

1. Re: Implementation
Big Bend Development Plan

The following is the report of the Planning Director dated July 17, 1972, regarding the above.

RECOMMENDATION:

THAT the Council approve in principle, the implementation components referred to in this report including the specific recommendation that Council grant authorization for the preparation of the preliminary engineering location design required in the development of the final Marine Way alignment; and

THAT the Council approve in principle the proposed Area Rezonings, Stage 1 as illustrated on Figure C and that these rezonings be forwarded to a Public Hearing for further consideration.

* * * * *

Planning Department,
July 17, 1972.
Our file #15.101.

RE: IMPLEMENTATION, BIG BEND DEVELOPMENT PLAN.

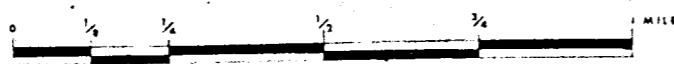
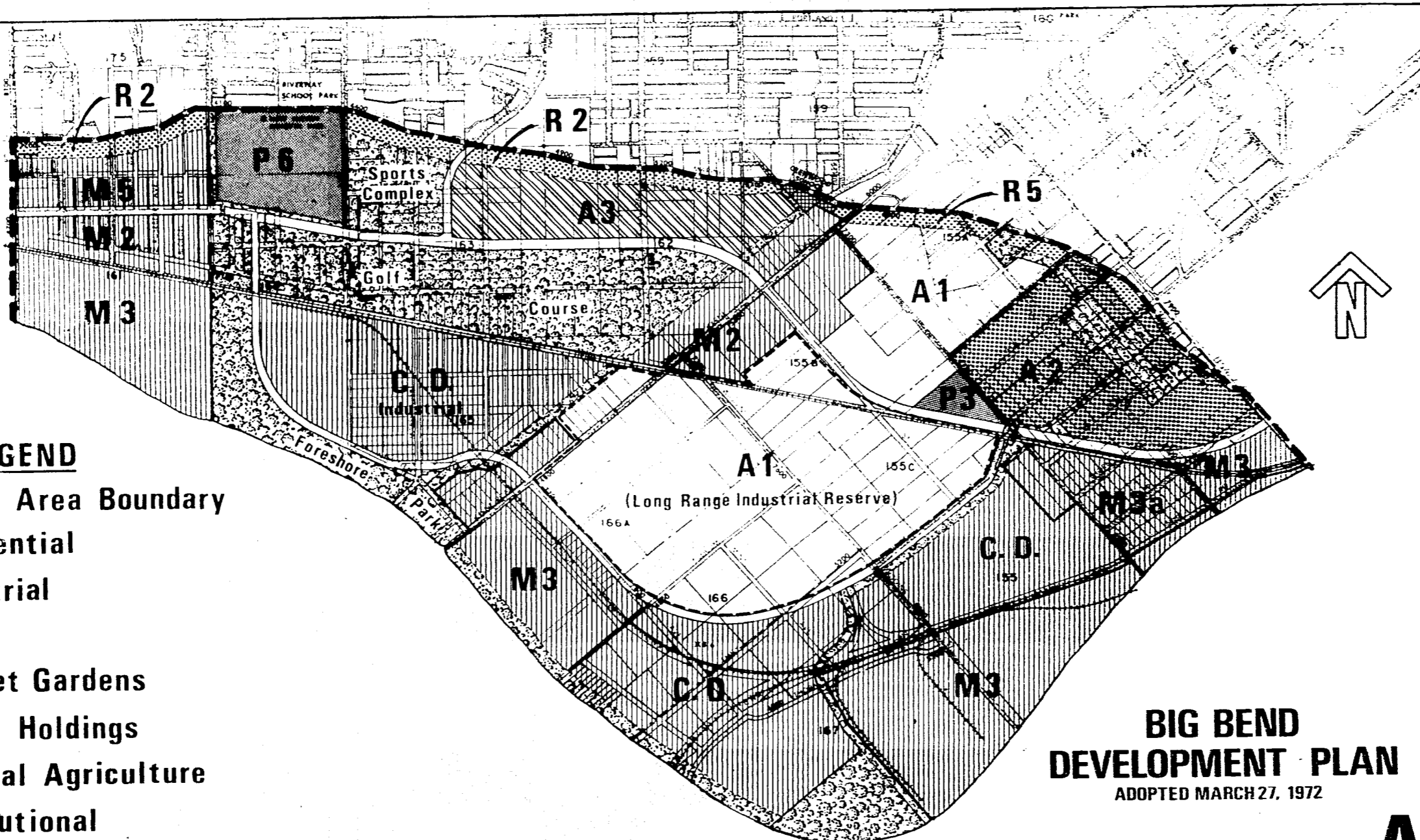
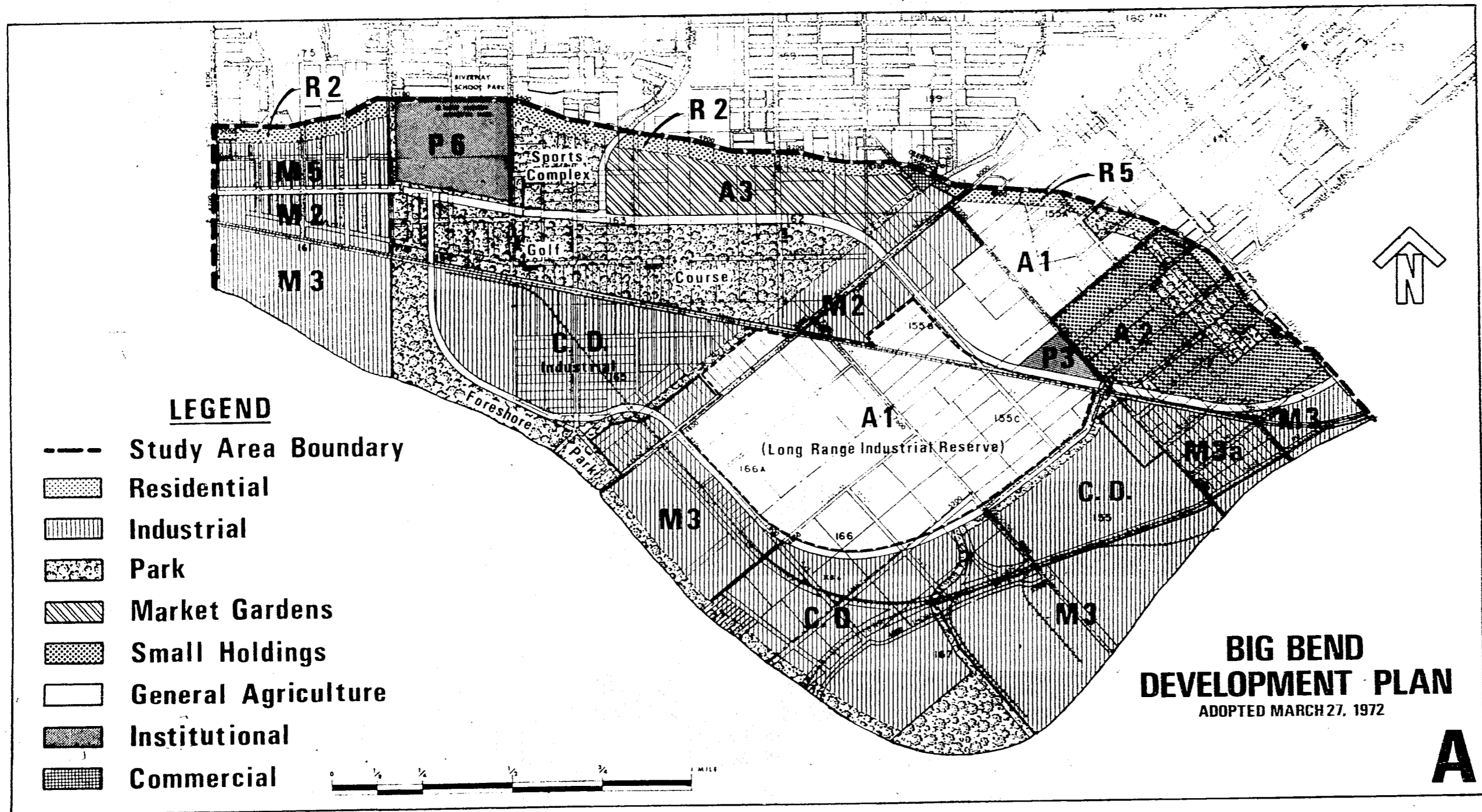
A. BACKGROUND

