

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

Re: IMPLEMENTATION REPORT ON INDUSTRIAL DEVELOPMENT IN
BOUNDARY ROAD -- MARINE WAY AREA OF BIG BEND

Following is a report from the Director of Planning regarding industrial development in the subject area.

With the adoption of recommendation #5, funds for this program will be provided in the 1978 Capital Improvement Budget.

RECOMMENDATION:

1. THAT the recommendations in the Director of Planning's report be adopted.

* * * * *

PLANNING DEPARTMENT
OCTOBER 5, 1977

OUR FILE: 15.101

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: IMPLEMENTATION REPORT ON INDUSTRIAL DEVELOPMENT IN
BOUNDARY ROAD -- MARINE WAY AREA OF BIG BEND

We are forwarding herewith for submission to Council, a report on the above captioned subject matter. This report recommends an assembly and site preparation program for those lands in the Boundary Road - Marine Way Industrial Area.

Council's adoption of this report and the initiation of the implementation procedures outlined therein is regarded as the catalyst for the development of both the undeveloped Municipal and privately-owned lands within the study area.

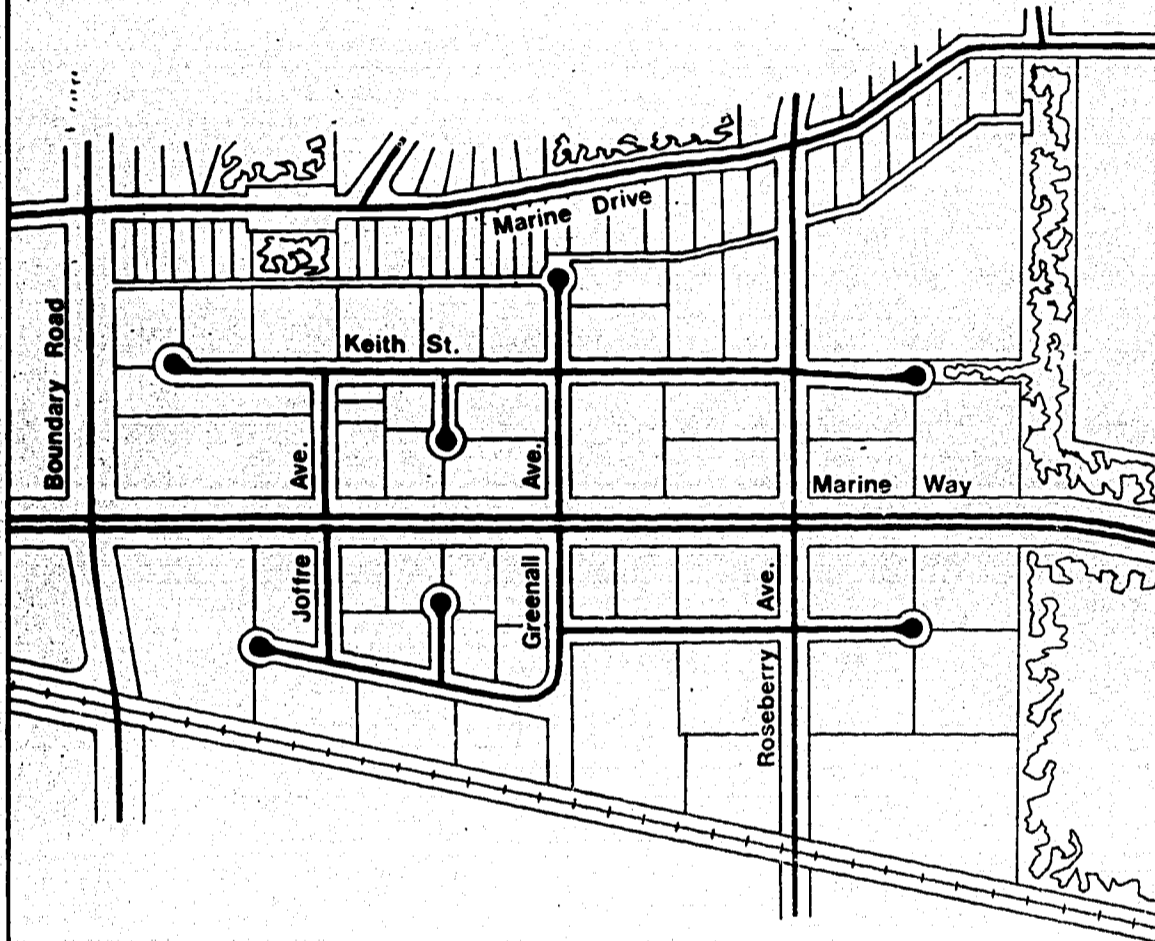

A. L. Parr
DIRECTOR OF PLANNING

PB/dm
attachment
cc Land Agent
Municipal Engineer
Municipal Treasurer

ITEM 24
MANAGER'S REPORT NO. 69
COUNCIL MEETING Oct. 11/77

214

Implementation, Big Bend Development Plan



Boundary Road - Marine Way Industrial Area



Burnaby Planning Department
September 1977

TABLE OF CONTENTS

	<u>PAGE</u>
I. <u>INTRODUCTION</u>	
A. BACKGROUND	1
B. EXISTING LAND USE	1
C. INDUSTRIAL OVERVIEW	2
1. Regional Perspective	
2. Municipal Perspective	
3. Development Options	
II. <u>DEVELOPMENT PLAN REFINEMENT</u>	
A. MAJOR INFLUENCES	4
1. Marine Way	
2. Boundary Road	
3. B.C. Hydro and Power Authority Railway	
4. Residential Zone	
5. Linear Parkland and Foreshore Park	
6. Ownership	
7. Utilities	
8. Existing Development	
9. Zoning	
10. Existing Subdivision Patterns	
11. Soil Conditions	
12. Watercourse Protection	
B. THE DETAILED DEVELOPMENT PLAN	6
III. <u>THE IMPLEMENTATION PROGRAM</u>	
A. STAGING	
1. Stage 1 (Figure 8)	8
(a) Property Acquisitions	
(b) Servicing	
(c) Summary	
2. Stage 2 (Figure 9)	12
(a) Property Acquisitions	
(b) Servicing	
(c) Summary	
3. Stage 3 (Figure 10)	14
(a) Property Acquisitions	
(b) Servicing	
(c) Summary	
4. Stage 4 (Figure 11)	16
(a) Property Acquisitions	
(b) Servicing	
(c) Summary	
IV. <u>RECOMMENDATIONS</u>	18

24
 69
 ITEM
 MANAGER'S REPORT NO.
 COUNCIL MEETING
 Oct. 11/77

ITEM 24
MANAGER'S REPORT NO. 69
COUNCIL MEETING Oct. 11/77

216

LIST OF FIGURES

Following Page

1.	Regional Setting	1
2.	Big Bend Development Plan	1
3.	Existing Land Use	1
4.	Proposed Development Plan	2
5.	Existing Subdivision Configuration, Utilities and Ownership	2
6.	Proposed Development Plan and Theoretical Building Locations	4
7.	Proposed Sanitary Sewer Areas	8
8.	Stage 1 — Site Development	8
9.	Stage 2 — Site Development	12
10.	Stage 3 — Site Development	14
11.	Stage 4 — Site Development	16

IMPLEMENTATION, BIG BEND DEVELOPMENT PLAN:
BOUNDARY ROAD—MARINE WAY INDUSTRIAL AREA

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

I. INTRODUCTION

A. BACKGROUND

The study area is located in the south-western sector of the Municipality bounded by Marine Drive, Boundary Road, and the B.C. Hydro right-of-way as illustrated on Figure 1, Regional Setting.

The Municipal Council, at their meeting of March 27, 1972, adopted the Big Bend Area Study: Proposed Development Plan as shown on Figure 2 as the basis for implementation of the goals and objectives of the study. On July 31, 1972, Council approved in principle the implementation components contained within a report entitled Implementation, Big Bend Development Plan. One of these components dealt with the proposed development of a municipally sponsored industrial complex in the subject area. It was stated that a separate report would be forwarded to Council concerning a recommended course of action in this regard.

The Capital Improvement Program has provided funds for the proposed development of the subject industrial area since Council's adoption of the Big Bend Implementation report. The 1977 Program allocates \$280,000 for the servicing of this area and \$1,210,000 for land acquisitions.

The purpose of this report is, therefore, to recommend an assembly and site preparation program for those lands in the Boundary Road - Marine Way Industrial Area.

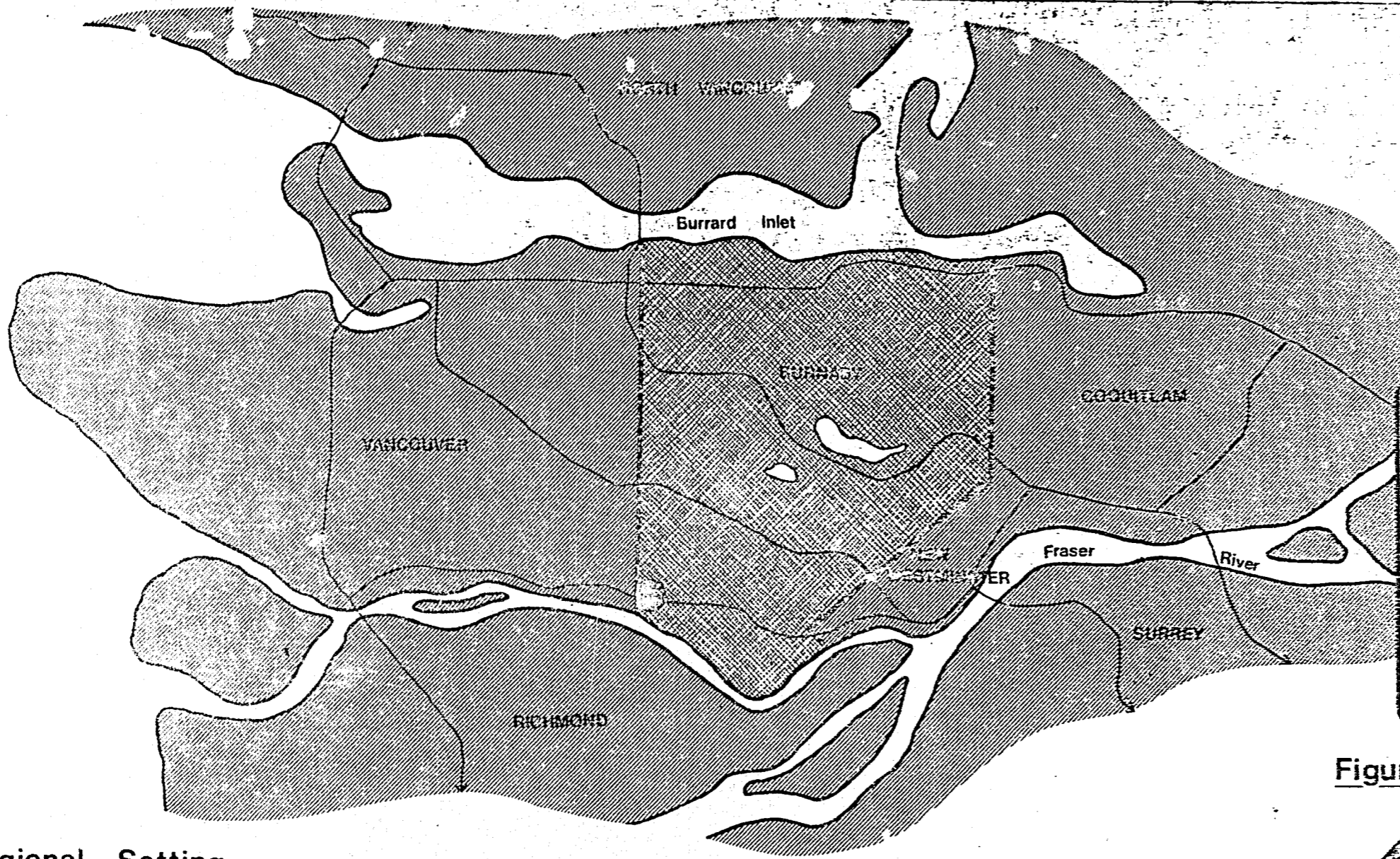
B. EXISTING LAND USE

The study area comprises approximately 90 acres situated in the Big Bend Area adjacent to the north arm of the Fraser River. The lands are generally flat and lie within the designated floodplain necessitating the placement of an average of four to five feet of fill to an elevation above the projected flood level.

As can be noted on Figure 3, map of Existing Land Use, this area consists primarily of vacant undeveloped land. The majority of the existing residential dwellings are located immediately south of Marine Drive, while others are scattered through the area west of Greenall Avenue. Small industrial concerns have located in the area and as is the case with the scattered residential development, these smaller industries have been established for a considerable period of time and are in need of redevelopment.

Mill and Timber Products Limited is an established industry and is located on a four acre site adjacent to the B.C. Hydro Railway and Greenall Avenue. Several larger industries have located in the study area in recent years.

The study area is bisected by the proposed Marine Way right-of-way which will function as a regional east-west arterial as outlined on Figure 4. Those properties fronting on Marine Drive for a depth of 200 feet are designated for R2 (Residential District) single family urban-type residential use. Those lands between these residential properties and the Marine Way alignment have been designated and rezoned for M5 (Light Industrial District) use. This district provides for the accommodation of light industrial uses, encouraging a high standard of development which are particularly designed to



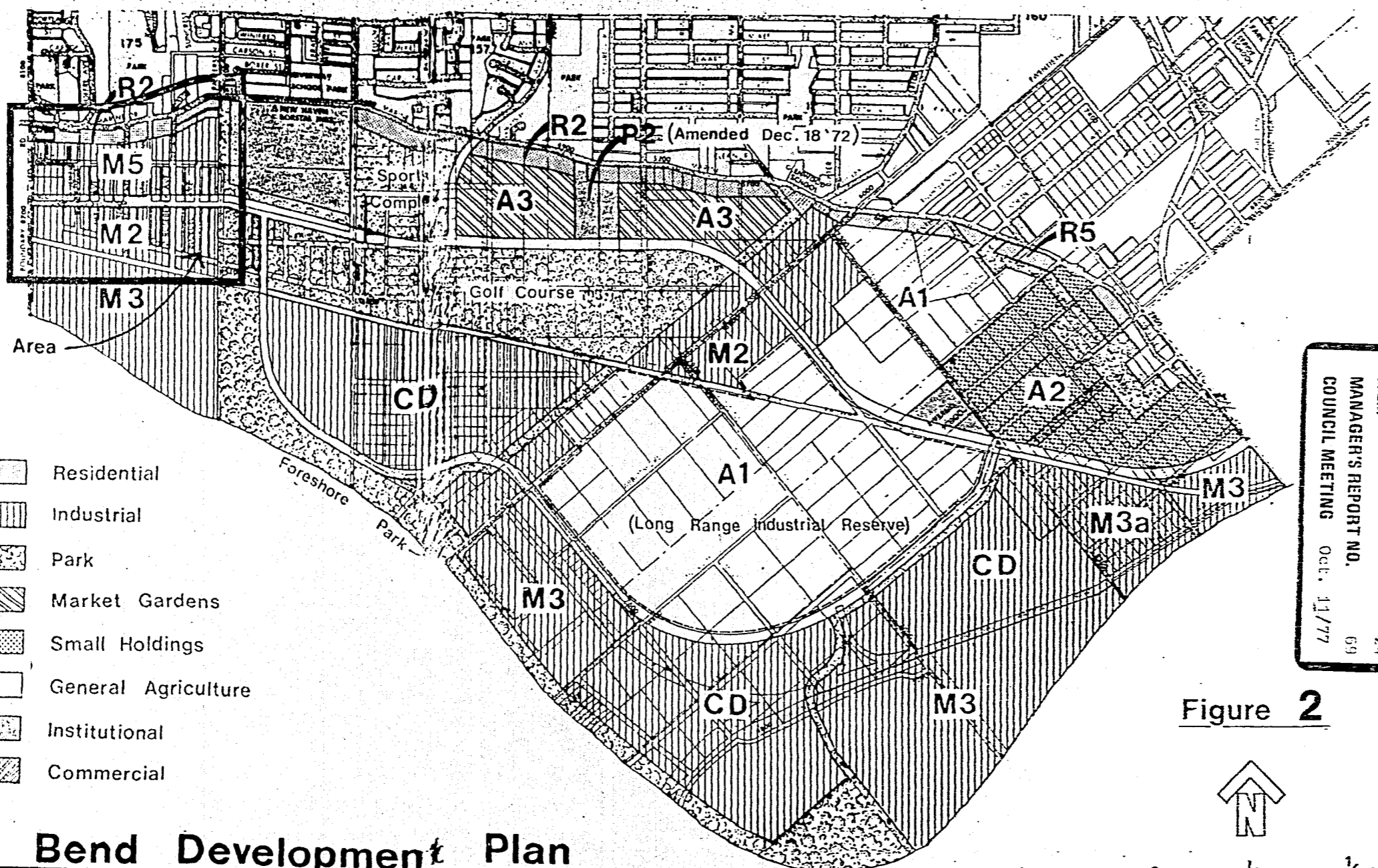
ITEM	MANAGER'S REPORT NO.	DATE
COUNCIL MEETING	69	Oct. 14/77




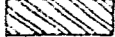




Figure 1



Regional Setting

Boundary Road - Marine Way Industrial Area



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

ITEM
 MANAGER'S REPORT NO. 24
 COUNCIL MEETING Oct. 11/77 69

Figure 2

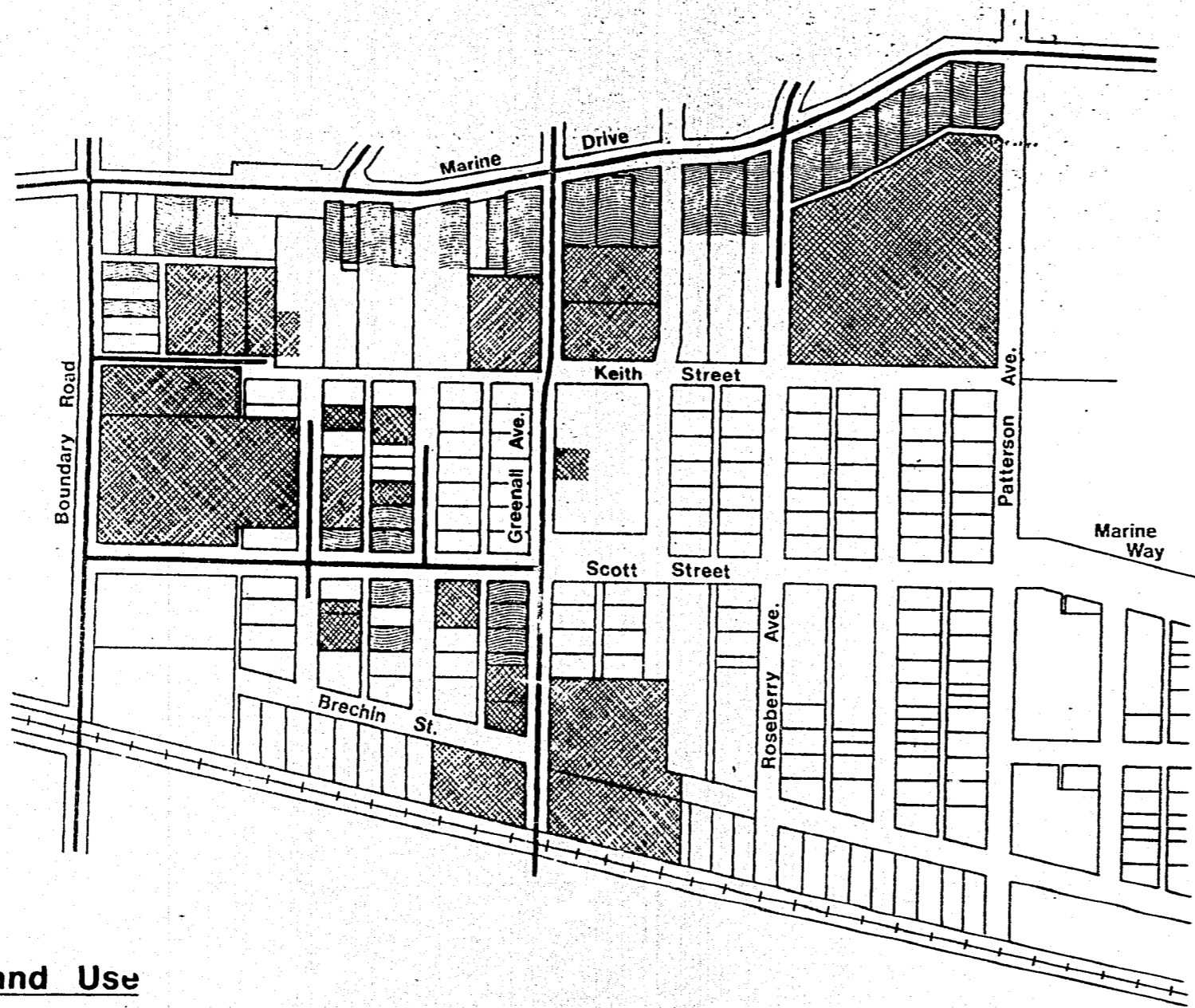


0 1/4 1/2 Mi.

Big Bend Development Plan

Adopted March 27, 1972

219



- Constructed Roads
- Existing Residential
- Existing Industrial
- Vacant

ITEM
 MANAGER'S REPORT NO.
 COUNCIL MEETING Oct. 11/77
 211
 69

Figure 3



220

Existing Land Use

Boundary Road - Marine Way Industrial Area

be located adjacent to residential areas with a minimum of conflict. The lands south of the proposed Marine Way and north of the B.C. Hydro Railway are designated for General Industrial activities (M2 zone) under conditions designed to minimize conflicts with surrounding uses. The lands within this area have already been rezoned to M2 with the exception of the Mill and Timber Products Limited establishment.

C. INDUSTRIAL OVERVIEW

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

1. Regional Perspective

The report entitled Industrial Development: Views and Issues of the Industrial Community, which was prepared in May of 1976 as a background report for the G.V.R.D. Liveable Region study, states that there is a perceived critical shortage of serviced and available industrial land in the Lower Mainland Region. In referring to the types of industrial development which could be expected to locate within Burnaby, this report notes that Burnaby is recognized as a mature industrial area which will continue to attract high quality development which can afford the higher land costs associated with defined, centrally located sites with optimal access to transportation facilities.

2. Municipal Perspective

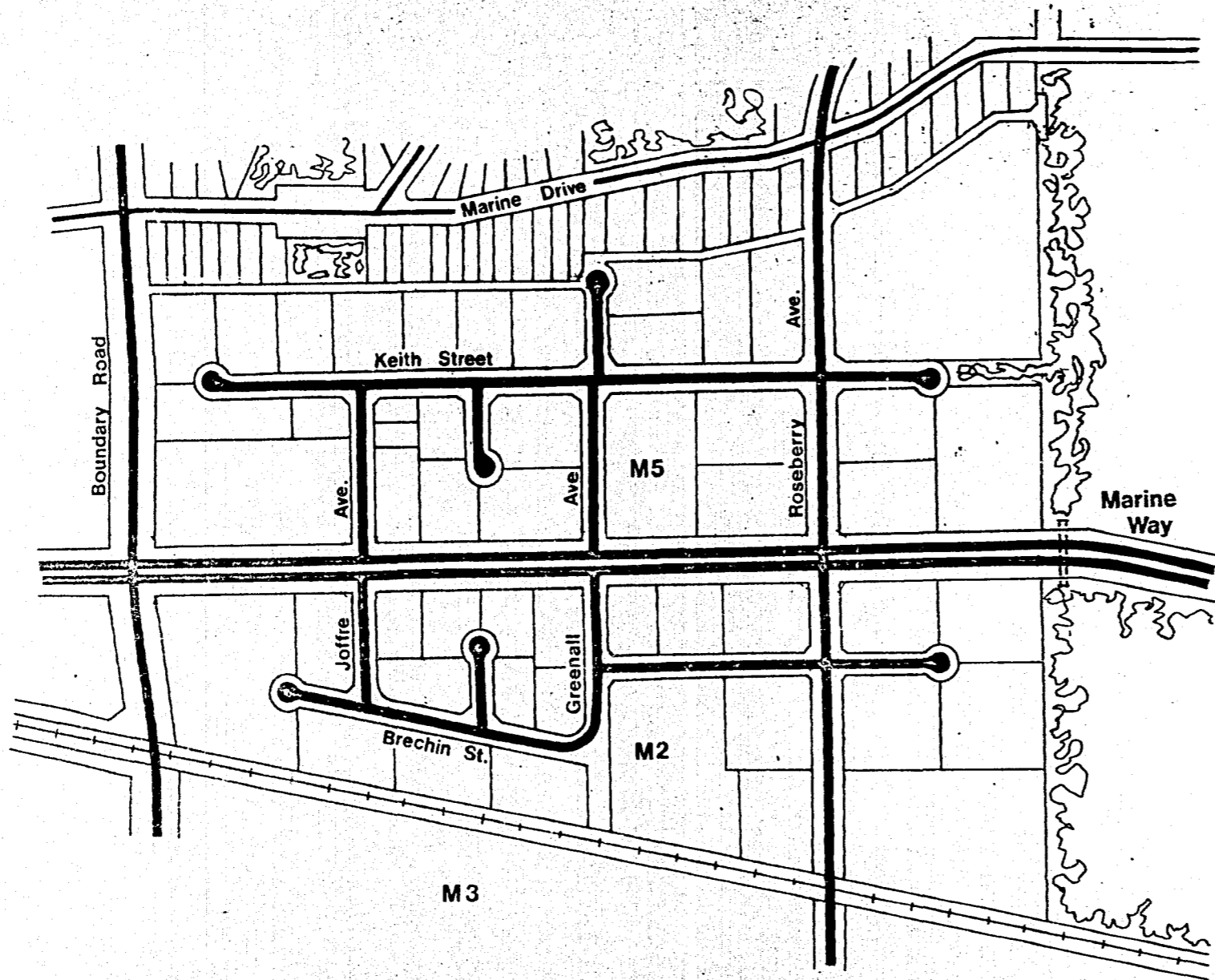
The Municipality's industrial policy should recognize the role of the industrial sector in the community and should promote balanced industrial development in the industrial areas. In recognition of this responsibility, the Big Bend Development Plan designates large areas of land as illustrated on Figure 2 lying generally south of the B.C. Hydro Railway for industrial development. Much of these lands are under the ownership of several large corporations and will be developed as major industrial estates on a comprehensive basis. It is anticipated that those industries which require large parcels will locate in these areas.

In order to provide for the desired industrial balance in the Big Bend area, provision should be made for locating those industries which require smaller parcels. The Planning Department's objective in initiating development of the Boundary Road - Marine Way industrial lands is to make available these small sites on a pre-planned basis.

As can be noted on Figure 5, the Municipality is the major land owner in the subject area and, therefore, has an opportunity to provide the catalyst for industrial development in the area. In areas where private lands are involved, the Municipality should work as a co-developer with these lands owners and/or developers. The report on Industrial Development: Views and Issues of the Industrial Community states that in terms of overall promotional effectiveness, the best incentive a municipality could offer would be to provide necessary servicing or to market serviced industrial sites.

3. Development Options

In an area containing such diverse ownership and lot patterns as the subject study area, there are two basic development options available to the Municipality. The first is to pre-service the Municipal lands and offer them for sale or lease. The second is to establish the guidelines for development and provide consolidated undeveloped parcels for market with one of the conditions of sale or lease being the provision of the requisite services.

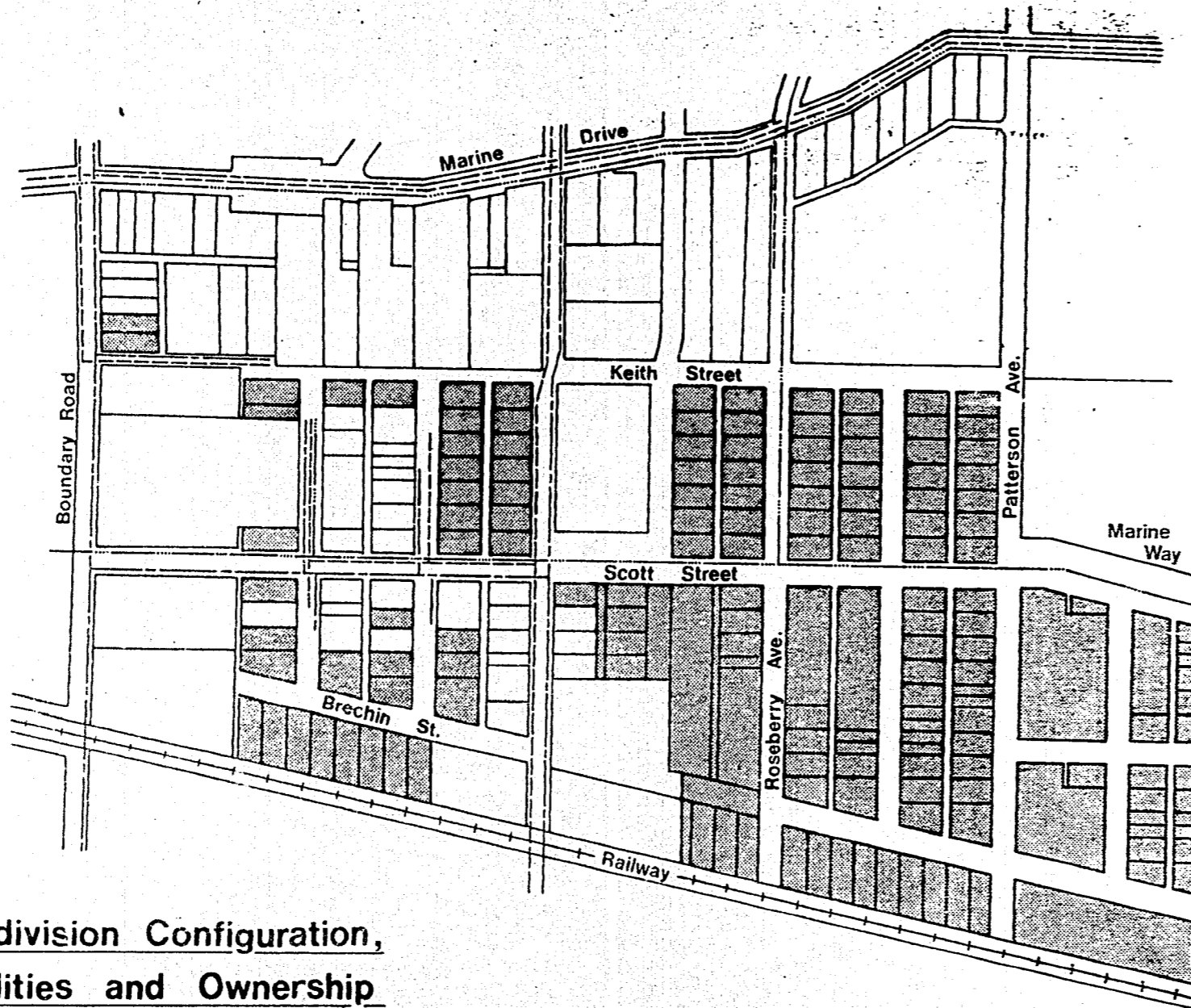






Proposed Development Plan
Boundary Road - Marine Way Industrial Area

ITEM	211
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

Figure 4





-  Municipal Land
-  Sanitary Sewers
-  Watermains
-  Natural Gas

ITEM 211
 MANAGER'S REPORT NO. 69
 COUNCIL MEETING Oct. 11/77

222

Existing Subdivision Configuration,
Municipal Utilities and Ownership
Boundary Road-Marine Way Industrial Area

Figure 5



ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

No one method will be applicable to the development of the whole area and, therefore, in areas where the Municipality is the principal land owner, but the ownership pattern is fragmented, it will be advantageous to acquire as much of the private lands as possible and then install the services. It is in this instance that the Municipality has an opportunity to provide a catalyst for the industrial development of the private lands in the surrounding area.

In areas where the Municipality owns virtually all of the undeveloped land, it will be possible to either pre-service the land or to establish the development parameters and offer these lands for sale (or lease) with one of the conditions being the provision of the requisite services by the purchaser. These lands could be made available on the basis of single industrial parcels to individual parties or as larger blocks which could be developed by one firm and subsequently placed on the market. In making land available for development, the Municipality has an opportunity to control the type of development through the establishment of development criteria, while taking advantage of the private sector's ability to expeditiously service the land to the required standards.

The recommended Stage 1 area development and servicing program which is outlined in a subsequent section of this report, provides for the acquisition of as much of the private lands as possible and for the subsequent servicing and sale of the developed land. In the balance of the study area the decision on whether to pre-service the land or to sell the undeveloped land has been kept flexible at this point. The recommended Stage 2, 3 and 4 development programs should, however, be used as a guide for future development whether implemented by the Municipality or private interests. Future reports will, therefore, be submitted to Council recommending the most appropriate course of action with respect to Stages 2, 3 and 4.

The Planning Department recommends that a suitable amount of land be reserved by the Corporation for future land exchange possibilities to achieve a desired land use in other areas of the Municipality where the exchange of land is favoured by either party over outright acquisition.

The decision on whether to sell or lease a particular parcel of land should be kept flexible and be made at the time of development rather than at this time. Each transaction would be considered on its respective merits. This approach is consistent with adopted Council policy.

II. DEVELOPMENT PLAN REFINEMENT

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

A. MAJOR INFLUENCES

The proposed development plan which is illustrated on Figure 4 was influenced by several major factors which can be described as follows:

1. Marine Way

Marine Way is proposed to be a primary traffic route which will function as a regional east-west arterial replacing the existing Marine Drive in accommodating heavy traffic volumes with a high proportion of inter-municipal traffic. Vehicular access to this roadway in the vicinity of the study area will be restricted to those streets shown on Figure 4. As can be seen on this sketch, a full range of turning movements will be available only at the intersection of Marine Way and Boundary Road and Marine Way and Roseberry Avenue. Right turns in and right turns out will be permitted at the intersections of Marine Way and Joffre Avenue and Marine Way and Greenall Avenue. Vehicular access to the industrial sites will not be permitted directly from Marine Way. Final design work for the road is under way with construction expected to be commenced during 1978.

2. Boundary Road

Boundary Road is an existing north-south traffic facility from Marine Drive northward. Access to Boundary Road will not be available in the future as the function south of Marine Drive will be upgraded and the roadbed elevated to reduce grades in Boundary Road. Vehicular access to the lands abutting Boundary Road must therefore be via those streets shown on Figure 4.

3. B.C. Hydro and Power Authority Railway

This railway line forms the southern boundary of the study area. Vehicular crossings are currently located at Boundary Road and at Greenall Avenue. The development plan is predicated on the assumption that the present railway crossing will be relocated from Greenall to Roseberry Avenue to take advantage of the full range of turning movements which are anticipated at the intersection of Marine Way and Roseberry Avenue.

