

ITEM	7
MANAGER'S REPORT NO.	10
COUNCIL MEETING	1978 02 06

Re: IMPLEMENTATION REPORT ON INDUSTRIAL DEVELOPMENT
IN THE BOUNDARY ROAD - MARINE WAY INDUSTRIAL AREA
(Item 24, Report No. 69, 1977 October 11)

The following report from the Director of Planning contains additional information that Council requested on industrial development in the subject area.

Copies of the previous report that Council received in 1977 October have been made available to the new members of Council so that they can become conversant with the background on this particular matter.

RECOMMENDATION:

1. THAT recommendation number 1 in Item 24, Report No. 69, dated 1977 October 11 be changed:

from

"Approve in principle the development plan as described within this report and illustrated on figure 4".

to

- a) THAT Council approve in principle the development plan as described within the following report from the Director of Planning and which is illustrated on figure 4.
 - b) THAT, given the documented and urgent need for Marine Way, Council request the Provincial Government to expedite on a priority basis the tendering and construction of Marine Way from Boundary Road to the Queensborough Bridge.
2. THAT recommendations 2 - 12 as contained in Item 24, Report No. 69 dated 1977 October 11 be adopted.
 3. THAT the Advisory Planning Commission be so advised.

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TO: MUNICIPAL MANAGER

PLANNING DEPARTMENT
1978 FEBRUARY 01
OUR FILE: 15.101

FROM: DIRECTOR OF PLANNING

SUBJECT: IMPLEMENTATION REPORT ON INDUSTRIAL DEVELOPMENT IN THE
BOUNDARY ROAD — MARINE WAY INDUSTRIAL AREA

The Municipal Council, on 1977 October 11, received a report from the Director of Planning regarding industrial development in the subject area. At that time, Council referred this report to the Advisory Planning Commission for study and a subsequent staff report to Council.

In the course of Council's discussions on the report, several questions were raised as follows and staff were requested to provide clarification on these items.

(1) Linear Park Connection and Marine Way Pedestrian Underpass

Figure 6 of the Implementation Report diagrammatically illustrated the linear park connection through the study area to the Fraser River Foreshore Parkland and the area of the proposed Kaymar Creek relocation by a single park pattern. The dual use of this pattern led to some confusion as to the distinction between these two facilities. It was also not clear where the pedestrian underpass would be located on Marine Way.

The attached revised Figure 6 shows the location of the linear park connection as a dotted line. Council will note that this park connection aligns with the proposed pedestrian underpass at the eastern boundary of the study area. Kaymar Creek is proposed to be relocated to the west side of Roseberry Avenue and is intended to remain in an open condition as a feature within the industrial park.

The total net acreage of the Municipal lands proposed for development is approximately 33 acres. The anticipated development costs are approximately \$3,225,000 or \$98,000 per acre. These figures reflect the assumption that difficult peat conditions will be encountered in the area and special construction techniques will be required. For example, it has been assumed that the storm and sanitary sewers will have to be placed on piles. If it should be determined that these special measures will not be required, a considerable saving would occur.

A total of 33 acres of serviced industrial land, at a value of \$3.50 per square foot, would yield approximately \$5,000,000. On the basis of the foregoing information, a profit of approximately \$1,775,000 could be anticipated. Inasmuch as the area will be developed on an incremental basis, the evolving industrial character coupled with the development of Marine Way, could conceivably raise the land values above the projected \$3.50 per square foot value.

It should be recognized that the foregoing review has been undertaken without the benefit of detailed engineering information and site specific market analysis. Its general nature does, however, show that a profit can be assumed and further, that the development of the study area as an industrial area will be of benefit to the Municipality.

The benefits are not only in the area of land development and sale, but also in the resultant tax revenue which will be generated and the establishment of additional employment opportunities in the Municipality. In order to determine the projected tax revenue, a comparison was made with the Lake City Industrial Park. In Lake City, the area bounded by Lake City Way, Broadway, Underhill Avenue and the Lougheed Highway was found to be approximately 120 net acres. In 1977, this area generated \$696,000 tax dollars or \$5,800 per net acre. The Boundary Road/Marine Way industrial area contains approximately 33 net acres of municipal land and approximately 24 net acres of private land. The combined tax revenue which will be generated once these lands are industrially developed will, therefore, be approximately \$330,000 per year based on the 1977 comparison.

The report entitled "Industry and the Livable Region - Guidelines for Industrial Development" which was prepared by the Greater Vancouver Regional District in 1977 October, stated that the average employment density (employees per net acre) for the Region is 8.6 employees. The subject study area would, therefore, generate an additional 490 jobs. This report further states that approximately 700 acres of industrial land will need to be developed in Burnaby to accommodate the projected industrial growth to 1980.