The Council at their meeting of March 27, 1972 adopted the Development Guide Plan proposals outlined in the report, Big Bend Area Study: Proposed Development Plan, as the basis for further undertakings toward the implementation of the primary goals and objectives of the Big Bend Area Study. As part of that implementation process, the proposed Zoning Bylaw text amendments, as set out in Appendix II of the above mentioned report, have been forwarded to a Public Hearing and have now received two readings.

B. FURTHER IMPLEMENTATION

This report reflects the desire to further advance plan implementation and to establish more tangible terms of reference for development control in the area. Accordingly, the following items have been included:

- 1) A general account of various components associated with the implementation of the Development Plan guide (see Figure A) as adopted by Council on March 27, 1972.
- 2) An area rezoning proposal for those affected lands situated north of the B. C. Hydro and Power Authority Railway that reflects the land use designations (see Figure A), as contained within the report, Big Bend Area Study: Proposed Development Plan which was adopted by Council on March 27, 1972. This forms the basis of a Stage 1 rezoning proposal for the area at large.



Re: Implementation, Big Bend Development Plan..... PAGE 2.

- 3) A general staging timetable (see Appendix 1) indicating tentative timing for initiative action to be taken by the Municipality in achieving plan implementation. Included within this generalized schedule are such considerations as park acquisitions, municipal industrial estate development, area rezonings, major road acquisitions and so on.

C. IMPLEMENTATION COMPONENTS

1) Acquisitions, Riverway Sports Complex

Included in the Development Plan for the Big Bend Area is provision for the establishment of the Riverway Sports Complex which will meet the need for a major facility to serve the South Burnaby District. At present, the acquisition of approximately 14 acres of private property is required to complete the Sports Complex land assembly. The Parks Acquisition Program recently submitted to Council has designated a high priority to the acquisition of these properties, classifying them as Category A items within the First Priority Program. Further provision has been made in the C.I.P. for the development of sports fields and a fieldhouse in 1973, 1974 and 1975.

2) Acquisition, Riverway Golf Course

As indicated in earlier reports, the acquisition of a remaining 3.9 acres is required to complete the Riverway Golf Course land assembly. The Parks Acquisition Program has designated the acquisition of this remaining property as a Category "C" item within the First Priority Program. Concurrent with this action, it is suggested that preliminary design and engineering studies related to the gradual realization of this facility be placed on the work programs of the appropriate departments.

3) Acquisitions, Marine Way Alignment

Although the large majority of the lands required for the development of the relocated Marine Drive are under Municipal ownership, a gradual acquisition program will be required for those currently in private control. With this in mind, it is recommended that a preliminary engineering location design for the proposed Marine Way alignment and the Nelson Avenue connector be undertaken. Initial attention should be focused on the alignment in the south-easterly portion of the study area from where several inquiries have been received concerning possible acquisition by the municipality. Upon completion of this preliminary design, those properties affected will be forwarded for inclusion in the C.I.P. Major Road Acquisition Program. Any applications for municipal acquisition received from affected properties in the interim will be dealt with on an individual basis with any recommendations being forwarded to Council for their consideration.