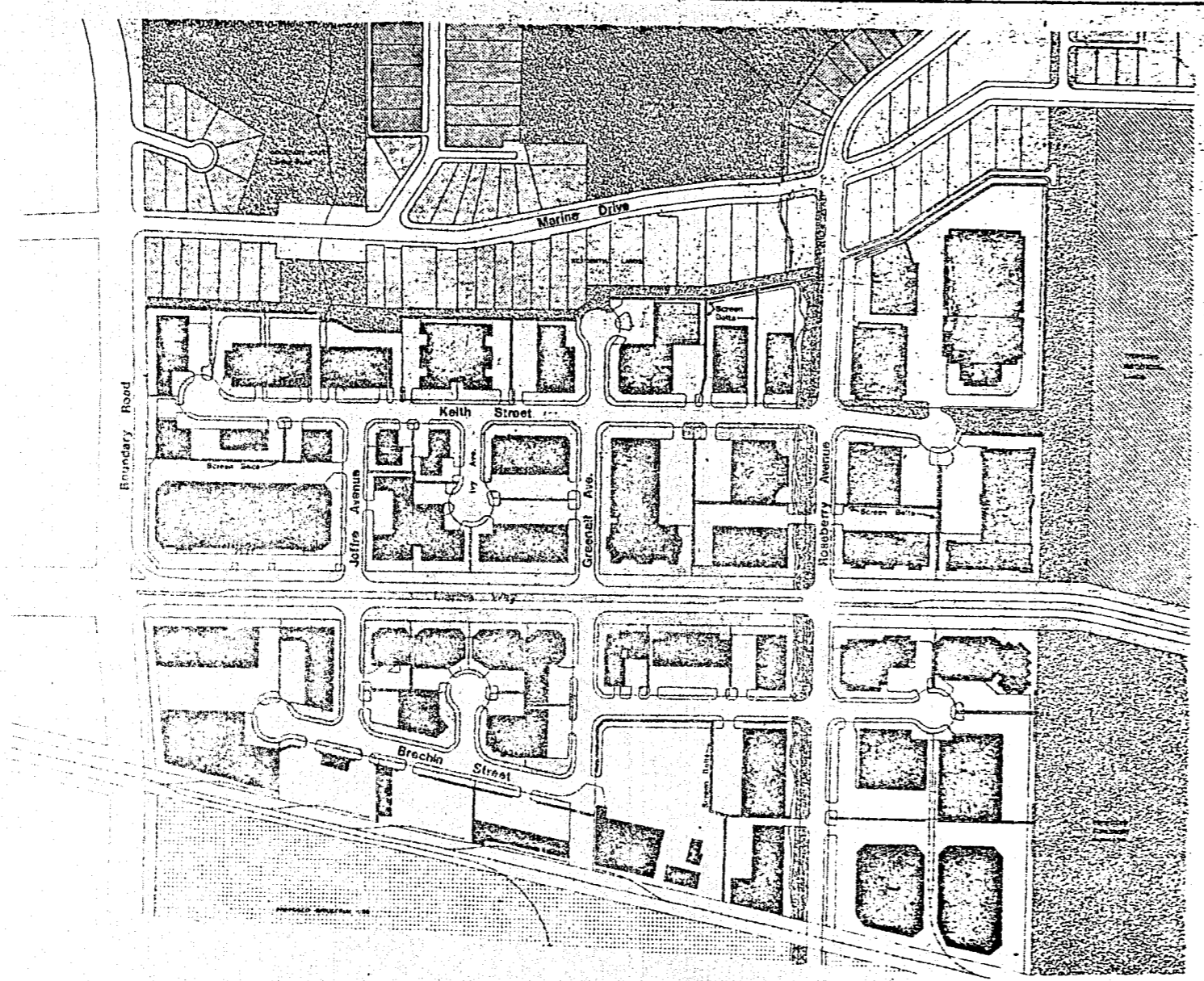
An opportunity exists for industries to take advantage of the location of this railway line in locating on the adjacent lands as illustrated on Figure 6, Theoretical Building Locations.

4. Residential Zone

The establishment of this zone provides for the maintenance of the residential interface which has historically developed along Marine Drive. The 200 foot depth of this zone provides for adequate buffering between the residential dwellings and the developing industrial zone.

5. Linear Parkland and Foreshore Park

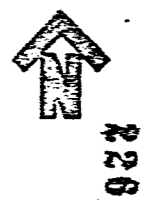
The Big Bend Development Plan designates the portions of the lands east of the subject area and north of Marine Way as Linear Parkland. The lands south of Marine Way and east of the subject area have been designated as Foreshore Parkland.



Proposed Development Plan and Theoretical Building Locations
Boundary Road - Marine Way Industrial Area

ITEM
 MANAGER'S REPORT NO. 211
 COUNCIL MEETING, Oct. 13/77 69

Figure 6



6. Ownership

As can be noted on Figure 5, the Municipality is the major land owner in the development area. Certain privately-owned parcels are proposed for acquisition by the Municipality to provide development control for the area and to facilitate replotting of the lot lines to a more useful and regular geometry.

7. Utilities

The existing utilities within the study area are shown on Figure 5. This report will propose a servicing program for the extension of certain of these services.

8. Existing Development

The character of the study area is presently one of an evolving industrial area. The lot configuration shown on Figure 5 was historically established to provide for the development of single family dwellings; and although several of these properties were developed with single family dwellings, the majority of the lands remained vacant. Over the years, many of these dwellings have been removed and small industries have located in the area. These industrial establishments have, in the main, been located for a substantial period of time and are appropriate for redevelopment. In recent years, several larger establishments have located in the area, the most notable of which is situated at the north-east corner of Boundary Road and the proposed Marine Way as shown on Figure 6. Several additional development applications are currently being processed by the Planning Department.

To date, lack of services in the area has been the major impediment to development. However, with the anticipated construction of Marine Way and the initiation of the proposed implementation program, this impediment will be removed and further development can be anticipated.

9. Zoning

The lands within the study area have been rezoned in conformance with the proposed development concept with the exception of the Mill and Timber Products Limited establishment at Greenall Avenue and the railway. This establishment has retained its existing M3 zoning.

10. Existing Subdivision Patterns

The existing subdivision configuration is illustrated on Figure 5. This pattern was established in 1911 with the registration of a subdivision plan which created a residential grid of 66 x 120 foot lots with the requisite road and lane rights-of-way. The majority of these lots were not developed residentially and have remained vacant. Similarly, most of the roads and lane rights-of-way were not developed. With the establishment of non-residential uses over the years, several properties have been consolidated and rights-of-way cancelled, examples of which can be noted on Figure 5. This report will propose a major replotting of the lot lines from the existing pattern illustrated on Figure 5 to the proposed development pattern shown on Figure 4.

11. Soil Conditions

Most of the study area is flat and poorly drained and the soils are generally underlain with excessive depths of peat. As previously noted, these lands are within the Fraser River Floodplain and

will require filling. In this regard, it is recommended that a Soil Mechanics Engineer be engaged to report on the soils and on a recommended procedure for the landfill operation. His terms of reference should include provision for the protection of existing land use and amenities and, where desirable, natural land forms and watercourses. In addition, he should provide recommended procedures for building construction. 228

12. Watercourse Protection

The Municipal Council, as a matter of general policy, requires that a report be submitted for consideration and direction on the proposed treatment of any watercourse. The study area contains two large watercourses which will require particular attention. As can be noted on Figure 6, these watercourses enter the study area from the Boundary Creek Ravine Park and from the Kaymar Creek Ravine Park.

The Boundary Creek watercourse is contained in a relatively deep ravine immediately south of Marine Drive. This ravine should be preserved in its natural land form and the watercourse preserved in an open condition. The Planning Department recommends that the lands comprising the ravine be designated for inclusion in the Boundary Creek Ravine Park (see Figure 6). We further recommend that the acquisition of these lands be undertaken in conjunction with the proposed development of the Boundary Road - Marine Way industrial area and that the acquisitions be financed from the C.I.P. Land Development Fund as an integral part of the industrial development in the subject area.

The Boundary Creek watercourse changes dramatically in character once it leaves the confines of the ravine and it flows into an existing storm sewer at the intersection of Keith Street and Joffre Avenue. The Planning Department recommends that this storm sewer be extended northward to the boundaries of the proposed extension of the Boundary Creek Ravine Park and southward to the intersection of Boundary Road and the railway tracks (see Fig. 6).

The Kaymar Creek watercourse is a relatively large watercourse which experiences high run-off in the winter months and flows year round. The proposed development plan illustrated on Figure 6 proposes that this watercourse be relocated through the study area as a major feature west of the Roseberry Avenue right-of-way. It is proposed to be maintained in an open condition in a rock lined channel to the approval of the Municipal Engineer and the Subdivision Approving Officer. The Fisheries Department must also approve of the proposed improvements. Adequate grease and oil interceptors and other safeguards against contamination of this watercourse will need to be provided.

Inasmuch as the industrial lands will require filling to an elevation above the designed flood level, the relocation of this watercourse presents no particular disruption to the land form in the area.

B. THE DETAILED DEVELOPMENT PLAN

The preceding development considerations have influenced the preparation of the revised detailed development plan which is embodied in Figures 4 and 6. This plan provides the basis for the development of a high quality industrial park which will minimize conflict with the established single family residences north of Marine Drive, by providing development control for the area.

The M5 area between Marine Drive and the proposed Marine Way will provide for the establishment of those service and commercial uses which

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

are particularly designed to be in close proximity to residential areas. The conditions of use in the M5 zone are such that they must be completely contained within an enclosed building with the exception of parking and loading facilities. Additionally, nothing may be done in this zone which is or will become an annoyance or nuisance to the surrounding areas.

The M2 zone, south of the proposed Marine Way similarly requires all uses to be housed completely within an enclosed building. However, this zone permits a wider range of industrial uses.

The revised development plan illustrated on Figures 4 and 6 should not be considered absolute in form or timing, but rather as a guide for development. Certainly, investment decisions made by the private sector and by the Municipality will shape the final plan. A certain amount of flexibility should, therefore, be exercised in implementing this plan.

In addition to providing serviced industrial sites for industries as described, the proposed development plan provides for the establishment of a linear park connection from the Boundary Creek Ravine Park through the study area to the Fraser River Foreshore Parklands. This connection will not only provide access to the linear park system along the Fraser River (see Figure 2) for the residents of Burnaby, but it will provide a connection for the residents of the Champlain Heights area of Vancouver.

This linear parkland will, in part, assist in buffering the residential area south of Marine Drive (see Figure 6) from the industrial development to the south. In addition to this park/buffer, the proposed development plan provides for the planting of a system of treed screen belts throughout the industrial area. These belts are strategically located to provide continuous screening from the residential areas on Burnaby's south slope, while preserving the vistas beyond the industrial area.

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

III. IMPLEMENTATION PROGRAM

230

In order to implement the development plan and to provide serviced industrial land, the Municipality will have to undertake certain property acquisitions and initiate the servicing of Municipal lands.

The future development of industrial roadways is illustrated on Figure 7, together with the proposed sanitary sewer collection areas. It is proposed that those properties adjacent to the existing sanitary sewer pressure mains on Marine Way and Roseberry Avenue pump their sewage directly into these mains. This would provide a desirable alternative to the construction of conventional sewers under very difficult and costly circumstances. If conventional sewers were constructed in this area where the soils contain peat, they would have to be constructed on piles. Individual pumps will have to be installed in each of the industrial properties to connect to the pressure mains.

