

23. Re: Big Bend Study
Area Zoning Concept

Following is a progress report dated August 27, 1971, from the Planning Director regarding the above.

RECOMMENDATION:

THAT the area zoning concept proposed by the Planning Department be adopted in principle as a progress report.

* * * * *

PLANNING DEPARTMENT
27 AUGUST, 1971

MR. M. J. SHELLEY
MUNICIPAL MANAGER

DEAR SIR:

RE: BIG BEND AREA STUDY: AREA ZONING CONCEPT

A. BACKGROUND

As a result of considerable analysis and consultation with concerned groups *** in the area, the Planning Department in their submission of 6 August 1971, recommended a broad alignment for the Relocated Marine Drive (hereafter referred to as Marine Way) and also outlined the general size and configuration of the related land uses within the proposal.

At their meeting of 23 August 1971, Council further considered a recommendation to rezone those parcels situated within the defined Byrne Road industrial enclave from M3 to M2.

It was earlier felt that should Council be in a position to endorse the recommendations as related to the major road alignment and the Byrne Road industrial area, the Planning Department would be in a position to present a more detailed plan proposing possible areas for rezoning.

Accordingly, an Area Zoning Concept is now submitted for Council's consideration prior to presenting specific areas for rezoning as required in the implementation stages of the study.

It is felt that should Council be in general accord with the concept as illustrated in figure 1, the Planning Department would be able to submit a detailed report proposing specific rezonings at the Council meeting of 13 September, 1971.

*** See Appendix

Mr. M.J. Shelley
Municipal Manager

27 August, 1971

Re: Big Bend Study: Area Zoning Concept

B. GENERAL ASPECTS OF THE PLAN

The following general information is presented on each of the major land uses proposed:

1. Agricultural Zones

Three agricultural zones are recommended for inclusion within the Big Bend Area. These are:

a) A1 (General Agricultural)

This designation would be restricted to that general area where mixed land use and filling have occurred. This zone would permit the development of the intensive gardening practices, and also those agricultural uses which could occur on filled or unprepared land (e.g., greenhouses, marketing centre, kennels, etc.) The minimum lot size within this zone is five acres.

b) A2 (Small Holdings District)

This zoning would reflect the existence of the residential/agricultural development in the eastern portion of the study area. The minimum lot size under this zoning is one acre.

c) A3 (Intensive Agricultural)

This new district would provide for farming, truck gardening, orchard or nursery cultivation, greenhouses and other intensive or related uses and would encourage the development of large parcels to benefit from scale economies. This zoning is proposed for those two large areas where intensive agricultural development exists, or where the potential for this type of use is the highest.

Preliminary discussions with the Department of Agriculture indicate that Federal funds may be available for land clearing and development of the lands in question.

2. Industrial Zones

The major industrial zones proposed within the area include:

a) M3 (Heavy Industrial District)

The majority of the industrial lands within the study area would retain their M3 zoning, which accommodates special types of industry and heavy industrial activities. More stringent screening and landscaping requirements would however, be an integral part of the overall design for the area.

b) M3A (Special Industrial District)

The area coverage of the M3A category has been considerably reduced in the Area Zoning Concept. This district has been situated within the extreme south-easterly portion of the study area to reflect existing M3A development and to allow for a limited expansion. Screening and landscaping requirements for uses within this particular zone are of special concern. Council has previously endorsed in principle the concept of reducing the M-3A zoning to generally reflect the existing development occurring under those standards.

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2. Industrial Zones (contd.)

c) M2 (General Industrial District)

This zoning has previously been approved in principle for the Byrne Road industrial enclave. The intent of including this zone within the area is to accommodate general industrial activities under conditions designed to minimize conflicts with surrounding uses. The other area proposed for the M2 standard is that area north of the B.C. Hydro tracks, south of Marine Way and west of the proposed Golf Course.

d) M5 (Light Industrial District)

This new district provides for the accommodation of light industrial uses, encourages a high standard of development, and is particularly designed to be located adjacent, or in close proximity to residential areas with a minimum of conflict. The area under consideration for this designation is those lands north of Marine Way, south of the Marine Drive residential strip and west of the proposed A3 area.

e) Comprehensive Industrial Control

In order to gain the most beneficial and structured development resulting from possible municipal servicing in the area, a comprehensive industrial control covenant is recommended in order that the municipality can gain assurances as to the type and conditions of industrial development that will occur subsequent to municipal servicing (either in part or in full).