4) Proposed Municipal Industrial Development, Greenall Avenue Area

Preliminary cost estimates relating to the basic servicing and preparation of certain Municipal properties to comprise a municipally sponsored industrial development area have now been received. In addition, this department is now in receipt of preliminary values relating to the sales revenues that could be expected from the disposal of these serviced industrial lots. Subsequent to the conclusion of an initial examination of the economic feasibility of the proposed development, on the basis of these preliminary estimates, a separate report will be forwarded to Council concerning a recommended course of action in this regard.

The Capital Improvement Programme, 1972 - 1977 has made provision for development funds under "Land Assembly and Development, Schedule M" for the future servicing and preparation of these parcels.

Re: Implementation, Big Bend Development Plan.....page 3.

5) Parkstrip Implementation

Acquisition of parkstrip corridors involving properties along the Fraser River foreshore area will proceed on a continual basis as development proposals are received. The undertaking received from Commonwealth Construction Ltd. concerning the parkstrip implementation indicates that a negotiable approach in this regard can be workable. It is hoped that the same kind of cooperation can be anticipated in relation to the remaining properties. In the event that a negotiable approach is not feasible in some instance, provision has been made in the Parkland Acquisition Program, (Second Priority Program) for the possible allocation of funds for acquisition purposes.

6) General Development Criteria, Major Land Holders

A major land holder in the area south of the B.C.H. and P. A. railway has submitted a generalized layout sketch as the basis for initial discussion concerning proposed development criteria. During the course of the familiarization discussion matters of mutual interest such as land exchanges, servicing arrangements, staging and so on will be discussed and operational guidelines formulated. No specific timing beyond these initial discussions can be submitted at this time. However, it is anticipated that more details will be available prior to the submission of the proposed area rezonings, Stage 2.