A. STAGING

1. Stage 1

The first stage of the implementation program is illustrated on Figure 8 and reference should be made to this figures for the following items:

a) Property Acquisitions

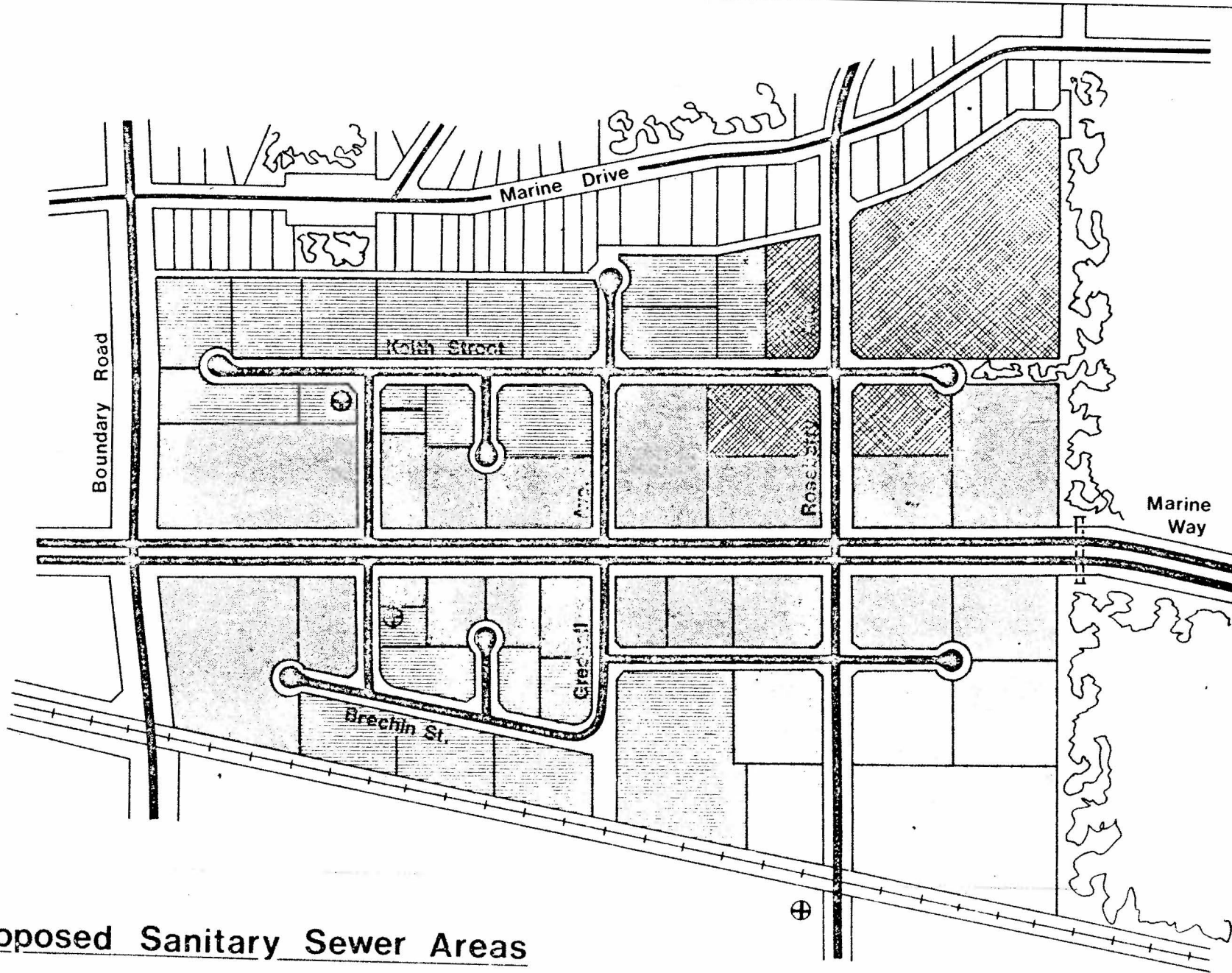
Item 1 -8739 Joffre Avenue
Lot 2, Block 14, D.L. 161, Plan 1742

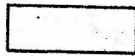
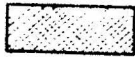

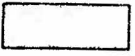

This property is currently vacant. However, it was noted at the time of writing that fill material was being placed on the property. The Planning Department recommends that this property be acquired as soon as possible to consolidate Municipal holdings. If this property is not acquired, it is conceivable that we would be faced with an application for Preliminary Plan Approval on a lot which is zoned M2 General Industrial, but is substantially below the desired lot size for the quality of development proposed for the area. The development of this lot in isolation would further necessitate the development of the 66 foot parcel to the north as an undersized industrial parcel.

Item 2 -8720 Joffre Avenue
Lot 1, Block 13, D.L. 161, Plan 1742

8734 Joffre Avenue
Lot 2N 1/2, Block 13, D.L. 161, Plan 1742

Inasmuch as the Municipality will be responsible for the development of the Joffre Avenue and Brechin Street rights-of-way to a 46 foot curb standard roadway to access Municipal lands, it would be to the Corporation's advantage to acquire these properties prior to the road construction.



-  Adjacent Properties Will Pump Directly Into G.V.S.&D.D. Pressure Main on Marine Way
-  Adjacent Properties Will Pump Directly Into Municipal Pressure Main on Roseberry Ave.
-  Conventional Gravity System Discharging Into a Pump Station
-  Conventional Gravity System Discharging Into a Pump Station Located South of Railway Right-of-Way
-  Approximate Location of Sanitary Sewage Pump Stations

Proposed Sanitary Sewer Areas
Boundary Road - Marine Way Industrial Area

Figure 7



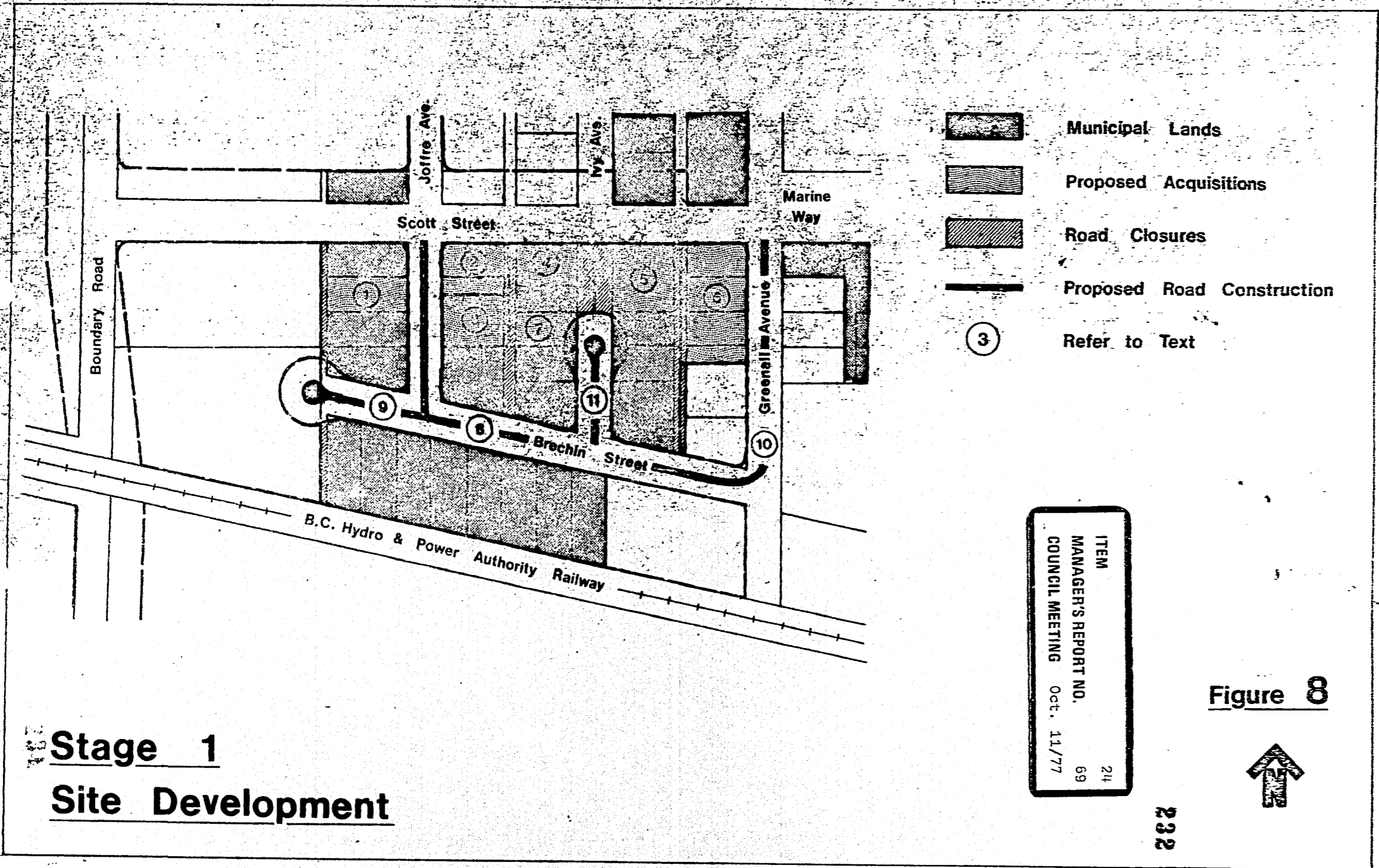


Figure 8



232

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

These properties were being offered for sale at the time of writing. They are being used as open storage for an industrial concern on the adjacent lot.

Item 3

-8744 Joffre Avenue
Parcel "A", Ex. Plan 36132, Block 13, D.L. 161,
Plan 1742

This property is developed with an industrial use, but the buildings and the site are in poor condition. In our view, the need for acquisition parallels that stated in Item 2. However, this acquisition should be a low priority item which would only be advanced if it was offered for sale at a suitable price.

Item 4

-3842 Scott Street
Lots 8 and 9, Exc. Ptn. N. of Rlwy., Sk. 11638,
Block 13, D.L. 161, Plan 1742

This lot is developed residentially with an older home and should be acquired to consolidate Municipal holdings.

Item 5

-3864 Scott Street
Lot "A", Block 12, D.L. 161, Plan 1742

This parcel is developed as a U-Service Auto Centre accessed from Scott Street. Once Marine Way is constructed, it will be desirable to remove this access and replace it with secondary access from the Ivy Avenue cul-de-sac (see Figure 8). At that time, a portion of the redundant Ivy Avenue right-of-way should be closed and consolidated with this parcel and with the Municipal parcel immediately south.

An alternative to the foregoing would be to purchase the parcel and either remove the building or integrate it into another industrial concern. This would negate the necessity of the Corporation constructing the Ivy Avenue cul-de-sac. The decision would be strictly economic and would depend, to a degree, upon the successful acquisition of the parcel described in Item 4.

Item 6

-8703 Greenall Avenue
Lot 11, Block 12, D.L. 161, Plan 1742

8731 Greenall Avenue
Lot 10, Exc. Ptn. N. of Rlwy., Block 12, D.L. 161,
Plan 1742

8743 Greenall Avenue
Lot 9, Block 12, D.L. 161, Plan 1742

8751 Greenall Avenue
Lot 8 N 1/2, Exc. Ptn. N. of Rlwy., Block 12,
D.L. 161, Plan 1742

These parcels are all developed with older single family dwellings in fair condition. While the Planning Department recommends they be acquired, their acquisition should not be a priority item. We would recommend acquisition only if the properties could be acquired at a favourable price.

Item 7 -8747 Ivy Avenue
Lot 7, Block 13, D.L. 161, Plan 1742

This parcel is developed residentially and should be acquired to consolidate Municipal holdings.

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

b) Servicing Considerations

Item 8 -Joffre Avenue, from Marine Way (Scott Street) south to Brechin Street from Joffre Avenue to Greenall Avenue are currently undeveloped and will have to be constructed by the Municipality prior to the sale of the consolidated parcels. This construction should be undertaken once the properties described in Items 1, 2 and perhaps 3 have been acquired.

Item 9 -This portion of Brechin Street should not be developed by the Corporation, but rather by the owner of the lands south-east of the intersection of Boundary Road and Marine Way. Access to these lands from Boundary Road and Marine Way will not be available.

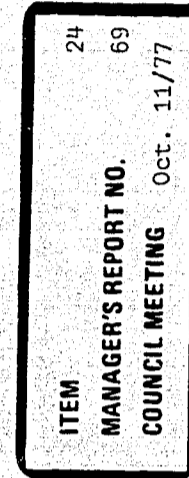
Item 10 -Greenall is presently constructed to a 20 foot wide paved standard. At some time in the future this roadway should be upgraded by way of a local improvement by-law to a 46 foot curb standard from Brechin Street to Marine Way. That portion of Greenall from Brechin Street to the railway should not be included in such a by-law as it will become redundant with the relocation of the Greenall railway crossing to Roseberry Avenue.

Item 11 -As referenced in Item 5, once Marine Way is constructed it will be desirable to remove vehicular access from the existing and proposed industrial parcels abutting Marine Way. The length of the cul-de-sac required will depend upon the final lot geometry within the interior of the block. It is conceivable that, given the successful acquisition of those lands referenced in Items 4 and 5, this cul-de-sac would not be required.

c) Summary

As has been described in the foregoing items, there are several factors affecting development within Area 1. The one constant is the fact that the Municipality owns a considerable amount of industrial land fronting on Joffre Avenue and Brechin Street which can only be developed with the construction of an industrial roadway, together with the requisite storm and sanitary sewers, street lighting, underground wiring, and watermains. It is proposed, therefore, that the following services be constructed and that the serviced parcels be sold or leased.