Areas of concern might include provisions for selective clearing of existing vegetation, the submittal of a suitable development plan, the proper utilization of all available transportation facilities, and so on.

The intent of this control basically would be to promote a higher form of development in certain areas where transportation facilities and land ownership could combine favourably in realizing optimum land use returns on municipal servicing investments.

The concept at this stage is introduced for completeness only, and requires a more in-depth study of the various ramifications. This subject will be reported on in more detail in the next submission to Council.

3. RECREATIONAL

The golf course and sports complex have been shifted south of Marine Way to better utilize existing municipal land reserves, to avoid displacement of existing agriculture in the north, and to better provide for waterfront access to the Fraser River. The Burnaby Parks and Recreation Commission has indicated its strong support for this location, as well as for the provision of a connecting park strip along the foreshore between the two major recreation areas situated on the river frontage.

Mr. M.J. Shelley
Municipal Manager

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3. Recreational (contd.)

Further study is required to determine the most suitable means by which the park strip areas should be acquired (e.g., direct acquisition, easements, lease, etc.) A further report will be made on this subject in the next submission to Council

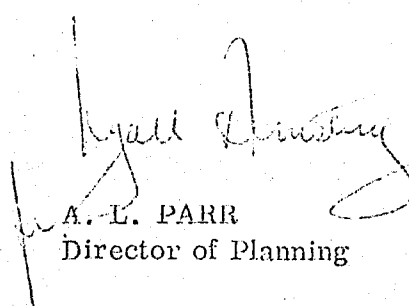
It should also be noted that those funds originally designated for the Golf Course - Sports Field Complex, in the Royal Oak - Marine Drive area, could be utilized for the acquisition of the strategic parcels required for recreational purposes in the present proposal.

C. SUMMARY

The Area Zoning Concept has been submitted to Council in order that they may be kept informed of the progress of the study, and also to provide the opportunity for direction prior to the preparation of the more detailed report proposing specific rezonings.

The Planning Department will therefore, unless otherwise directed, proceed with the preparation of the specific rezoning proposals as guided by the terms of reference outlined in the Area Zoning Concept.

Respectfully submitted,


A. L. PARR
Director of Planning

JSB:ca

c.c. Chief Licence Inspector	<input type="checkbox"/>
Chief Building Inspector	<input type="checkbox"/>
Chief Public Health Inspector	<input type="checkbox"/>
Municipal Clerk	<input type="checkbox"/>
Municipal Engineer	<input type="checkbox"/>
Planner I	<input type="checkbox"/>

MINUTES OF MEETINGS HELD WITH REGARD TO BIG BEND STUDYMONDAY, 19 JULY, 1971BURNABY CHAMBER OF COMMERCE (Astor Hotel)Burnaby Slide Presentation

Response: Big Bend has always been industrial
It is good industrial
There is no environmental issue here
The only issue is how to best service the land
so that high-class industry can develop.
Present zoning should be maintained
Relocated Marine Drive should stay north of
C.P.R. - B.C. Hydro rail line

THURSDAY, 22 JULY, 1971

B.C. HYDRO INDUSTRIAL DEVELOPMENT DEPARTMENT (E. GORDON BOWES)
B.C. Hydro Building, Vancouver)

B.C. Hydro presents maps and models of
proposals for Stride Avenue and Big Bend issues

Views: Area ideal for rail oriented industrial uses
(Canadian Car Carriers would take between
30 and 100 acres for new car storage in
Stride or Big Bend - preferably Stride Avenue
Suggested possible land exchanges involving
other Provincially-owned land for municipally-
owned land in Big Bend and Stride.

FRIDAY, 23 JULY, 1971

GREATER VANCOUVER REGIONAL DISTRICT AND
GREATER VANCOUVER INDUSTRIAL DEVELOPMENT COMMISSIONER
(Office of GVRD)

Short Burnaby Presentation

Response: GVRD plan shows Big Bend as industrial
Both agricultural and recreational uses are
permitted in that zone
Farmer's Market might turn out to be commercial
use and would need plan amendment
No GVRD information on Provincial roads
Cl. Vancouver Industrial Development Commissioner
sees Big Bend as last great industrial area in
Greater Vancouver, to be opened up.
Big Bend central location and rail - road - water
access ideal distribution point.

