td>
<td>3.8 Acres</td>
<td>6.5%</td>
</tr>
<tr>
<td><strong>Total Site Area</strong></td>
<td><strong>58.4 Acres</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Site</th>
<th>Net Area</th>
<th>Typical Density</th>
<th>Development Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhousing  &lt;br&gt; (Excluding <em>Heritage Precinct</em>)</td>
<td>Site A</td>
<td>6.5 Acres</td>
<td>0.45 FAR</td>
<td>75 - 90 Units</td>
</tr>
<tr>
<td>Business Centre  &lt;br&gt; Local Commercial</td>
<td>Site B&lt;br&gt; Lot 1</td>
<td>30.7 Acres&lt;br&gt; 0.40 FAR&lt;br&gt; 0.05 FAR</td>
<td>535,000 sq.ft.&lt;br&gt; 8,000 sq.ft</td>
<td></td>
</tr>
<tr>
<td><strong>Net Development Area</strong></td>
<td><strong>37.2 Acres</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.0 NEXT STEPS

This Land Use Framework Plan has been prepared to guide future development of the subject New Haven site. The Framework Plan is intended to set directions and guidelines for the formulation of a detailed Conceptual Development Plan for the property. Once adopted by Council, the Framework Plan would provide the basis for the development of a detailed Conceptual Development Plan for the property that would define more specific objectives, requirements and expectations for the property.

Prior to the initiation of site works, a detailed Conceptual Development Plan is to be prepared by the property owner for City approval and submission to Council as the basis for rezoning of the New Haven property to the Comprehensive Development (CD) District based on the Conceptual Development Plan. This would then provide the basis for review of applications for preliminary site development works and for rezoning approval for specific phases of development within New Haven consistent with the adopted Conceptual Plan.

Generalized steps for approval of development within the New Haven property include:

► Adoption of Land Use Framework Plan
► Amendment of Official Community Plan
► CD Rezoning to the adopted Land Use Framework Plan
► Amended CD Rezoning to Detailed Conceptual Development Plan
► Amended CD Rezoning for initial phases of development

The scope of work to be reflected within the Conceptual Development Plan will include the:

Development Context and Objectives
► articulation of the development context and objectives outlined within the adopted Land Use Framework Plan.

Environmental Protection Plan
► results of required environmental assessments, and receipt of ERC and DFO approvals for environmental protection measures, watercourse relocation plans, compensation works, tree protection, riparian areas and landscape plans.

Preliminary Infrastructure Servicing Program
► development of a preliminary infrastructure servicing program to the approval of the Director Engineering in conformance with City standards including provision roads, Urban Trails, pedestrian connections, stormwater and site services.

Heritage Conservation Program
► results of completed heritage assessments and studies, and preparation of preliminary plans for conservation of heritage resources and adaptive re-use of heritage buildings.

Lot Development Guidelines
► creation of lot specific development guidelines for the Heritage Precinct, townhouse development and Business Centre lands to include preliminary site plans, building design guidelines, landscape plans, and site circulation.

Implementation Program
► development of an overall implementation program for the phased development of the New Haven property relative to site preparation, subdivision servicing and rezoning, lot development, and provision of public amenities.

Completion and approval of the Conceptual Development Plan will provide the basis for City approval of site preparation, and Council approval of a first phase of development within the New Haven property based on a comprehensive approach that addresses all aspects of the property’s development in an integrated manner.
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Figure 6: Road Network
Figure 7: Pedestrian and Bicycle Network
Figure 8: Land Use Designations

Table 1: Summary of Site Areas
Table 2: Summary Development Statistics

Sketch 1: Sussex Creek - Riparian Setback
Sketch 2: Typical Urban Trail Cross-Section - South Leg Road
Sketch 3: Marine Way – Cycle Road Provision - Typical North Side Cross-Section
Sketch 4: Marine Way – Suburban Business Centre Office
Sketch 5: Integrated Neighbourhood Commercial

LP/rn