Watermains	\$ 44,000
Sanitary Sewers and Pump Station	170,000
Storm Sewers	115,000
Roads	194,000
Street Lighting	15,000
Underground Wiring	18,000
Landfill	26,000
Engineering Design	28,000
	<u>\$ 610,000</u>



It is further proposed that the properties referenced in Items 1 and 2 be acquired prior to this construction. It is conceivable that the property described in Item 3 will also be acquired prior to construction of these services.

Inasmuch as this is an area containing peat, the proposed roads must be preloaded and all gravity sewers constructed on piles. A considerable saving could be derived if the sanitary sewer mains were designed as force mains. This would alleviate the need for placing the sewer on piles, thereby considerably reducing the cost. This possibility is subject to an engineering design and, therefore, for the time being, we have assumed that this sewer will be conventional in design and constructed on piles.

This initial construction will, in part, establish the pattern for the development of the balance of the study area, not only of the remaining Municipal lands, but of the undeveloped private lands.

It is recommended that the Municipal Council authorize the preparation of the requisite engineering drawings and associated information to the point whereby a detailed report, including cost estimates, could be submitted to Council in order that tenders could be called for the construction of those services as described in this item.

It is recommended that Council authorize staff to make provision in the 1978 Capital Improvement Budget for the design and construction of these services (the current preliminary cost estimate is \$610,000).

It is further recommended that Council authorize the preparation of a report recommending the sale or lease by public tender of the serviced industrial lots.

2. Stage 2

236

The second stage of the implementation program is illustrated on Figure 9 and reference should be made to this figure for the following items:

a) Property Acquisitions

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

- Item 1 -8510 Boundary Road
Lot 5, Block 1, D.L. 175, Plan 10761
- 8520 Boundary Road
Lot 6, Block 1, D.L. 175, Plan 10761
- 8530 Boundary Road
Lot 7, Block 1, D.L. 175, Plan 10761

Council, in April of 1974, approved in principle the acquisition of those properties north-east of the intersection of Boundary Road and Keith Street for land assembly and consolidation to alleviate the difficulty in obtaining access from Boundary Road and to provide for a more desirable form of access. To date, the Corporation has acquired two of five designated properties.

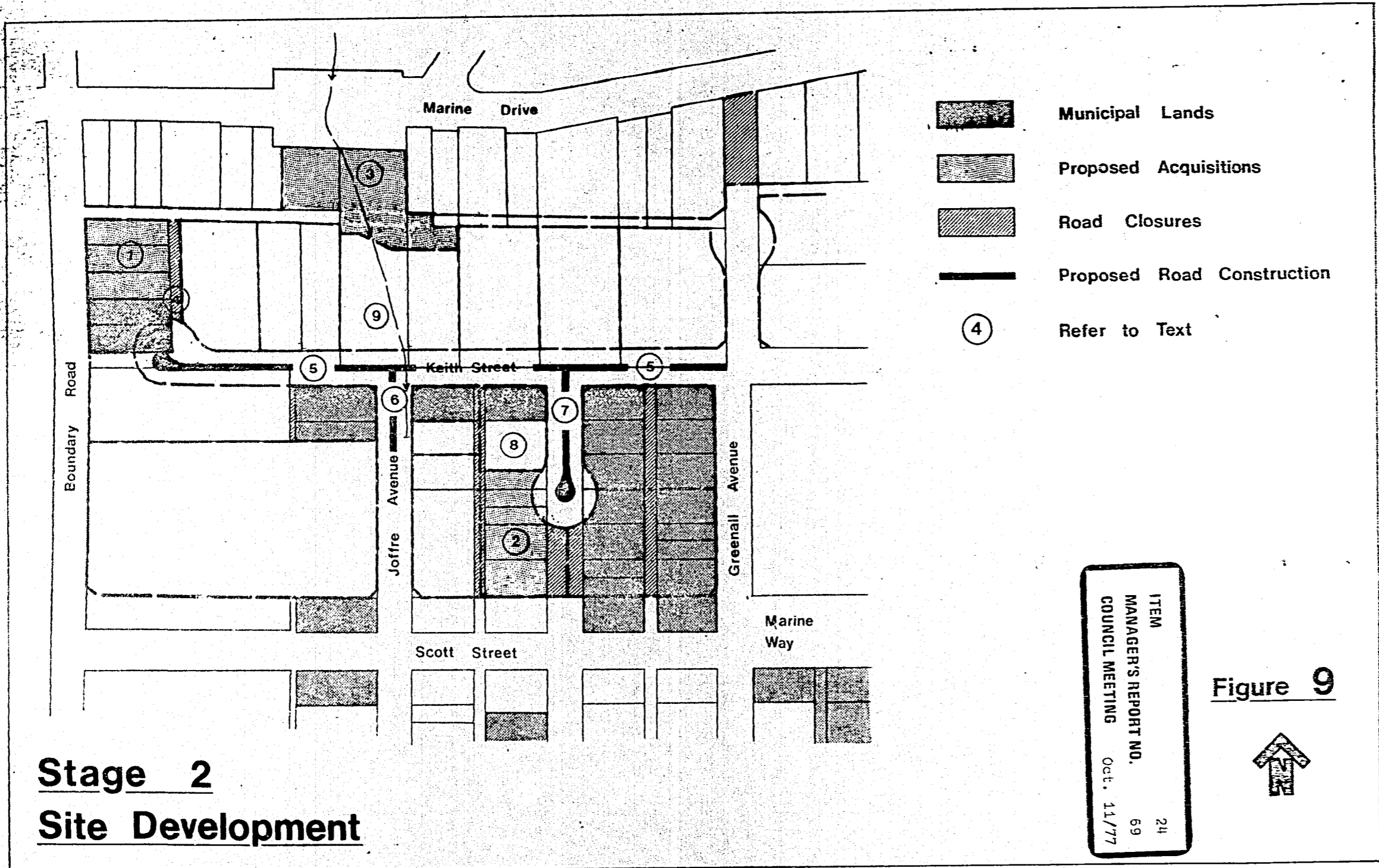
- Item 2 -8641 Ivy Avenue
Lot 12 S 1/2, Block 2, D.L. 161, Plan 1742
- 8647 Ivy Avenue
Lot 11 N 1/2, Block 2, D.L. 161, Plan 1742
- 8655 Ivy Avenue
Lot 11 S 1/w, Block 2, D.L. 161, Plan 1742
- 8663 Ivy Avenue
Lot 10, Block 2, D.L. 161, Plan 1742
- 8679 Ivy Avenue
Lot 9, Block 2, D.L. 161, Plan 1742






These properties are proposed for acquisition to provide development control for the area and to assist in achieving a desirable lot configuration. The acquisition and consolidation of these properties will enable the Corporation to close a portion of the Ivy Avenue right-of-way, thereby eliminating the need for the construction of unnecessary roadworks as referenced in Item 8.

- Item 3 -3770 Marine Drive
Lot 13, D.L. 175 N 1/2, Plan 17608
- 1790 Marine Drive
Parcel "A", Sk. 10903 of Lot 1, D.L. 175 N 1/2,
Plan 3668

As noted in Section II. A12 Watercourse Protection, these properties contain the Boundary Creek Watercourse in a relatively deep ravine. This ravine should be preserved in its natural land form and the watercourse preserved in a open condition.

Stage 2 Site Development



-  Municipal Lands
-  Proposed Acquisitions
-  Road Closures
-  Proposed Road Construction
-  Refer to Text

ITEM
MANAGER'S REPORT NO. 24
COUNCIL MEETING Oct. 11/77 69

Figure 9



These properties will then augment the Boundary Creek Ravine Park and will also comprise a portion of the linear park connection illustrated on Figure 6.

238

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

b) Servicing Considerations

- Item 4 -This lane is not developed and is, in the opinion of the Planning Department, redundant. The right-of-way should be cancelled and consolidated with the adjacent properties described in Item 1.
- Item 5 -The construction of this roadway should not be undertaken in advance of development or consolidation of adjacent parcels. Inasmuch as certain of these parcels are privately owned, an opportunity exists to share in the development costs for the requisite services.
- Item 6 -This section of Joffre Avenue should be constructed to a 46 foot curb standard prior to the sale of the adjacent Municipal lands. The sale price would then reflect the fact that these parcels front on a fully developed roadway.
- Item 7 -The need for the construction of this cul-de-sac is somewhat dependent upon the final geometry of the parcels created within the interior of this block. It is conceivable that parcels of a sufficient size will be created which will front on Joffre, Keith, and Greenall. In this situation, the need for the cul-de-sac would become redundant.
- Item 8 -This property is presently developed with an industrial building which receives its access from Ivy Avenue. If the Municipal lot to the north was consolidated with this property, this would remove one of the reasons for constructing the cul-de-sac as noted in Item 7.
- Item 9 -As noted in Section II. A12, Watercourse Protection, the Boundary Creek Watercourse changes dramatically in character as it leaves the confines of the ravine (see Item 3, Stage 2) and it flows into an existing storm sewer at the intersection of Keith Street and Joffre Avenue. The Planning Department recommends that this storm sewer be extended northward to the boundaries of the proposed extension to the Boundary Creek Ravine Park as illustrated on Figure 6.

c) Summary

The lands within Area 2 are largely in private ownership and the thrust of the Municipal involvement in this area has been directed towards providing development control where the existing lot patterns and ownership dictate problems with access or land use. An example is the existing residential parcels north-east of the intersection of Boundary Road and Keith Street where Council has approved in principle the acquisition of these properties for land assembly and consolidation to alleviate the problems associated with direct access from Boundary Road.

3. Stage 3

The third stage of the implementation program is illustrated on Figure 10 and reference should be made to this figure for the following items:

a) Property Acquisitions

This report does not propose any acquisitions within Stage 3 of the implementation program, but rather deals with the following considerations.

b) Servicing Considerations

Item 1

-Greenall Avenue is presently constructed to a 20 foot interim paved standard and functions as one of the primary accesses to the study area. The development concept provides for the transfer of this function from Greenall Avenue to Roseberry Avenue. Once Roseberry Avenue has been constructed, it will be possible to close and cul-de-sac Greenall Avenue as shown on Figure 10. This closure should, however, be considered a long range objective.

The remaining portion of Greenall Avenue will have to be upgraded to a 46 foot curb standard. Inasmuch as the lands on both sides are privately owned, this upgrading will have to be accomplished either through a local improvement by-law or as a condition of the subdivision of these parcels.

Item 2

-That portion of Greenall Avenue between Keith Street and Marine Way will require upgrading to a 46 foot curb standard. This upgrading could be a requirement of the sale of the adjacent Municipal lands.

Item 3

-That portion of Keith Street between Greenall Avenue and Alfred Avenue should be upgraded through local improvement or upon subdivision of the adjacent parcels.

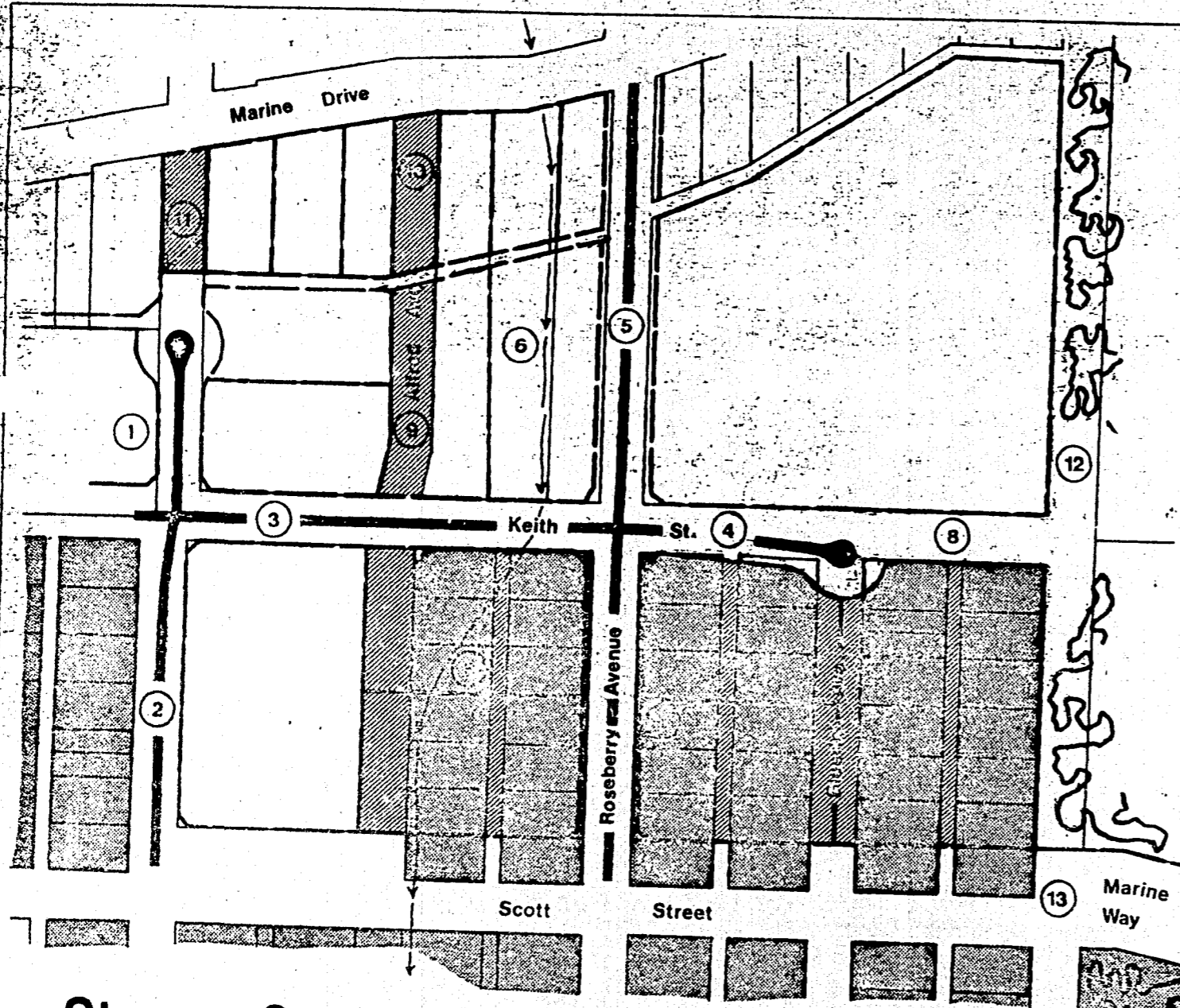
Item 4






-Keith Street, between Alfred Avenue and Bloedel Avenue, could be constructed as a condition of sale of the adjacent Municipal lands. If the private lands to the north should re-subdivide first, an opportunity would be available to share in the construction costs.

Item 5

-Roseberry Avenue should be constructed to a 46 foot curb standard with a separated sidewalk. As this is to be one of the main accesses to the industrial park from the north, a right-of-way width of 80 feet is recommended to accommodate the linear park strip and separated sidewalk illustrated on Figure 6.

The road construction will either be the responsibility of the adjacent private owners as a condition of subdivision, or constructed through passage of a local improvement by-law.



-  Municipal Lands
-  Proposed Acquisitions
-  Road Closures
-  Proposed Road Construction
-  Refer to Text

Stage 3
Site Development

ITEM
MANAGER'S REPORT NO. 24
COUNCIL MEETING Oct. 11/77 69

Figure 10



ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

Item 6

-As noted in Section II. A12, Watercourse Protection, this watercourse, which is known as Kaymar Creek, is a relatively large watercourse which experiences high run-off in the winter months and flows year round. The proposed development plan illustrated on Figure 6 shows this watercourse to be relocated through the study area as a major feature west of the Roseberry Avenue rights-of-way. This watercourse should be maintained in an open rock lined channel to preserve the water quality.

Item 7

-The Roseberry Avenue road improvements from Keith Street to Marine Way should be constructed as a condition of the sale of the adjacent Municipal lands.

Item 8

-This portion of the Keith Street right-of-way should be developed as part of the linear parks connection as shown on Figure 6. The design and construction of this connection should be undertaken as a condition of the sale of the adjacent Municipal lands. Should the private lands to the north subdivide first, an opportunity to share in the construction costs would become available.

Item 9

-The Alfred Avenue right-of-way is redundant to the Municipal needs and should be closed and sold subject to consolidation with the adjacent industrial land.

Item 10

-The closure of this portion of the Alfred Avenue right-of-way, which is within the area designated for residential use, could be initiated as soon as possible. Once closed, this land could then be sold as a residential lot.

Item 11

-The closure of this section of Greenall Avenue must await the development of Roseberry Avenue. At that time, the right-of-way could be closed and sold as a residential building lot.

Item 12

-The Patterson Avenue right-of-way should be retained as a street right-of-way but not developed as such. Inasmuch as these lands will become part of the linear parks system connecting the residential areas of the south slope to the foreshore parks system along the north arm of the Fraser River, it is advisable to retain this right-of-way to provide for a front yard setback for the industrial buildings which will be constructed on the adjacent lands.

Item 13

-It should be recognized that a pedestrian underpass (or overpass) will be required as part of the linear park connection which crosses Marine Way at Patterson Avenue.

c) Summary

242

Area 3 is comprised largely of properties which will be developed by the private sector. Certain of the Municipal lands adjacent to Keith Street may be developed in cooperation with this development. The Planning Department recommends that the initial Municipal initiative should be directed towards the closure of the redundant rights-of-way as illustrated on Figure 10 and the consolidation of Municipal holdings.

This action will facilitate future development by reducing the lead up time to development. We further recommend that once market conditions become favourable, these lands be advertised for sale or lease by public tender with one of the conditions of the sale or lease being the provision of the requisite services.

The closure of the Alfred Avenue road allowance between Keith Street and Marine Drive should be initiated as soon as possible and the resultant single-family lot referenced in Item 10 should be advertised for sale by public tender.

4. Stage 4

The fourth stage of the implementation program is illustrated on Figure 11 and reference should be made to this figure for the following items:

a) Property Acquisitions

Item 1 -8748 Greenall Avenue
Lot 4, Block 11, D.L. 161, Plan 1742

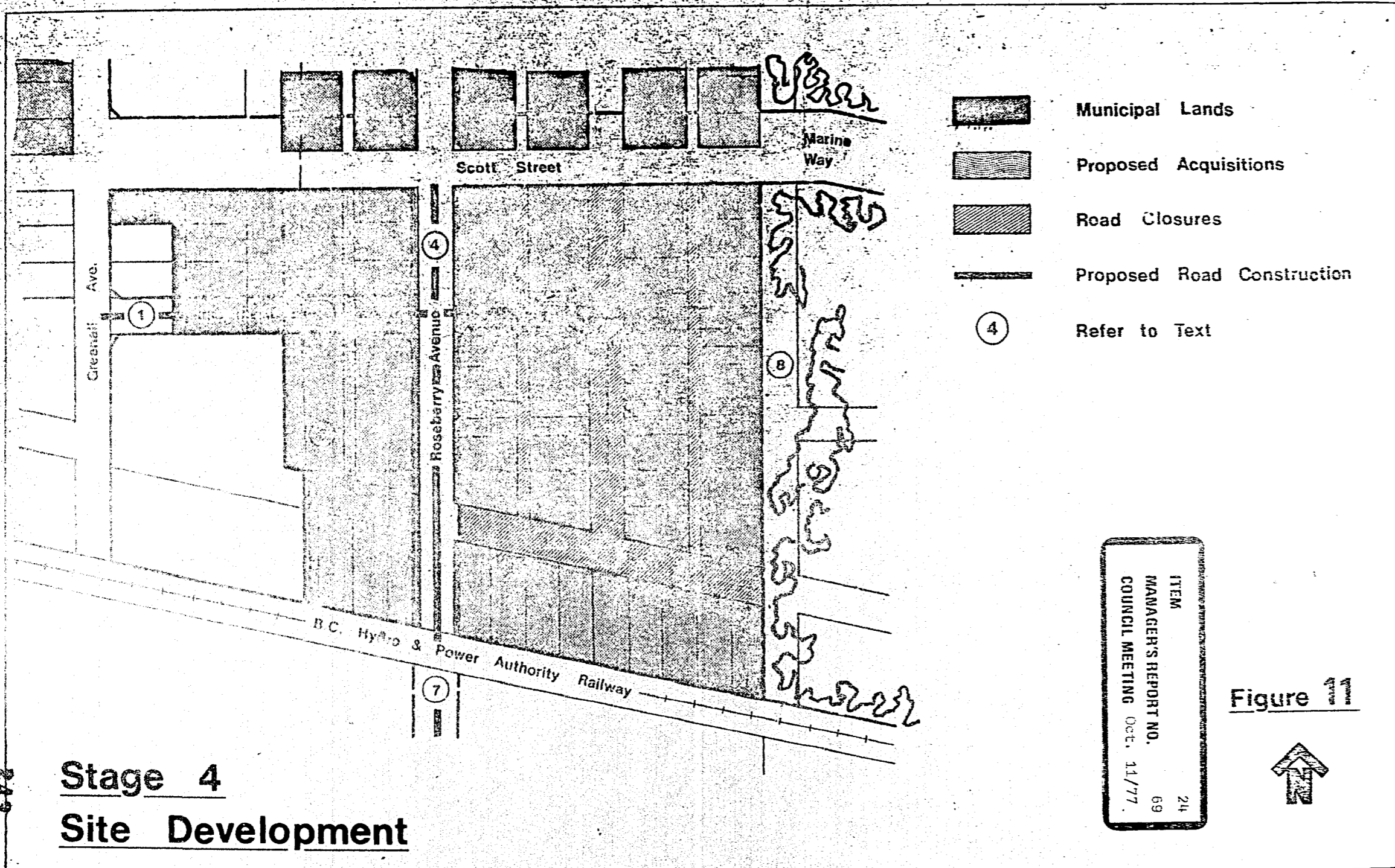
The development of a roadway between Greenall Avenue and Roseberry Avenue is necessary to enable vehicles in the south-west sector of the development plan area (see Figure 4) to travel westward on Marine Way. The intersections of Marine Way and Joffre Avenue and Marine Way and Greenall Avenue will permit right turns in and right turns out only. The construction of this road connection will provide access to the intersection of Marine Way and Roseberry Avenue where a full range of turning movements will be available.






To facilitate the development of this roadway, the Municipal Council, on December 13, 1976, approved the exchange of the subject lot (1) and the Municipal lot (2) as shown on Figure 11. To date, this exchange has not been consummated as the Planning Department is processing an application for Preliminary Plan Approval on the private lots between parcels 1 and 2.

Item 2 -This property is owned by the Corporation and has been approved for exchange as noted in Item 1.

b) Servicing Considerations

Item 3 -The construction of this roadway will be a Municipal responsibility and should be initiated once Roseberry Avenue and Marine Way have been constructed.



-  Municipal Lands
-  Proposed Acquisitions
-  Road Closures
-  Proposed Road Construction
-  Refer to Text

ITEM 24
 MANAGER'S REPORT NO. 69
 COUNCIL MEETING Oct. 11/77

Figure 



Stage 4
Site Development

243

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

Item 4

-The construction of the Roseberry Avenue roadway from Marine Way to the railway is a longer term objective, as it is in the fourth and final stage of the development program. If the MacMillan and Bloedel lands south of the railway should develop in the meantime, a cost sharing agreement could be entertained.

Item 5

-The need for the construction of this road is dependent upon the final geometry of the parcels created within the interior of the block. It is conceivable that parcels of a sufficient size will be created which front on Roseberry Avenue. In this situation, this cul-de-sac would not be required.

Item 6

-As stated earlier in this report (Item 6, Stage 3), this watercourse is to be relocated west of Roseberry Avenue as shown on Figure 6.

This relocation should be a condition of the sale of the adjacent Municipal lands.

Item 7

-The railway crossing at this point will replace the existing crossing at Greenall Avenue. The need for relocation has been well substantiated to date in this report.

