

THE CORPORATION OF THE DISTRICT OF BURNABY

PLANNING DEPARTMENT

JULY 27, 1970

MR. H. W. BALFOUR
MUNICIPAL MANAGER

Dear Sir:

Re: STRIDE AVENUE AREA REVIEW

The question of the future of the Stride Avenue Area came up for discussion in the Council on March 23, 1970, following the receipt of a letter from a resident expressing opposition to the possible future industrial use of the area. It was indicated that priority should be given to a review of the recommendations of the Stride Avenue Area Study of 1967 with the objective of reaching a final decision on the future use of the area.

THE STUDY AREA

The Stride Avenue Area, as referred to in the 1967 report, covers approximately 260 acres in the southeastern portion of the Municipality. This area, which is located as shown on the attached Map No. 1, encompasses that part of the South Slope between the Gilley ravine and the New Westminster boundary along Tenth Avenue. The four sub-areas, which have been designated for purposes of analysis, are shown on the accompanying Map No. 2. These are as follows:

- A - (42.60 acres) - The area extending from the 19th - 20th Avenue Diversion to the B. C. Hydro rail right-of-way.
- B - (21.25 acres) - The sector between the B. C. Hydro rail right-of-way and Mission Avenue.
- C - (129.99 acres) - The area located between Mission Avenue and Marine Drive.
- D - (70.13 acres) - The section which extends from Marine Drive to the projected alignment of the relocated route to the south.

BASIC STUDY PROPOSALS

The Stride Avenue Area Study included the following recommendations:

- (1) The designation of sub-areas "A" and "B" for industrial use, with future rezoning from R5 Residential to M2 Industrial to follow the development of detailed plans.
- (2) The designation of sub-areas "C" and "D" for future industrial development, conditional upon the following factors:
 - a) The existence of gravel suitable for terracing the whole hillside and in sufficient quantity and quality for economic use outside the area.
 - b) The existence of a sufficient market for good quality gravel, should it prove to be available in quantity, to ensure the economic preparation of the area for industrial use within a reasonable period of time.

.....2

JULY 27, 1970

- c) The availability of a satisfactory method of removing the existing housing adjacent to Marine Drive in Sub-Area "C".
- (3) The designation of Sub-Areas "C" and "D" for residential purposes was proposed in the event that industrial development proved to be unfeasible.

COMMENTS

- (1) A considerable amount of industrial development has already occurred in Sub-Areas "A" and "B", which have always been considered as suitable for industrial use. Some work has been done in recent months within Areas "A" and "B" on a proposed exchange of land with B. C. Hydro involving Corporation properties within the area and Hydro holdings required by the Municipality at other locations in the Municipality.
- (2) In examining the conditions under which industrial development was initially proposed for Sub-Areas "C" and "D", we would comment as follows:
 - a) The study of soil conditions conducted by Engineering Drillers Limited in 1968 reveals that the amount of sand and gravel in the area is quite limited. For example, out of fifteen test holes drilled in the program, totalling some 350 feet, sand and gravel accounted for only about 60 feet. In no case was there a layer thicker than 13 feet. Most of the layers were less than 6 feet in thickness, many only 2 or 3 feet in depth. The report went on to state that the area did not appear to be very suitable as a source of either backfill or road material.
 - b) Using updated figures to assess the economic feasibility of industrial development in Sub-Areas "C" and "D", the average development cost per saleable acre of land is estimated at about \$16,600.00. On the other hand, the market value of fully serviced industrial land in the area presently approximates \$15,000.00 to \$18,000.00 per acre. The comparison of these estimates leaves very little margin, if any, to be realized from the development and sale of the land in the area by the Corporation. A significant factor is that the largest single item in this average cost figure is for excavation and grading.

It should also be emphasized, in this connection, that these costs assumed that about 75% of the excavated material would be usable as gravel and could be excavated at little cost to the project. It is then noted in the Stride Avenue Area Study report that if all or a significant amount of the gravel could not be used, the development costs would be increased substantially.

The Soil Survey Report implies that the foundation conditions are suitable for industrial buildings and that terracing of the slope is physically possible. However, the economic feasibility of industrial development is dependent, to a considerable degree, upon the costs involved in site preparation.

- c) Another major development cost involved in the preparation of the area for industrial use is the removal of the existing improvements. There are presently 57 houses in Sub-Areas "C" and "D". Most of these are situated in the vicinity of Marine Drive. It should be noted in this regard that C.M.D.C. officials, consulted as to the possibility of redevelopment for industry, could see little likelihood of Federal assistance for such a scheme.