(4) Review of the Implementation Report
on Industrial Development by the Advisory Planning Commission

Pursuant to Council's instructions, the Advisory Planning Commission met on 1978 January 16 to discuss this report. Staff attended this meeting and the report and its objectives were reviewed in detail. The Commission adopted the recommendations contained therein with the exception of recommendation Number 1. This recommendation states:

"THAT the Municipal Council approve in principle the Development Plan as described within this report (Implementation Report) and illustrated on Figure 4."

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The Commission was of the opinion that Marine Way was an integral part of the proposed industrial development and this development should not take place prior to its construction. Their concern related not only to the accessibility to the area for industrial traffic, but to the fact that the area would more readily attract industry once this roadway was built. The consensus of opinion was that the Municipality should endeavour to provide high standard fully serviced, consolidated parcels for development. It was recognized that the construction of Marine Way could proceed concurrently with the design and development of the industrial area.


The Commission, therefore, amended recommendation Number 1 as follows:

- " a) THAT Council approve in principle the development plan as described within this report and illustrated on Figure 4, provided that no major development proceed prior to substantial completion of Marine Way.
- b) THAT, given the documented and urgent need for Marine Way, Council request the Provincial Government to expedite on a priority basis the tendering and construction of Marine Way from Boundary Road to the Queensborough Bridge. "

RECOMMENDATION

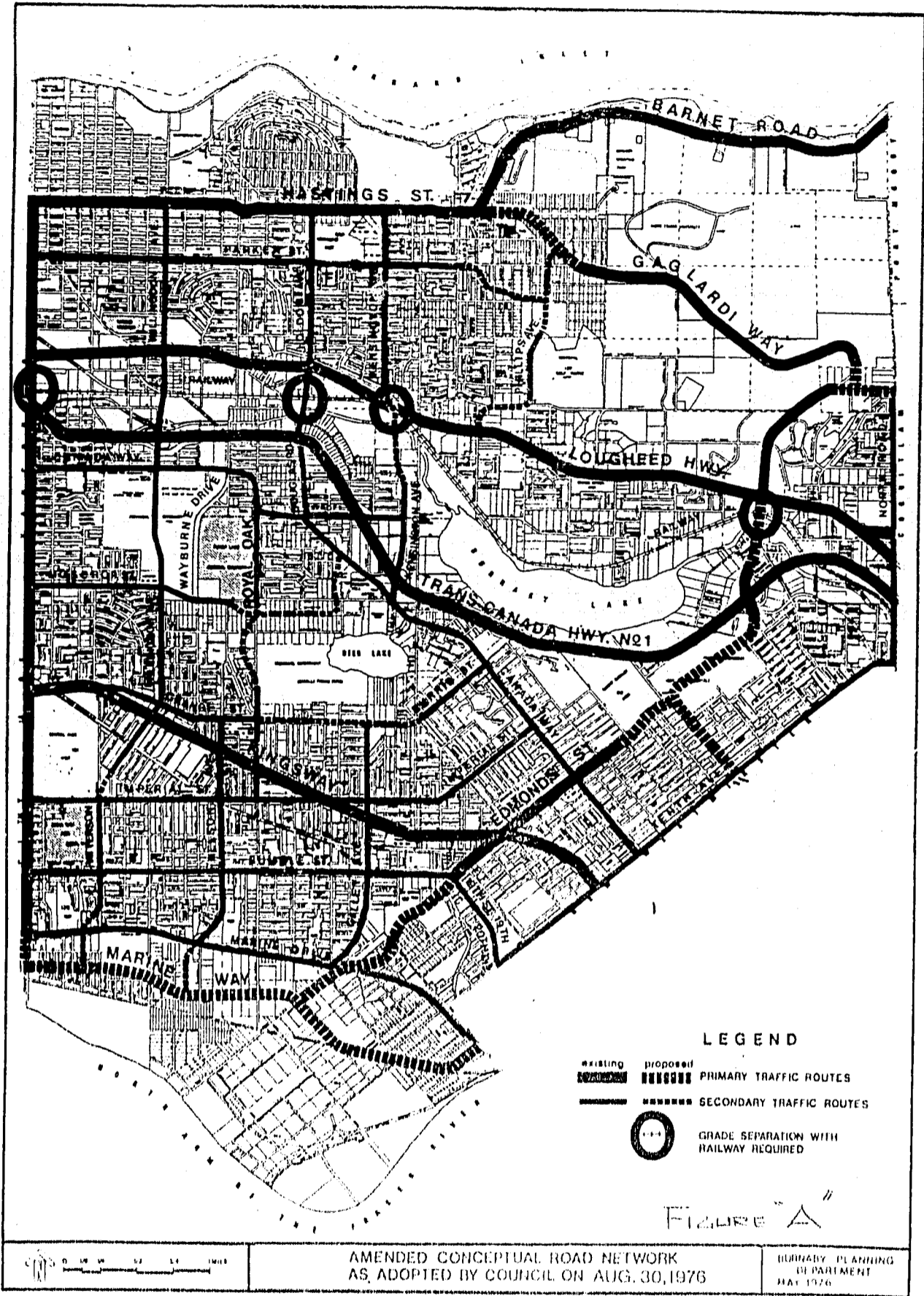
It is recommended THAT:

