

RE: BIG BEND DEVELOPMENT PLAN
INDUSTRIALLY-ZONED PROPERTIES ADJACENT MARINE WAY

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1988 SEPTEMBER 21

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: BIG BEND DEVELOPMENT PLAN
INDUSTRIALLY-ZONED PROPERTIES ADJACENT MARINE WAY

PURPOSE: The purpose of this report is to acquaint Council with apparent current interest in developing properties fronting on Marine Way with automobile sales lots and to recommend a course of action leading to establishment of the appropriate land use along this Primary Arterial Highway.

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RECOMMENDATION:

1. THAT staff be directed to examine more fully the ramifications of the existing industrial zoning designations and regulations, and appropriate amendments, particularly as they apply to properties in the vicinity of Marine Way, and to report back within two weeks with specific recommendations.

R E P O R T

As a result of recent enquiries received at the Planning and Building Inspection Department, it has become apparent that certain properties fronting on Marine Way, currently having Industrial District zoning, are being considered for automobile sales lot operations. The appropriateness of using industrially-designated properties for such commercial use, in particular along a newly-created Primary Arterial Highway, is questionable, and does not reflect the initial intent of the adopted Big Bend Development Plan to provide zoning for the mainstream of industrial uses that primarily provide for employment, production, storage of goods, distribution, and related services.

It is a fact that the M1, M2 and M3 Industrial Districts permit the operation of "Automobile, boat and trailer sales and rental lots." In many cases, the location context has allowed for integration of such uses along with other more traditional industrial uses in reasonable harmony with a broad range of municipal goals and objectives; but in some settings, such as adjacent major arterials, the appropriateness of automobile sales lots is questioned.

It would, therefore, be appropriate to review, without delay, the ramifications of the current zoning designations and regulations as they apply to properties adjacent to major arterial routes, for a number of reasons, including the following:

- preservation of the character of the industrial zones
- the nature of the present and prospective use and occupancy of those areas affected

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- the image of land uses along important arterial routes
- the nature of traffic impacts related to uses along arterial routes
- avoidance of pre-emption of valuable industrial lands by essentially non-industrial uses, and
- prevention of a strip commercial-type of development character along new or emerging arterials.

In particular, staff would, at this time, recommend a priority examination of the ramifications of existing industrial zone designations adjacent Marine Way.

For information, a preliminary staff review of alternatives available to the Municipal Council has been commenced. This review presently suggests that among the possible courses of action are:

- a) Amendment to the text of Zoning Bylaw to restrict commercial or quasi-commercial uses in industrial zones - this may be warranted on an overall basis to protect the central intent of the M Districts, and would also address the particular situation involving properties along arterial routes as mentioned above.
- b) Amendment to the zoning designations of lands adjacent specified arterial routes to restrict commercial or quasi-commercial use where such use would be inappropriate - this approach would be more location-specific and could also address other locations besides the Marine Way route, if desired.
- c) Obtaining authority to negotiate for acquisition of properties in site-specific locations for land assembly purposes, to round out existing Municipal holdings, or to ensure compatibility of development of lands.
Council, several years ago, granted general authority to pursue acquisitions in the Big Bend area, but site-specific approval would be sought if this approach were selected.

A review in greater depth would be necessary in order to properly advise Council on the best course of action to pursue, if support is given to the general principle.

In view of the recent enquiries involving properties fronting on Marine Way, there is a need for Council direction at this time, in order to avoid unnecessary delay or uncertainty for those involved.

For this reason, it is requested that Council pass a resolution, at this time, directing staff to examine and report back within two weeks on the ramifications of the existing designations and regulations as they relate to the above concerns.



A.L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION