

ITEM 21  
MANAGER'S REPORT NO. 3  
COUNCIL MEETING Jan. 15/73

21. Re: Development Proposal - Lot C, D.L. 166A, Plan 7398

The following is the report of the Planning Director dated January 11, 1973, regarding the above.

RECOMMENDATIONS:

THAT Council indicate its continued endorsement of the concept of providing continuous public access within the proposed foreshore parkstrip; and

THAT the development proposal as submitted by the Company not be approved; and

THAT the Planning Department continue to pursue any alternatives with the applicant in order to provide for the realization of the proposed foreshore parkstrip.

\* \* \* \* \*

PLANNING DEPARTMENT,  
January 11, 1973.  
Our file #15.101

RE: DEVELOPMENT PROPOSAL - LOT C, D.L. 166A, PLAN 7398.

A. PURPOSE OF REPORT

The Planning Department has been instructed to submit all applications for Preliminary Plan Approval for developments in the area south of Marine Drive for the consideration of Council. Accordingly, this submission has been prepared to advise Council of a specific development proposal currently before this Department and to seek Council's direction in implementing the adopted foreshore parkstrip concept for this general area.

B. THE SITE

The subject property as indicated on the attached sketch is situated within the Big Bend study area and is located at the foot of Byrne Road in an area designated for an M-3 form of development. This 40.6 acre parcel is described as Lot C, D.L. 166A, Plan 7398 and is under the registered ownership of Vancouver Art Metal Works Ltd. The property has approximately 1,675 feet of waterfront exposure.

C. DEVELOPMENT PROPOSAL

It is the expressed intent of the applicant to lease a portion of the site to Dominion Bridge Co. Ltd. for the purpose of assembling and launching six barges on behalf of Northern Transportation Co. Ltd. The undertaking of the project would necessitate the construction of six barge slips consisting of 20 ton piles which would extend for a depth of approximately 390 feet from the high water line and a width of 200 feet at an elevation of roughly 4.5 feet. These slips would be used in the launching of the barges and would remain on the site after the completion of the contract and become the property of the registered owner. Ancillary facilities such as a lunch room, field

office, shop buildings etc. would also be required but would be of a temporary nature and be removed at the completion of the project. The occupancy period for the proposed development has been given as January 15, 1973 to July, 1973.

D. FORESHORE PARKSTRIP IMPLEMENTATION

At their meeting of March 27, 1972 Council directed that the Planning Department continue to make provision for the creation of a foreshore parkstrip on a negotiable basis as development proposals are received for the subject properties involved. This approach was successfully applied in the implementation of the parkstrip on the parcel adjacent to the subject property occupied by Commonwealth Construction Ltd. In that the subject parcel is the sole remaining private property within the proposed foreshore park area, it had been hoped that this negotiable approach could overcome several operational difficulties of the proposed development that are in conflict with the concept of providing continuous public access within the proposed foreshore parkstrip. However, as a result of discussions held between this department and representatives of Vancouver Art Metal Works Ltd. on January 8, 1973 we would report that a negotiable approach in this instance has not been successful and that the development proposal as submitted would preclude the establishment of the parkway access across the foreshore portion of the property. This situation is therefore at variance with the previously endorsed principle of providing continuous, public access to the foreshore in the areas indicated on the adopted Big Bend Development Plan.

E. AVAILABLE OPTIONS

In that the attempt to negotiate a satisfactory implementation of the foreshore parkstrip concept has not been achieved, only a limited number of options appear to be available in disposing of this matter. With the acknowledgement that due to insufficient time the various alternatives have not been researched in depth with regards to engineering feasibility or possible associated costs, these are listed as follows:

1. Allow the development to proceed and alter the foreshore park concept accordingly.

Such a course of action would relate to the establishment of a pedestrian "by-pass" around the perimeter of the site to rejoin the foreshore parkstrip at a point to the east of the proposed development. This would reduce public access to the foreshore within the proposed park system by at least 1,675 feet.

2. Purchase the entire property and resell for compatible industries having retained sufficient area for foreshore park purposes.

Although no specific acquisition costs are available at this time, this approach would necessitate a major capital expenditure at the outset. However, under the terms of the parkstrip concept, the large majority of the site would be available for resale and a substantial portion of the original cost would be recovered. Additional costs attributable to this alternative would relate to an existing stiff-leg derrick (which would have a salvage value) and the fulfillment of the terms of an existing water lease.

3. Purchase the required foreshore portion of the property and dredge a new wharfway that would provide for "inland" water frontage and construct a pedestrian open public opening for access across the mouth of the passage.

If not limited by technical considerations, this alternative would enable the subject property to retain its waterfront access without precluding the realization of the adopted foreshore parkstrip objective. Additional costs associated with this option relate to the acquisition of the area occupied by the waterway and the construction of the channel and pedestrian span.

4. Relocate the industry by exchange with other municipal lands having suitable waterfront access and sell the non-park portion of the subject property for compatible industrial development.

Although no specific proposal has been prepared, an exchange would involve an adjustment to the adopted Development Plan to assign an industrial usage to Municipal properties on the periphery of the waterfront park areas. This would result in a shorter but continuous foreshore park with public access to the river assured along the entire length of the parkway. Special costs involved with this proposal would involve the filling and servicing of the Corporation parcel as well as relocation or acquisition costs of the stiff-leg derrick and fulfillment of the water lease obligations.

#### F. FORESHORE PARKSTRIP OBJECTIVE RESTATED


At their meeting of January 19, 1972, the Parks and Recreation Commission discussed the matter of the foreshore parkstrip and concluded that an average of 200 feet from the high water line should be preserved as a walkway between the park site concepts in the Byrne Road area and D.L. 167 taking advantage of the topography and natural vegetation of the area. This department would concur that the long term merits of providing future generations with public access to the foreshore area within the designated park zone should be recognized and protected. Accordingly, it is recommended that Council indicate their continued endorsement of the concept of providing continuous public access within the proposed foreshore parkstrip. This action would favour the pursuit of options 2, 3 and 4 as listed above which would be the subject of a later report to Council.

#### G. RECOMMENDATIONS

In light of the inability of this department to achieve a negotiated agreement with the applicant concerning the implementation of the foreshore parkstrip, it is recommended:

1. THAT Council indicate their continued endorsement of the concept of providing continuous public access within the proposed foreshore parkstrip.
2. THAT Council not approve the development proposal as submitted and instruct this department to further pursue with the applicant options 2, 3 and 4 as described above in order to make provision for the realization of the proposed foreshore parkstrip.

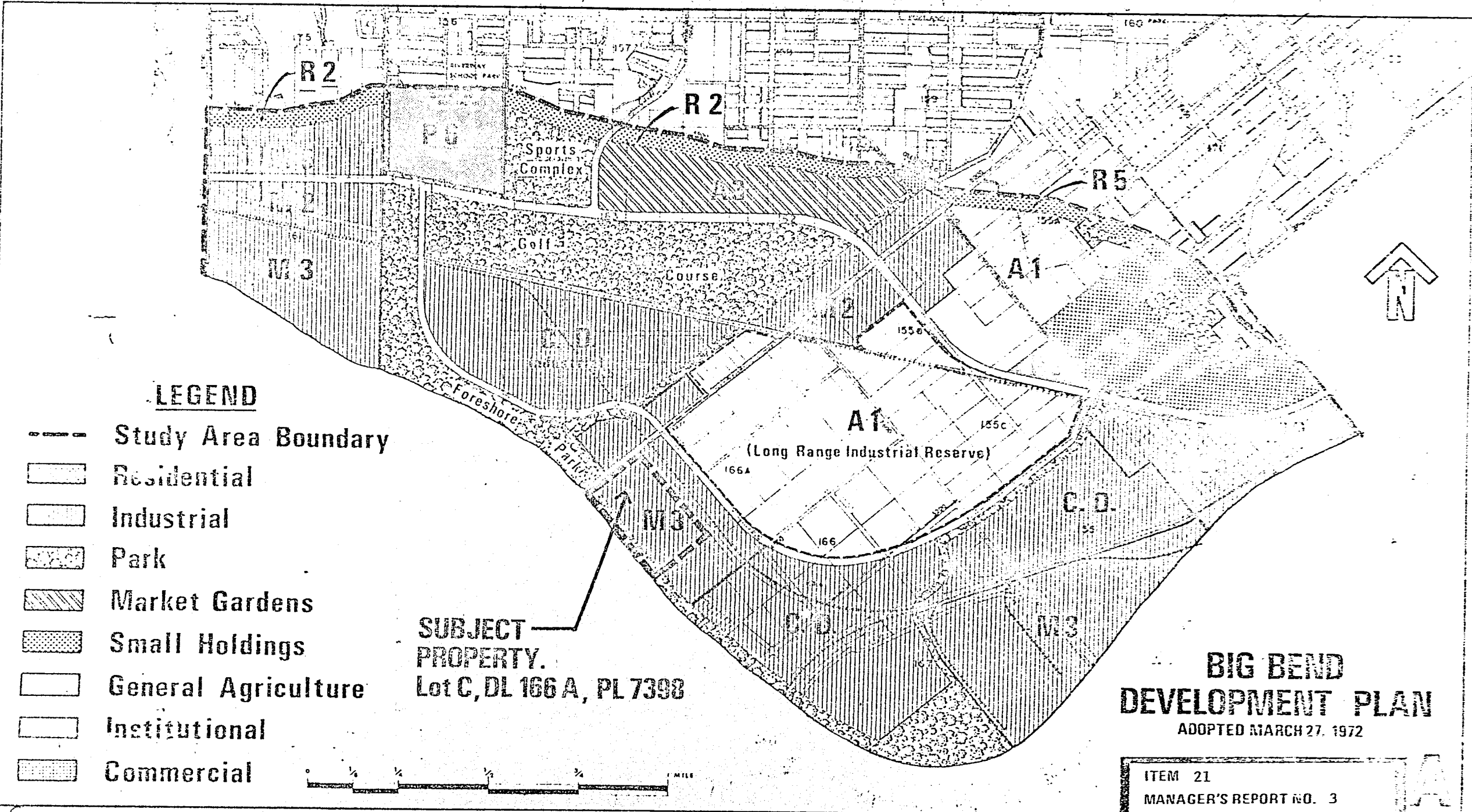
Respectfully submitted,

  
A. L. Parr,  
DIRECTOR OF PLANNING.

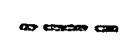
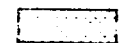
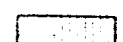
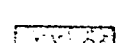

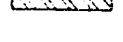

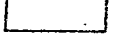

JSB:ew  
all.

c.c. Lead Agent  
Secretary, Parks and Recreation Commission  
Parks and Recreation Administration  
Municipal Engineer

U.S.



**LEGEND**

-  Study Area Boundary
-  Residential
-  Industrial
-  Park
-  Market Gardens
-  Small Holdings
-  General Agriculture
-  Institutional
-  Commercial

**SUBJECT PROPERTY.**  
 Lot C, DL 166 A, PL 7398

**BIG BEND  
 DEVELOPMENT PLAN**  
 ADOPTED MARCH 27, 1972

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