7) Area Rezonings

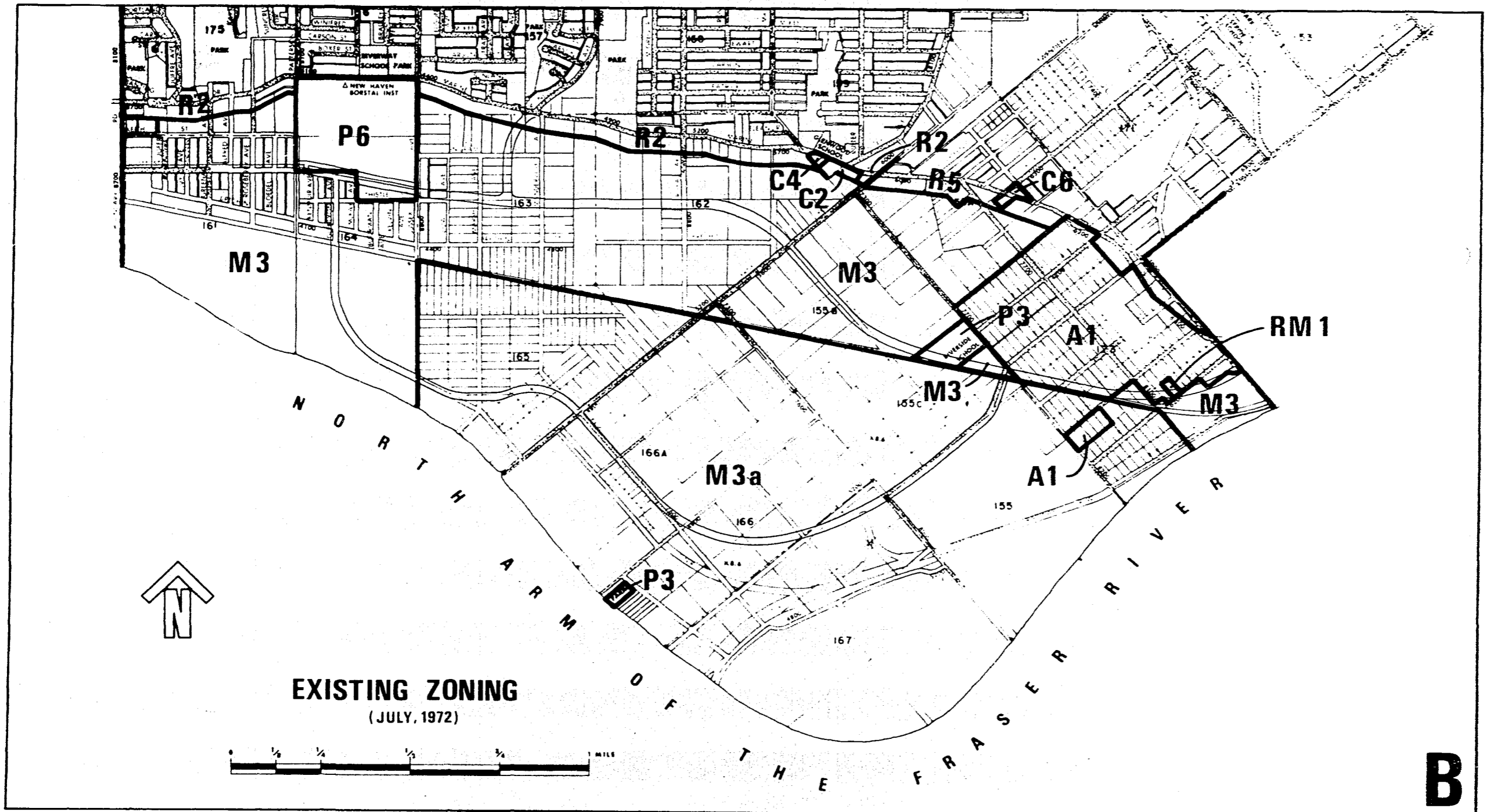
In order to establish tangible guidelines for proposed development that reflects the goals and objectives of the adopted Development Plan guide, it has become necessary to initiate area rezonings. An area rezoning proposal generally involving those lands north of the B.C.H. and P.A. railway comprises a Stage 1 rezoning submission and is a subsequent part of this report. Following the actual rezoning of the affected properties in the Stage 1 proposal, a further rezoning submission also reflecting the Development Plan guidelines and involving those lands generally situated south of the B.C.H. and P.A. railway, will be forwarded to Council.

As indicated earlier these area rezonings are considered important in establishing general development parameters that will stabilize the terms of reference for future development in the area. However, it should also be emphasized that subsequent adjustments may become necessary should minor implementation anomalies occur. Other adjustments will also become necessary as acquisition of the ways and buffer areas, by land exchange or otherwise, occurs.

D. PROPOSED AREA REZONINGS - STAGE 1

The attached Figure B indicates the existing zoning designations for those properties contained within the Big Bend Study Area. As indicated previously, the proposed Area Rezonings, Stage 1 deal with those properties generally north of the B.C.H. and P.A. railway that are affected by the change in development criteria as proposed by the Development Plan Guide. For the purposes of this submission, these areas are indicated on Figure C.

The following specific comments should be made in connection with the proposed area rezonings:



Re: Implementation, Big Bend Development Plan.

1) M2 Zone, Boundary Road - Greenall Avenue Area

The more detailed delineation of the M2 zone boundary in the Boundary Road - Greenall Avenue area, as indicated on Figure C reflects the exclusion of the Mill and Timber Products Ltd. establishment from the proposed M2 zone. Considering the facts that the firm is already in existence, is contiguous to the proposed M3 area to the south, and is incapable of major expansion because of site limitations, there seemed little advantage in imposing a non-conforming status on the establishment.

2) Riverway Sports Complex and Golf Course

Those properties proposed for P3 zoning and slated for inclusion within the above captioned facilities are presently under Municipal ownership. Those properties to be acquired for the Sports Complex and Golf Course will be submitted for rezoning subsequent to their acquisition by the Municipality.