It would appear from the foregoing that none of the conditions which were set forth in the Stride Avenue Area Study as prerequisites for the industrial development of Sub-Areas "C" and "D" are likely to be realized.

.....3

Viewed in this light, the designation of these areas for future industrial use seems questionable, particularly on the basis suggested in the report which envisaged the Corporation retaining ownership of the land and acting as the developer with the subdivided and serviced sites being subsequently sold or leased to individual industrial firms.

THE ALTERNATIVES

A similar conclusion to the above was reached in a recent review of the economic aspects of the possible industrial development of Sub-Areas "C" and "D" in connection with the 1970-1975 Capital Improvement Program. As a preferable alternative it was suggested that if the area were to be developed industrially, a detailed plan be prepared and the raw land sold by the Corporation to one or more developers who would then develop the area in accordance with the plan.

To make such a scheme successful it would be desirable that the Corporation establish certain conditions for the sale of its land. In some areas, for example, land sales should be conditional to the assembling and purchasing of adjoining privately owned properties. It is apparent that the highest development costs would be encountered in the sector close to Marine Drive where most of the privately owned land and the existing housing is located. The danger is, therefore, that this area will be the last to be developed and, because of the higher costs, many of these houses may remain in the area for an extended period of time surrounded by industry.

The ideal situation would result from having the entire area taken over by one large owner and developed as an industrial park, along the lines of Lake City. Only in this way would it be economic to redevelop the sector near Marine Drive since the costs could then be spread over the whole of Sub-Area "C".

The second possibility for Sub-Area "C" is residential development. This was proposed as the alternative to future industrial use in the Stride Avenue Area Study, in the event that this type of occupancy was found to be unfeasible. In this case, the resubdivision of the area and the preparation of serviced lots for sale by the Corporation was proposed. Such a scheme would include the retention of the existing housing in the area and its incorporation into an overall plan for residential use.

The South Slope is developed residentially west of the Gilley ravine, as well as on the New Westminster side of Tenth Avenue. Thus, from a locational and land use point of view, the area would provide a logical extension of the adjoining residential districts to the west and east. The apparent opposition of many of the existing residents to industrial development and the fact that approximately 25% of the entire Municipal land area is already zoned for industrial use, are additional considerations which tend to favour residential development.

The 10 percent slope which characterizes much of the area north of Marine Drive is somewhat steeper than that which is generally considered desirable for industry. However, sloping terrain of this type which offers a variety of well drained, rolling and hillside sites with a view makes this sector, with the exception of the former garbage fill and gravel pit areas, well suited to residential use. Any possible conflict with the industrial developments in the adjoining Sub-Areas "A" and "B" could be considerably reduced by the development of the garbage fill areas for park purposes which, in addition to their recreational advantages for the residents, would also provide an effective buffer between the two land uses.

The remaining portion of Sub-Area "C" covers an area of approximately 90 acres. This, in conjunction with the existing housing, is already

JULY 27, 1970

close to the minimum size for adequate neighbourhood development and the provision of school and other residential serving facilities. The use of portions of the area for housing densities slightly higher than those provided by the standard single and two family units should therefore be considered as part of any scheme for residential development. The possibility of locating a limited dividend or low cost housing project in the area would also merit consideration in view of the current housing shortage. A plan would have to be prepared to provide a guide for residential development.

The soil conditions and the relatively flat terrain south of Marine Drive (Sub-Area "DK") are considered to be better suited to limited agricultural or industrial uses, than to residential development. It is desirable, however, should the adjoining Sub-Area "C" be developed residentially, to maintain the same type of use on both sides of Marine Drive. In this case, it would be preferable to establish the southerly limit of residential development along property lines, wherever possible, rather than along the present 200 foot demarcation which often results in an irregular and difficult boundary.

Much of the remaining area is presently zoned M3 (Heavy Industrial). The rezoning of this section to the M1 (Manufacturing) industrial category would provide a better standard and a form of development that would be more compatible with the adjacent residential uses on Marine Drive.