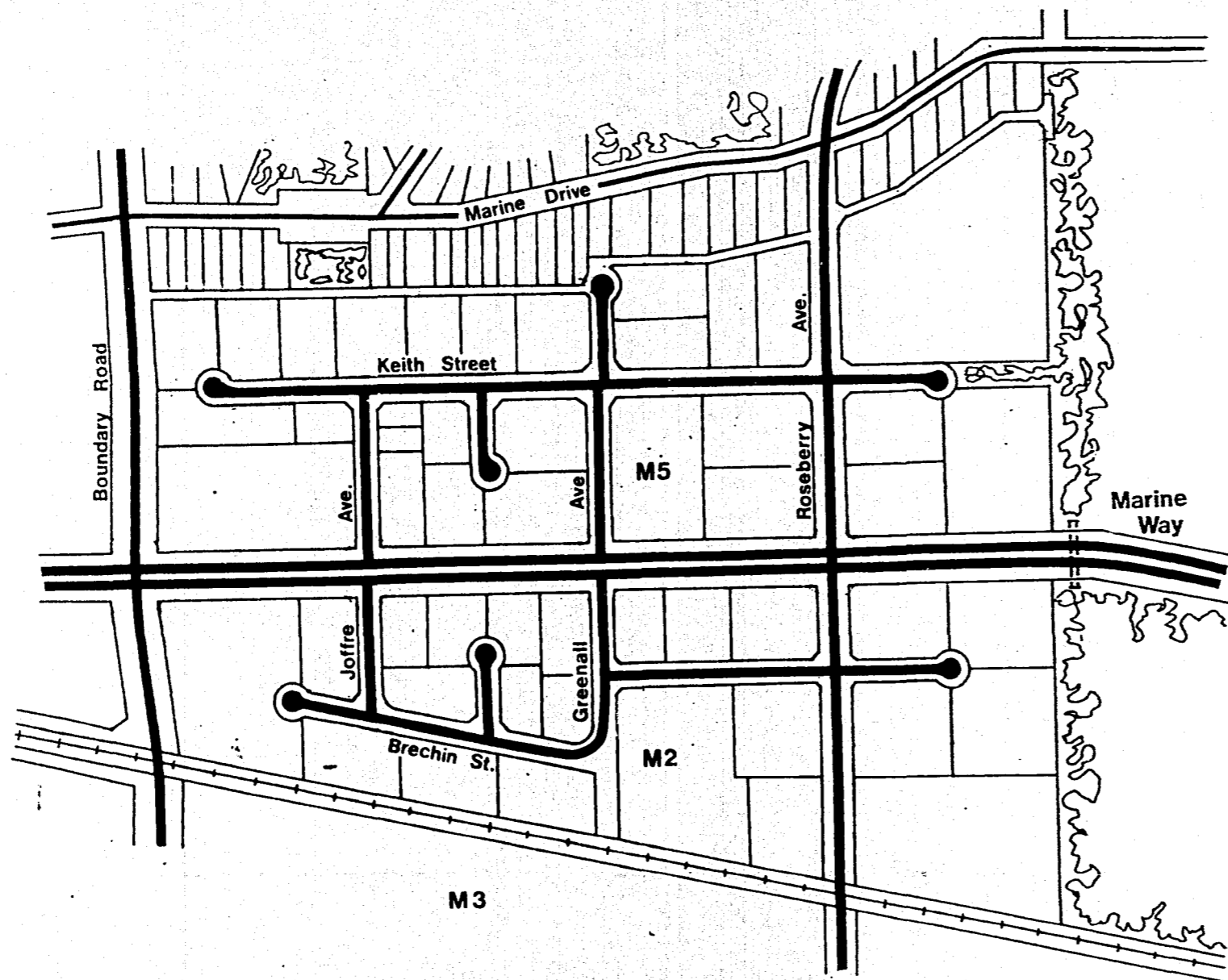
- (1) Council receive the foregoing report for their information.
- (2) Council lift from the table, the Manager's Report No. 29, dated 1977 October 11, which is entitled "Implementation Report on, Industrial Development in Boundary Road-Marine Way area of Big Bend.
- (3) Recommendation No. 1 be revised as follows:
 - a) THAT Council approve in principle the development plan as described within this report and illustrated on Figure 4.
 - b) THAT, given the documented and urgent need for Marine Way, Council request the Provincial Government to expedite on a priority basis the tendering and construction of Marine Way from Boundary Road to the Queensborough Bridge.
- (4) Recommendations Numbers 2-12 contained within the Implementation Report be adopted.