3) P2 (Administration and Assembly District)

In accordance with the Council directive of April 24, 1972 to submit a specific rezoning recommendation concerning the three properties discussed in the Planning Director's report to Council of April 18, 1972, the proposed area rezonings incorporate a recommendation to assign these properties a P2 land use designation. After reviewing the situation, it appeared that the P2 zone was the most appropriate alternative in providing the most latitude in achieving the private recreational - institutional type development designated for this particular area.

4) A3(Truck Gardening District)

Experience has shown that the peat soils which overlay most of the Big Bend Area are well suited to the development of intensive agriculture of the market gardening type. In examining the future viability of this economic activity, many discussions have been held with representatives of both the Federal and Provincial Departments of Agriculture and with leaders of the farming community in the Big Bend Area itself. These sources have indicated that in their opinion the market gardening will in general maintain its economic viability in the foreseeable future. The current rezoning proposal seeks to preserve the existing nursery and truck gardening acreage and to deter a general trend to preempt good agricultural land by other forms of development on a piecemeal basis.

Although the available evidence indicates that the preservation of agricultural development is an economically justifiable objective at present, and in the foreseeable future, this department has found no substantive evidence that would guarantee that such agricultural development could be considered equally as viable in the long run. New crop production methods, transportation innovations and merchandizing techniques might occur that could jeopardize the operations of the market garden in this region. Given this possibility, but not to diminish the considered importance of retaining the agricultural use of these lands at the present time, a possible alternate long term use of these lands (considered collectively only) should be mentioned at this stage.

The most obvious land use alternative that comes to mind is Park and Recreation usage. Given the proximity to the Riverway Sports Complex and Golf Course and long range population predictions that indicate a much more densely populated region in the future, an expansion of park and recreational facilities in this area to incorporate

Re: Implementation, Big Bend Development Plan.....

those lands situated within the A3 zone would ecological should the continued economic operation of the farms become impossible.

5) Byrne Road Industrial Enclave

A rezoning proposal (from M3 to M2) affecting the properties in this area has advanced past the Public Hearing stage and remains under Council's consideration. As outlined in the report, Big Bend Area Study: Proposed Development Plan, this department still considers the M2 rezoning to be the most suitable form of development control in this particular area. However, it was further expressed that if Council considered that the standing recommendation (i.e. M2 rezoning) is not the most appropriate means of upgrading this area, then a "secondary" alternative would be put forth by this department. This would involve a rezoning of the industrially undeveloped portions of the enclave to M2 and the retention of M3 on those sites presently under industrial development. Originally, it had been proposed that the developed properties should retain their M3 designation, as to use, with the provision that future expansion should conform to M2 standards of development. However, should Council pass the Zoning By-law Text Amendments the development standards related to the M2 and M3 designations will be virtually the same, hence the amended secondary proposal to retain an unqualified M3 on those sites with existing industrial development.

It should be noted that the current rezoning proposal (from M3 to M2) includes two parcels that were excluded in the original rezoning submission. One of the properties is presently undeveloped and under Municipal ownership (D.L. 166A, Blk. 1, that portion North of the Van and Lulu Island Right-of-Way, Plan 524) and is situated in the southern most portion of the M2 rezoning area. The other parcel which is industrially developed (D.L. 159, Blk. 39, Ex. Pl. 9355 and 10608, Plan 930) is located on the west side of Byrne Road at the intersection of Meadow St. and Byrne Road.

6) A1 (General Agricultural District)

i) Residential Strip

As indicated on Figure C, the upland boundary of the proposed A1 zone coincides with the southern limits of the existing 200' residential strip (R5) fronting on Marine Drive. It should, however, be noted that adjustments to this boundary will most likely occur as future residential subdivision occurs in the R5 zone. Amendments to this boundary will be in recognition of existing legal boundaries and local development conditions.

ii) Municipal Nursery

The Municipality has ownership of several parcels that appear to be suitable for the establishment of a Municipal tree and landscaping nursery in this particular area. Further research relating to the cost-benefits of establishing such a facility is required before the submission of related recommendations.