RECOMMENDATIONS

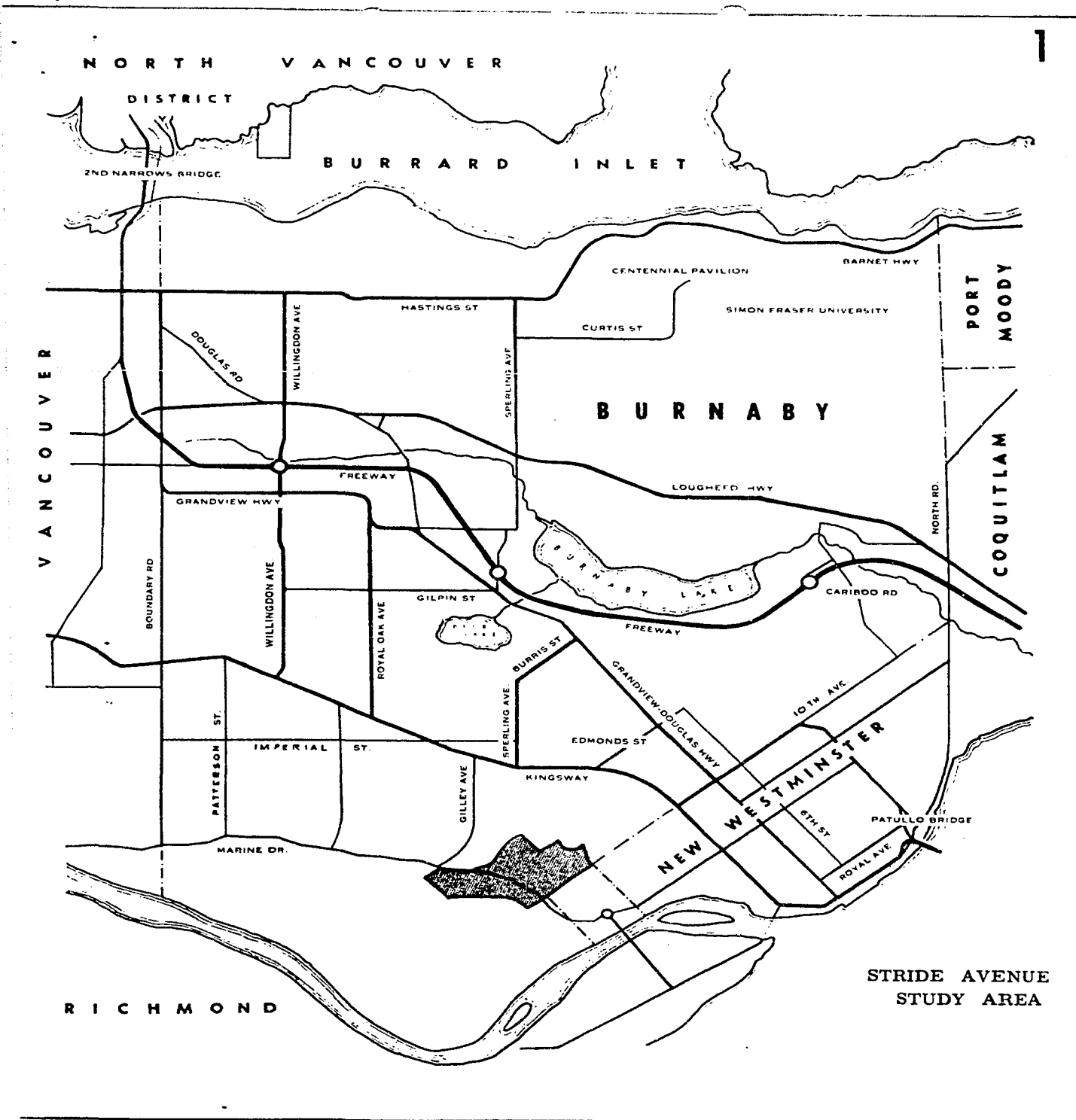
1. We would reaffirm the recommendation of the Stride Avenue Area Study that Sub-Areas "A" and "B" be designated for industrial use, with future rezoning from R5 Residential to M2 Industrial to follow the development of detailed plans, based upon the staged program as outlined in the report (pages 34 and 35). *Justified?*
 2. In reviewing the factors involved in determining the future use of the hillside between Mission Avenue and Marine Drive (Sub-Area "C") we believe the available information, and particularly that which has come to light since the Stride Avenue Area Study was prepared in 1967, would favour residential, rather than industrial development. It is, therefore, proposed that this area be designated for residential use and that a plan be prepared, as a guide to future development. *See in Commission Plan*
 3. The following proposals are advanced for the development of the sector between Marine Drive and the relocated route to the south (Sub-Area "D"):
- a) The designation of the Marine Drive frontage for residential use, based on the present R5 Zoning with the boundary reflecting, wherever possible, the existing subdivision pattern.
 - b) The rezoning of the present M3 (Heavy Industrial) area within Sub-Area "D" to M1 Industrial. *See May 1970 Commission Plan*
 - c) The maintenance of the existing A1 (Agricultural) Zoning to the east of Fourteenth Avenue, with future development designated for residential on the Marine Drive frontage and M1 type industrial in the remaining area, with rezoning subject to the submission of suitable development plans.