MONDAY, 26 JULY, 1971

B.C. LOWER MAINLAND FARMERS' ASSOCIATION
(Burnaby Municipal Hall)

Burnaby Slide Presentation

Response: Big Bend ideal for leaf vegetable farming
Close to source of farm labour (trucked in every morning from Pender Street Chinese community)
Close to city customers
Good soil
Great increase in productivity in last three years
Recent marketing promotions sold Burnaby grown specialty vegetables as far as Winnipeg and Honolulu
Urgently need central cooling house for long range distribution.

WEDNESDAY, 28 JULY, 1971

PROVINCIAL DEPARTMENT OF HIGHWAYS
(Burnaby Municipal Hall)

Question of Provincial highway crossing of Fraser River

There should be a demand for a crossing in the next ten years
It should be anywhere between New Westminster and Knight Road in Vancouver
It would not be a freeway
The demand is for high volume short range trip distribution between South-East Burnaby and North-West Surrey
In all likelihood the crossing would be over Annacis Island
It should be a 4 or 6 lane facility
It should tie into the Burnaby grid street system rather than cater to through traffic
Four bridge lanes should connect to twelve lanes in the Burnaby grid streets (or 6 to 18)

THURSDAY, 29 JULY, 1971

BURNABY PARKS AND RECREATION COMMISSION
(Burnaby Municipal Hall)

Burnaby Slide Presentation

Response: The landscape heritage has to be retained
It is emphatically stated that the river front
must not be turned over to industry
Industry only needs occasional river access
which can go over public walkway of about
100 feet
Good landscape features should be retained
even in industrial zones
Recreational space and landscape features
should link up (trails)
Big Bend should retain passive recreation
spaces.

TUESDAY, 3 AUGUST, 1971 (morning)

MR. MYLES, C.N.R. INDUSTRIAL DEVELOPMENT DEPARTMENT
(C.N.R. Station, Vancouver)

C.N.R. presents maps and brochures

Their views: Own much land in Big Bend and want to develop
Like rail intensive development
Want immediate development (clearing and
paving) of between 30 and 100 acres for
Canadian Car Carriers and or other similar
client
Want to develop in cooperation with Municipality.

Our views: Clearing and paving of 30 acre areas unacceptable

Instead of the "clearing - building - landscaping"
process, we want to explore "landscape preservation"

In development, the best 25% of existing landscape
should be retained in random fashion

TUESDAY, 3 AUGUST, 1971 (afternoon)

SOUTH SLOPE RESIDENTS (Mr. G.H. DOWDING, MLA)
Burnaby Municipal Hall

Burnaby Slide Presentation

Response: The dust and smoke from industry is intolerable
Waste of taxpayers' money because land was not
bought up by Burnaby a long time ago, when
cheap.
Only money speaks, and this must change
Old-timers used to walk around in Big Bend for
pleasure, and still do, but it is getting bad
Proposed rezoning is good, but river front
should belong to people
Byrne Road "industrial finger" is not as offensive
as new development below Marine Drive or air
pollution from heavy industry at foot of Boundary
Road.

THURSDAY, 5 AUGUST, 1971

C.N.R. INDUSTRIAL DEVELOPMENT DEPARTMENT (MR. MYLES)
Burnaby Municipal Hall

Discussion on Zoning Proposal involving CNR land

Response: CNR might be willing to exchange land we need
for additional parks, for equal value parcels
elsewhere in Big Bend
CNR might be willing to concede a 100' strip
as public park-walk along the river if Burnaby's
servicing policy enables them to develop land
behind, and if industrial river access is granted
over walkway where needed
CNR might be willing to develop with 25%
"landscape preservation" clause if high standard
industrial park is achieved in cooperation with
Burnaby Municipality
CNR would be unhappy if proposed southern loop
road would cut off part of their land from their
railroad and made it accessible only by CPR-Hydro
line

SATURDAY, 14 AUGUST, 1971

B.C. LOWER MAINLAND FARMERS' ASSOCIATION

Special General Meeting on Big Bend

Association Office - 272 East Pender, Vancouver

Burnaby Slide Presentation

Response: Statistical material showing the rapid rise of productivity in leaf vegetables produced in Burnaby

Farmers urgently need cooling warehouse and distribution centre

If Burnaby implements farm zone, they will apply for Federal assistance programs

Farmers like to stay

They are economically viable
(proof: most farmers present are under 40)

Farmers employ large numbers of people from the Pender Street community.