Item 8

-The Patterson Avenue right-of-way should be retained as a street right-of-way but not developed as such. This right-of-way will be incorporated into the Fraser River foreshore park and consequently, the retention of the right-of-way will provide suitable front yard setbacks for the industrial buildings which will be located on adjacent properties.

c) Summary

As can be noted on Figure 11, the Municipality owns the vast majority of the land in Area 4. In this area it is recommended that the redundant road allowances be closed and consolidated with the undeveloped Municipal lands. It is not proposed to initiate the servicing of these lands at this point in time, but rather to establish the guidelines for development and to provide parcels capable of being subdivided into suitable sizes to reflect the desired development alternatives.

In initiating these road closures and property consolidations at this time, the Municipality will be in a position to invite development proposals once the market conditions become favourable. The industrial lots would then be sold or leased by public tender with one of the conditions of this sale or lease being the provision of the requisite services.

IV. RECOMMENDATIONS

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77


It is recommended THAT the Municipal Council:

1. Approve in principle the Development Plan as described within this report and illustrated on Figure 4.
2. Endorse the concept of the Municipality initiating an assembly and site preparation program for industrial development consistent with that shown on Figure 6.
3. Authorize the Land Agent to negotiate on the priority basis as outlined, the acquisition of those properties described in this report with the funds allotted in the Capital Improvement Program for the development of the subject industrial area.
4. Authorize the preparation of the requisite engineering drawings and associated information to the point whereby a detailed report, including costs estimates, could be submitted to Council in order that tenders could be called for the construction of the Joffre Avenue, Brechin Street roadways and for the requisite storm and sanitary sewers, watermains, street lighting and underground wiring as referenced in Item 8, Stage 1, Servicing Considerations (Page 10).
5. Authorize staff to make provision in the 1978 Capital Improvement Budget for the construction of those services itemized in the foregoing recommendation Number 4 (the current preliminary estimate cost is \$610,000).
6. Authorize the retention of a Consultant to prepare a report on the soils in the subject study area and on a recommended procedure for the requisite landfill operation as described within this report.
7. Endorse the preservation of the lands comprising the Boundary Creek Ravine as described in this report and illustrated on Figure 6.
8. Authorize the acquisition of the lands described in the foregoing recommendation Number 7 as an integral part of the industrial objective in the subject area utilizing funds from the Capital Improvement Fund.
9. Endorse the preservation of the Kaymar Creek watercourse in an open rock lined channel by relocating this watercourse as a major feature west of the Roseberry Avenue right-of-way as described within this report and illustrated on Figure 6.
10. Approve in principle the concept of providing a linear park connection from the Boundary Creek Ravine Park through the study area to the Fraser River Foreshore Parklands as illustrated on Figure 6.

ITEM 24
MANAGER'S REPORT NO. 69
COUNCIL MEETING Oct. 11/77

246

11. Authorize the preparation and introduction of road closing by-laws for those redundant rights-of-way as shown on Figures 8, 9, 10 and 11.
12. Authorize the Land Agent to prepare a recommendation as to the most appropriate strategy for marketing the Municipal properties within the Stage 1 area (i.e. sale versus lease).


A. L. Parr
DIRECTOR OF PLANNING

PB/dm

attachments

PROPOSED GENERAL STAGING TIMETABLE

The following general staging timetable should be regarded as a reference guide only. As development proceeds, the Planning Department will be in a better position to provide more detailed information on future staging programs. At that time, it is anticipated that a report will be forwarded to Council proposing the priority allocation of funds for development and/or acquisition of specific properties based on the recommended development plan.

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

STAGE I — FIGURE 8

ITEM No.	DESCRIPTION	ACTION		TENTATIVE TIMETABLE BY YEAR				
		By Burnaby	By Private Sector	1977	1978	1979	1980	After 1980
1.	Acquisition 8739 Joffre Ave.	X		X				
2.	Acquisition 8720 Joffre Ave. 8738 Joffre Ave.	X X		X X				
3.	Acquisition 8744 Joffre Ave.	X		X				
4.	Acquisition 3842 Scott St.	X				X		
5.	Acquisition 3864 Scott St.	X				X		
6.	Acquisition 8703 Greenall Ave. 8731 Greenall Ave. 8743 Greenall Ave. 8751 Greenall Ave.	X X X X						X X X X
7.	Acquisition 8747 Ivy Ave.					X		
8.	Servicing	X			X			
9.	Servicing		X			X		
10.	Servicing		X					X
11.	Servicing	X					X	

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

248

PROPOSED GENERAL STAGING TIMETABLESTAGE 2 - FIGURE 9

No.	ITEM Description	ACTION		TENTATIVE TIMETABLE BY YEAR				
		By Burnaby	By Private Sector	1977	1978	1979	1980	After 1980
1.	Acquisition							
	8510 Boundary Rd.	X		X				
	8520 Boundary Rd.	X		X				
	8530 Boundary Rd.	X		X				
2.	Acquisition							
	8641 Ivy Ave.	X					X	
	8647 Ivy Ave.	X					X	
	8655 Ivy Ave.	X					X	
	8663 Ivy Ave.	X					X	
	8679 Ivy Ave.	X					X	
3.	Acquisition							
	3770 Marine Dr.	X						X
	3790 Marine Dr.	X						X
5.	Servicing	X	X			X		
6.	Servicing	X	X			X		
7.	Servicing	X	X				X	
9.	Servicing		X			X		

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

PROPOSED GENERAL STAGING TIMETABLESTAGE 3 -- FIGURE 10

No.	ITEM Description	ACTION		TENTATIVE TIMETABLE BY YEAR				
		By Burnaby	By Private Sector	1977	1978	1979	1980	After 1980
1.	Servicing		X					X
2.	Servicing	X						X
3.	Servicing		X				X	
4.	Servicing	X	X				X	
5.	Servicing		X	X				
6.	Servicing	X	X				X	
7.	Servicing	X					X	
8.	Servicing	X						X
9.	Road Closure	X					X	
10.	Road Closure	X		X				
11.	Road Closure	X						X
12.	Servicing	X						X
13.	Servicing	X						X

ITEM	24
MANAGER'S REPORT NO.	69
COUNCIL MEETING	Oct. 11/77

250

PROPOSED GENERAL STAGING TIMETABLESTAGE 4 — FIGURE 11

No.	ITEM Description	ACTION		TENTATIVE TIMETABLE BY YEAR				
		By Burnaby	By Private Sector	1977	1978	1979	1980	After 1980
1 & 2.	Acquisition	X		X				
3.	Servicing	X					X	
4.	Servicing	X	X				X	
5.	Servicing	X						X
6.	Servicing	X						X
7.	Servicing		X					X

Again, it should be noted that the foregoing general staging timetable should be regarded as a reference guide only. As development proceeds, the Planning Department will be in a better position to provide more detailed information on future programs.

THE CORPORATION OF THE DISTRICT OF BURNABY
 SUMMARY OF ASSESSMENT AND TAXATION OPTIONS
 OUTLINED IN THE TREASURER'S REPORT OF 29 SEPTEMBER 1977

Assessment base	Non-municipal taxes	Municipal taxes				Option A with business taxes abolished
	School, GVRD, GVRHD, AA & MFA Applies irrespective of option chosen for municipal taxes	Option A	Option B	Option C	Option D	
	Actual value	Actual value	Actual value	Actual value	Actual value	Actual value
<u>Proportions taxable:</u>						
Single family residential	15%	15%	15%	36.83%	In tables attached to report, 40% for all classes is used. Council may select any %.	15%
Other residential	15%	15%	15%	36.83%		15%
Farms	15%	15%	15%	36.83%		15%
Utilities	30%	30%	30%	41.44%		30%
Primary industry	30%	30%	30%	36.31%		30%
Business & other	25%	25%	25%	38.30%		25%
<u>Phase-in over 1978, 1979, 1980, 1981 of increases greater than 110% 1977 taxable assessment</u>						
	Yes	Yes	No	No	No	Yes
<u>Affected parcels:</u>						
Single family residential	268	217	N/A	N/A	N/A	217
Other residential	52	543	N/A	N/A	N/A	543
Farms	None	None	N/A	N/A	N/A	None
Utilities	N/A	N/A	N/A	N/A	N/A	N/A
Primary industry	N/A	N/A	N/A	N/A	N/A	N/A
Business & other	752	1,896	N/A	N/A	N/A	1,896
Total	1,072	2,656				2,656
<u>Assessments taxable:</u>						
Hydro	for schools only	No	No	No	No	No
Machinery	for schools & other rates only	No	No	No	No	No
All other	for schools & other rates	Yes	Yes	Yes	Yes	Yes
<u>1977 taxes levied on 1978 assessment base. % increase or (decrease) over 1977</u>						
Single family residential	(5.21%)	(15.58%)	(15.83%)	.71%	1.76%	N/A
Other residential	(13.51%)	(19.42%)	(19.45%)	(3.60%)	(2.58%)	N/A
Farms	(22.57%)	18.97%	18.61%	26.46%	(23.26%)	N/A
Utilities	21.03%	49.00%	48.54%	.01%	(10.17%)	N/A
Primary industry	11.49%	70.05%	69.53%	.01%	2.52%	N/A
Business & other	4.41%	33.19%	33.91%	(.01%)	(2.83%)	N/A
<u>1977 all taxes combined levied on 1978 assessment base % increase (decrease) over 1977 taxes inclusive of business taxes</u>						
All non-municipal and municipal and business taxes combined						
Single family residential		(10.22%)	(10.34%)	(2.35%)	(1.85%)	(1.91%)
Other residential		(16.31%)	(16.32%)	(8.82%)	(8.34%)	(8.53%)
Farms		(.54%)	(.73%)	(21.70%)	(22.93%)	12.32%
Utilities		22.49%	22.43%	16.20%	15.02%	16.45%

<u>Proportions taxable:</u>							
Single family residential	15%	15%	15%	36.83%	In tables attached to report, 40% for all classes is used. Council may select any %.	15%	
Other residential	15%	15%	15%	36.83%		15%	
Farms	15%	15%	15%	36.83%		15%	
Utilities	30%	30%	30%	41.44%		30%	
Primary industry	30%	30%	30%	36.31%		30%	
Business & other	25%	25%	25%	38.30%		25%	
<u>Phase-in over 1978, 1979, 1980, 1981 of increases greater than 110% 1977 taxable assessment</u>		Yes	Yes	No	No	No	
<u>Affected parcels:</u>							
Single family residential	268	217	N/A	N/A	N/A	217	
Other residential	52	543	N/A	N/A	N/A	543	
Farms	None	None	N/A	N/A	N/A	None	
Utilities	N/A	N/A	N/A	N/A	N/A	N/A	
Primary industry	N/A	N/A	N/A	N/A	N/A	N/A	
Business & other	752	1,896	N/A	N/A	N/A	1,896	
Total	1,072	2,656				2,656	
<u>Assessments taxable:</u>							
Hydro	for schools only	No	No	No	No	No	
Machinery	for schools & other rates only	No	No	No	No	No	
All other	for schools & other rates	Yes	Yes	Yes	Yes	Yes	
<u>1977 taxes levied on 1978 assessment base. % increase or (decrease) over 1977</u>							
Single family residential	(5.21%)	(15.58%)	(15.83%)	.71%	1.76%	N/A	
Other residential	(13.51%)	(19.42%)	(19.45%)	(3.60%)	(2.58%)	N/A	
Farms	(22.57%)	18.97%	18.61%	26.46%	(23.26%)	N/A	
Utilities	21.03%	49.00%	48.54%	.01%	(10.17%)	N/A	
Primary industry	11.49%	70.05%	69.53%	.01%	2.52%	N/A	
Business & other	4.41%	33.19%	33.91%	(.01%)	(2.83%)	N/A	
<u>1977 all taxes combined levied on 1978 assessment base % increase (decrease) over 1977 taxes inclusive of business taxes</u>		All non-municipal and municipal and business taxes combined					
Single family residential		(10.22%)	(10.34%)	(2.35%)	(1.85%)	(1.91%)	
Other residential		(16.31%)	(16.32%)	(8.82%)	(8.34%)	(8.53%)	
Farms		(.54%)	(.73%)	(21.70%)	(22.93%)	12.32%	
Utilities		22.49%	22.43%	16.30%	15.02%	16.46%	
Primary industry		19.81%	19.72%	7.95%	8.37%	11.76%	
Business & other		12.85%	13.08%	2.01%	1.09%	00.0%	