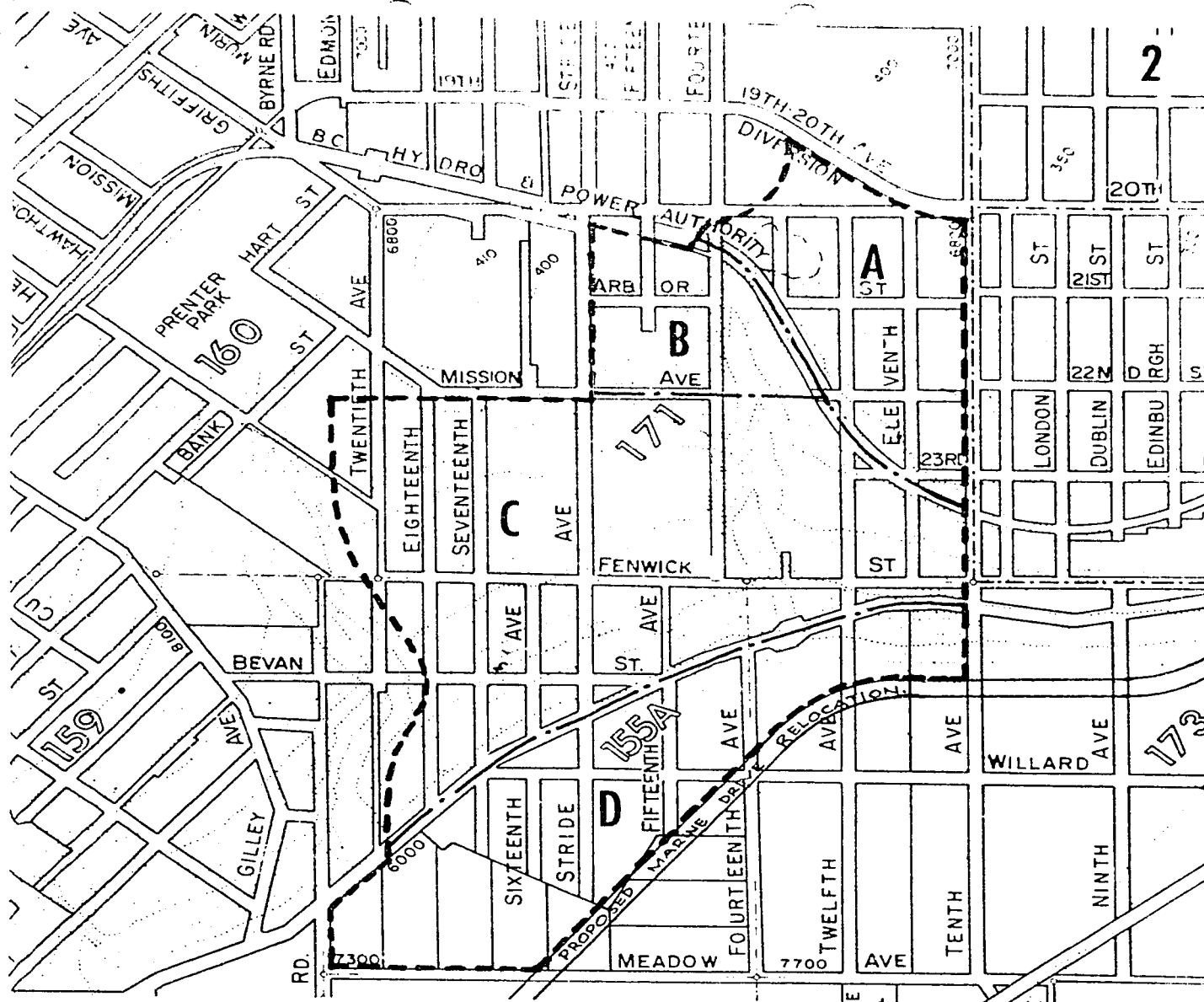
c.c. Chief Building Inspector
Land Agent
Municipal Clerk
Municipal Engineer
Municipal Solicitor
Municipal Treasurer
Parks and Recreation Administrator
Senior Planner
Attached 2 Plans.

Respectfully submitted,

A. L. PARR,
PLANNING DIRECTOR

Summed - indices - principle - 12 may to prepare a further report on area D when it comes this area





STRIDE AVENUE AREA

SUB AREAS