7) A2 (Small Holdings District)

As has been related in previous reports to Council, the area contained within the existing A1 zone has been proposed for the A2 district designation, a category which is more compatible with the residential nature of this neighbourhood.

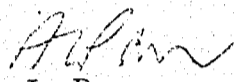
Re: Implementation, Big Bend Development Plan.....page 6.

E. SUMMARY RECOMMENDATIONS

It is recommended:

- 1) THAT the Council approve the principle, the implementation components referred to in this report including the specific recommendation that Council grant authorization for the preparation of the preliminary engineering location design required in the development of the final Marine Way alignment.
- 2) THAT the Council approve the principle the proposed Area Rezonings, Stage 1 as illustrated on map C and that these rezonings be forwarded to a Public Hearing for further consideration.

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING.

JSB:ew

- c.c. Chief Building Inspector
Chief Licence Inspector
Chief Public Health Inspector
Municipal Assessor
Municipal Clerk
Municipal Engineer
Municipal Solicitor
Land Agent
Parks and Recreation Administrator
Planner I

GENERAL STAGING TIMETABLE

ITEM 1
 MANAGER'S REPORT NO. 48
 COUNCIL MEETING July 31/72

TENTATIVE TIMETABLE
 BY YEAR

Item	On a Continual Basis	As Private Development Occurs	After					
			1972	1973	1974	1975	1975	
a) <u>Riverway Sports Complex</u>								
i) Land acquisition			x	x				
ii) Development				x	x	x		x
b) <u>Riverway Golf Course</u>								
i) Land Acquisition					x			
ii) Preliminary design and development research				x	x			
iii) Development								x
c) <u>Marine Way</u>								
i) Preliminary engineering location design			x					
ii) Acquisitions				x	x	x		x
iii) Development								x
d) <u>Loop Road Collector</u>								
i) Preliminary engineering location design				x				
ii) Acquisition		x						
iii) Development		x						
e) <u>Municipal Industrial Estate, Stage 1</u>								
i) Preliminary feasibility study			x					
ii) Possible consultants report, land fill techniques				x				
iii) Land development				x	x	x		x
iv) Sales					x	x		x
f) <u>Foreshore Park</u>								
i) Corridor acquisition	x	x						
ii) Facility design				x				
iii) Development					x	x		x
g) <u>C.D. Industrial, Long Range Industrial Area</u>								
i) Formulation of industrial development criteria	x	x						

¹ The general staging timetable as indicated above should be regarded as a reference guide only. As the Development Plan implementation proceeds, this department will be in a better position to provide more detailed information on future staging programs.

GENERAL STAGING TIMETABLE¹

ITEM 1
 MANAGER'S REPORT NO. 48
 COUNCIL MEETING July 31/72

TENTATIVE TIMETABLE
 BY YEAR

<u>Item</u>	<u>On a Continual Basis</u>	<u>As Private Development Occurs</u>						
			<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>After 1975</u>	
h) <u>Trailways and Buffer Areas</u>								
i) Preliminary location design				x				
ii) Land acquisition or exchange	x	x		x				
iii) Development	x	x						x
i) <u>Municipal Nursery</u>								
i) Cost - benefit analysis				x				
ii) Land preparation				x	x			
j) <u>Area Rezoning, Stage 1</u>								
i) Public Hearing				x				
ii) Council consideration				x				
k) <u>Area Rezoning, Stage 2</u>								
i) Public Hearing				x				
ii) Council consideration				x				
l) <u>Rezoning, General</u>								
i) Minor adjustments to Area Rezoning			x					

¹The general staging timetable as indicated above should be regarded as a reference guide only. As the Development Plan implementation proceeds, this department will be in a better position to provide more detailed information on future staging programs.