A. L. Parr
DIRECTOR OF PLANNING

PB/ds
attachment
cc Municipal Engineer
Municipal Treasurer
Land Agent

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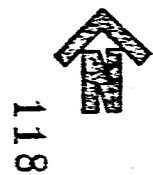


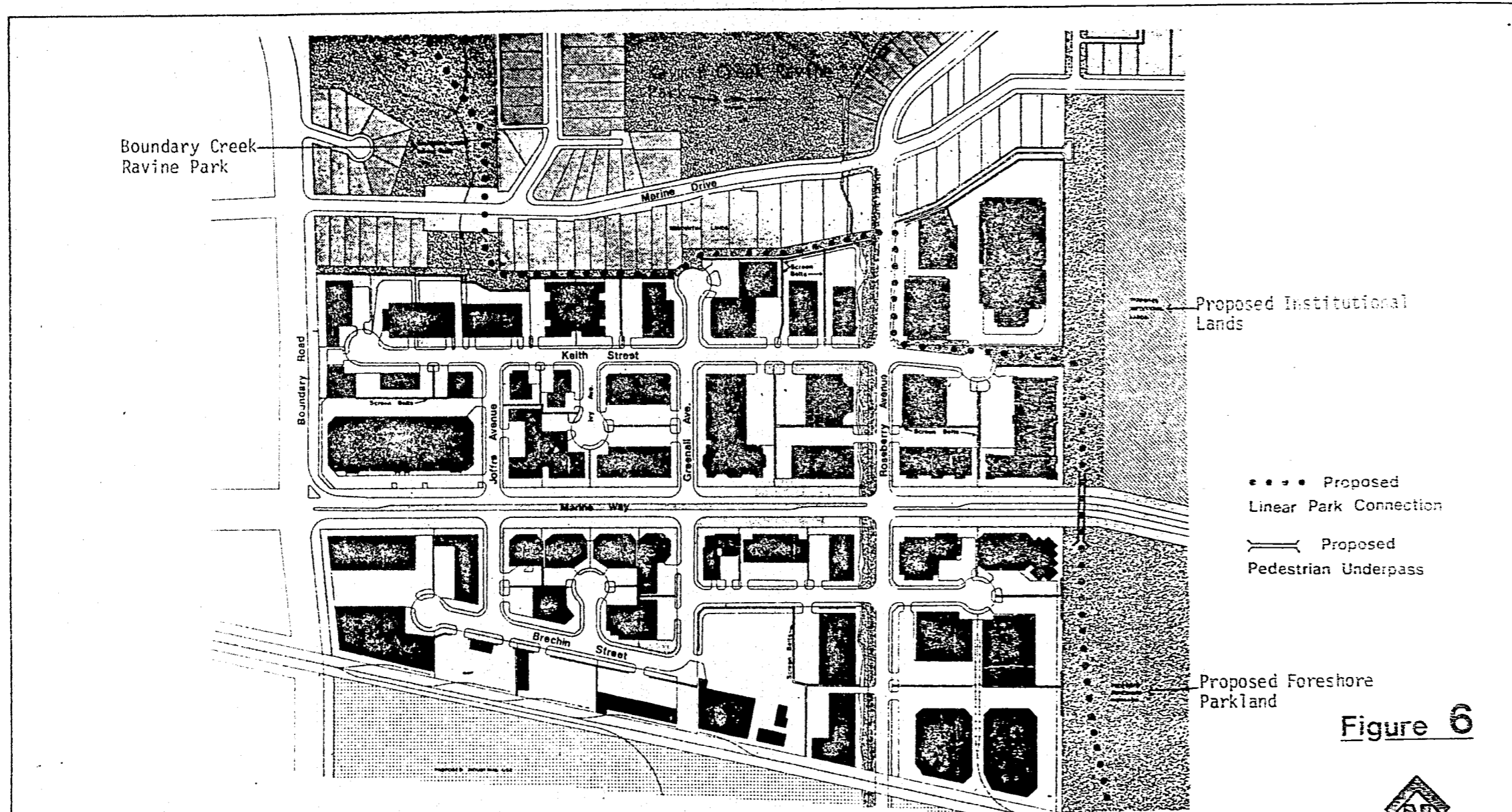


Proposed Development Plan
Boundary Road - Marine Way Industrial Area

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Figure 4





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

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Figure 6