



A search was made for previous and present studies of this area and those are:

- (a) Goodwin-Johnson - soil study - not yet available;
- (b) Trans Mountain - soil study - results indicated Trans Mountain could not use the site under study;
- (c) Burnaby Planning Department - 1965 Recreational Use Study;
- (d) J. Alexander Walker Development Plan for Barnet Beach - done for Burnaby in 1955;
- (e) Various studies on soil conditions re S.F.U., Mainland Clay lease area, Department of Highways road problems;
- (f) Vancouver Port Development Committee.

Your Committee does not consider it practicable to conduct a study as outlined in the Terms of Reference and relate it to the Burnaby Burrard Inlet waterfront in isolation.

The Study now being conducted by the Vancouver Port Development Committee then has very special significance:

The problem of future land use along Burrard Inlet in Burnaby is a difficult one to assess. The development potential is limited due to problems of topography, soil stability and access. The result is that only certain types of port-oriented facilities are likely to locate there.

The Port of Vancouver Development Committee has a study underway on the long term development of Vancouver Harbour, including the Burnaby waterfront. They expect to have the inventory of existing facilities, land use and transportation ready by early spring. The study also includes an analysis of present and projected movement of different types of commodities, as well as the facilities required, and land requirements for industry and recreation. They then intend to work toward a development plan (e.g. a 20 year plan) which will have several flexible stages of perhaps 5 years each which will be subject to revision as conditions change. The final result is expected to show different types of facilities and industries in different areas. Their study also includes a hydraulic model of the harbour to study the effect of certain developments on water currents, et cetera.

Along the Burnaby waterfront, such problems as soil stability and developable widths north of the railway can be determined by an Engineering study. However, correspondingly important problems such as demand by industry or port-oriented facilities for the type of land available, and growth projections for various types of water-oriented activities and export trade are much more nebulous, and to be meaningful at all must be studied in a broad context. It would be futile to try to project what might happen along the Burnaby waterfront without looking at the whole future of deep sea activities on the south coastal area.

Since the Port of Vancouver Development Committee has a comprehensive study underway, it seems that our approach should be to co-operate with them as much as possible on the overall study and then concern ourselves with filling in the details where they are pertinent to our municipal purposes. We should try to be very much involved in the long term plan stage of the harbour development as it applies to Burnaby. Furthermore, certain developments, such as a waterfront roadway if feasible, would hardly be undertaken by our municipality alone but rather would likely be undertaken in conjunction with other groups such as the National Harbours Board. It is important therefore that we work with them, where possible.

The first phase of this Study is being carried out by J. B. Ward and Associates and is due for completion in June, 1966. The second phase is being conducted by the B. C. Research Council with a target date of September, 1966.

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Special Report  
by Municipal Manager  
re Recreational Development  
on Burrard Inlet,  
20 December 1965.

The cost of these two phases is in the neighbourhood of \$60,000.00 which gives an indication of their completeness.

Your Committee recommends that Burnaby anticipate using the Port of Vancouver Development Committee Study as the source of some of the answers to the development of the Burnaby waterfront. While certain work on Burnaby's part might be desirable now, most work should be integrated with the larger study.

This could entail some considerable time before any answers are available, but it is submitted this would apply to any comprehensive study commissioned by Burnaby. Any other approach, apart from the expenditure of considerable money, and a duplication of work well underway, is unlikely to provide any meaningful answers to the problem of Burnaby's waterfront development.

Respectfully submitted,



H. W. Balfour,  
MUNICIPAL MANAGER.

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