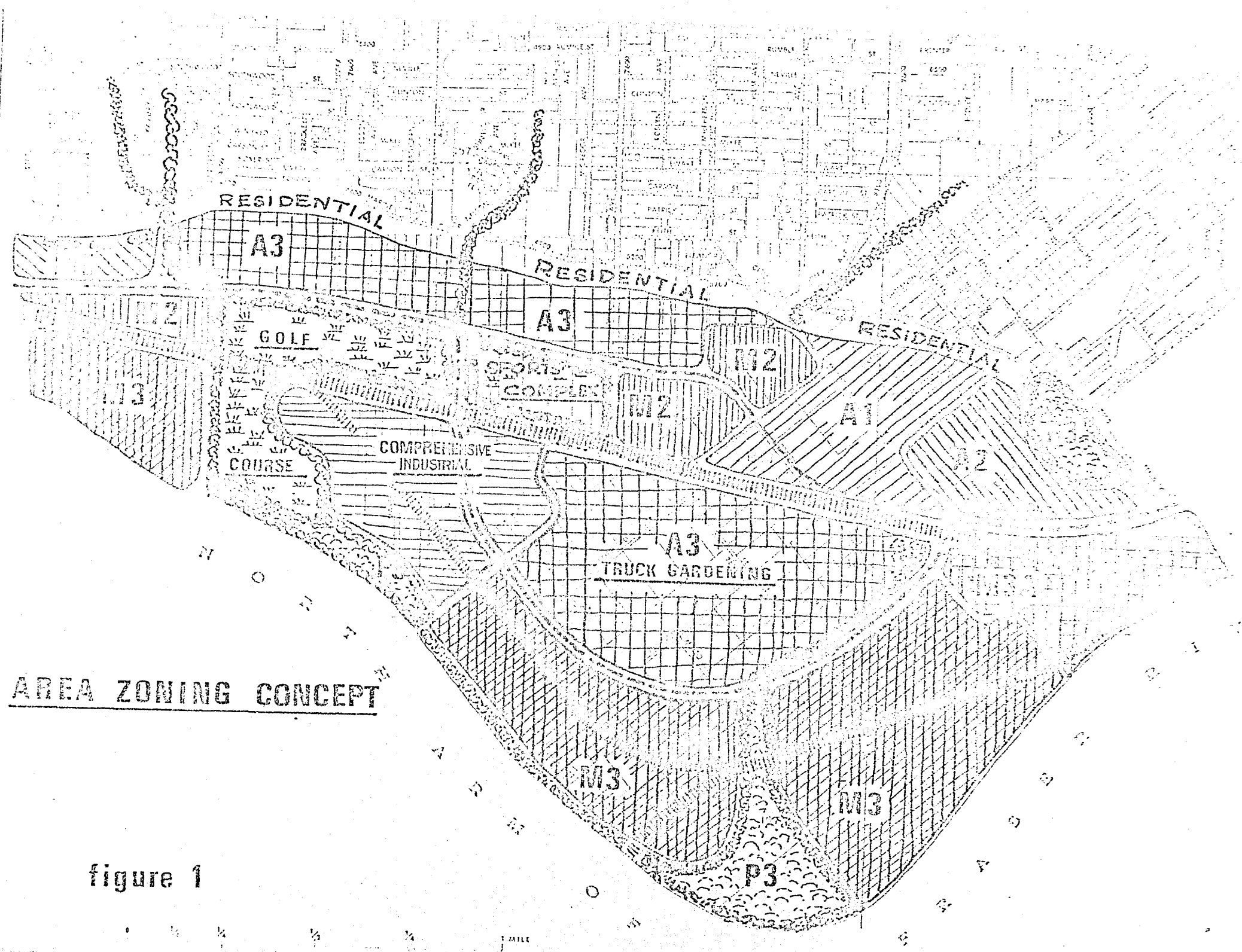


figure 1

PLANNING REPORT NO. 33
 COMMISSIONER, MAY 10, 1971