

TO: CITY MANAGER

July 21, 1998

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILES: RZ 68/96
PS-2-96

SUBJECT: SALE OF CITY LANDS AND PROPOSED DEVELOPMENT OF GATEWAY COMMERCIAL - SERVICE INDUSTRIAL COMPLEX, SOUTHEAST CORNER OF BOUNDARY ROAD AND MARINE WAY

PURPOSE: To provide further requested information with respect to vehicular access to the proposed development and the relationship of the commercial-service component to the Big Bend industrial area; and to obtain authority to proceed with the disposal of soils as a component of the sale of City lands for inclusion in the development.

RECOMMENDATION:

1. **THAT** Council authorize a contribution not to exceed \$75,000 for the disposal of soils from City lands as described in this report.

REPORT

1.0 BACKGROUND

- 1.1 Bastion Development Corporation, through Marine Way Estates, is the owner of two lots which are located at the southeast corner of the intersection of Marine Way and Boundary Road as referenced on Figure 1 *attached*. Together these parcels total 4.1 acres in size and are designated for comprehensive industrial/commercial use in the Big Bend Development Plan (Figure 2 *attached*). The commercial component is intended to provide for the development of a localized, integrated service centre to serve the day-to-day needs of patrons and employees of the developing Big Bend area industrial community. These lots are presently zoned M2 General Industrial District.
- 1.2 The City also owns a number of smaller undeveloped industrially designated lots in this immediate area as referenced on Figure 1. The development plan for this area provides for the consolidation and development of these lands as shown on Figure

3 *attached*, including the reconfiguration of the roads to provide for the extension of Brechin Street through to Boundary Road and for the closure of the Marine Way/Joffre Avenue intersection. These proposals were first introduced to Council on 1996 October 07 as a component of the sale of the City Lands for inclusion in the proposed Gateway Centre development.

- 1.3 On 1997 August 11, Council gave Final Adoption to a Road Exchange Bylaw providing for the reconfiguration of the roads as shown on Figure 3 *attached*. This Bylaw has not, however, yet been registered in the Land Title Office.
- 1.4 As a component of the sale of the City lands and the dedication of Bastion's lands for the extension of Brechin Street through to Boundary Road, Council was advised that it was the intent that both parties would transfer non-contaminated lands suitable for development.
- 1.5 On 1997 July 21, Council gave favorable consideration to Rezoning Reference #68/96 which involved a proposal by Bastion to develop a phased commercial-service and industrial complex at the southeast corner of Marine Way and Boundary Road as referenced on Figure 4 *attached*. This rezoning request was subsequently advanced to a Public Hearing on 1997 August 26 and to Second Reading on 1997 September 08. The owner of 3822 and 3842 Marine Way made a submission to Council at the 1997 August 26 Public Hearing in which he contended that the closure of the westerly half of Joffre Avenue south of Marine Way and the provision of a cul-de-sac as proposed would not permit longer wheel base vehicles to access his property. Representations were also made regarding the desirability of providing access to Joffre Avenue directly from Marine Way.
- 1.6 On Second Reading of the Rezoning Bylaw Amendment, Council requested that a further report be prepared to respond to the issues raised at the Public Hearing regarding the road closures and configuration of the Joffre Avenue cul-de-sac as well as the commercial component of the project. This report includes the further requested information.

2.0 EXISTING SITUATION

2.1 Marine Way/Joffre Avenue Intersection

In light of the representations made at the Public Hearing, staff have undertaken a full review of the access considerations in conjunction with the Director Engineering

and the Ministry of Transportation and Highways and would advise as follows:

- a) The proposal to provide a cul-de-sac on Joffre Avenue in the currently approved configuration will accommodate both A and B Train type semi-trailer units with minor improvements to the driveway access and crossing to the subject properties.
- b) The Ministry is prepared to consider a right-turn in at Joffre Avenue providing that the design meets full Ministry standards for taper and deceleration lengths, lane and shoulder width, signing etc. No right-turn out would be permitted. Any dedications from the adjacent properties would be determined from the design which would be prepared by a Professional Engineer.
- c) The Ministry will not consider granting any direct access to private properties along this portion of Marine Way.

Further review with the developer of the Gateway Centre project has resulted in an agreement to recommend to Council that provision be made for a deceleration lane and access to Joffre Avenue as outlined in point (b) above and illustrated on Figure #5 *attached* as a component of the development. Towards this end, the applicant's engineer has submitted a proposed design to the Director Engineering for review. If this design is acceptable to the City and the Ministry of Transportation and Highways, it would be Bastion's intention to amend its rezoning application accordingly. This would also precipitate a revision to the overall Road Exchange Bylaw to eliminate the Joffre Avenue cul-de-sac which would be the subject of a further report. This will address the concerns expressed regarding access to the properties at the southeast corner of the intersection for all types of vehicles.

2.2 Commercial-Service Component of Proposed Gateway Centre Development

In response to the concern about providing commercial service uses in the proposed project, Council is advised that the concept of providing a localized service centre at the subject location to meet the needs of the employees and patrons of the existing and future industrial facilities in the Big Bend area was approved, in principle, by Council by way of an amendment to the Big Bend Development Plan in 1985. It was recognized that the range of tenants and scale of the service centre should reflect the fact that it is intended to primarily serve the surrounding industrial population on a localized day-to-day convenience basis. It is **not** intended to compete with other

more major commercial facilities that have been established within the context of the City's adopted commercial core hierarchy.

The CD plan before Council proposes a multi-tenant commercial and industrial complex which is summarized as follows:

Net Site Area: Phase I & II	-	14,022 m ² (3.45 acres)
Phase III	-	6,571 m ² (1.62 acres)
Total:	-	20,593 m² (5.07 acres)
Floor Area:		
Phase I: Commercial Service	-	2,323 m ² (25,000 sq. ft.) - based on C1 & C2
Restaurant	-	929 m ² (10,000 sq. ft.) - based on C1
Fitness Centre (Second Floor)	-	1,729 m ² (18,615 sq. ft.) - based on P2
Warehouse/ Manufacturing/Office	-	697 m ² (7,500 sq. ft.)
Total:		5,678 m² (61,115 sq. ft.)
Phase II: Warehouse/Industrial/Office	-	2,252 m ² (24,236 sq. ft.) - based on M5 & M2
Total Phases I & II		
Commercial Service	-	2,323 m ² (25,000 sq. ft.)
Restaurant	-	929 m ² (10,000 sq. ft.)
Fitness Centre (Second Floor)	-	1,729 m ² (18,615 sq. ft.)
Warehouse/ Manufacturing/Office	-	2,948 m ² (31,736 sq. ft.)
Total:		7,929 m² (85,351 sq. ft.)

As outlined above, the portion of the ground floor of Phase I designated for commercial service and restaurant uses represents the primary commercial component of the project. These uses would occupy a maximum of 35,000 sq. ft. and exclude neighbourhood pubs, liquor stores and high volume retail stores over 6,000 sq. ft. This space may revert to M5 or M2 uses if market demand for the commercial component does not materialize. The proposed fitness centre is not considered to be a primary commercial use since it will be located on the second floor and is based on the P2, Administrative and Assembly District. The primary commercial component thus represents a maximum of 41% of the total Phase I & II floor area and would be considerably further reduced in relative significance when the Phase III development

is included in the calculations.

Phase III, to be developed at a later date using the M5 and M2 Districts as guidelines, will be oriented primarily towards office uses. Detailed development plans have not been prepared as yet and will require a further rezoning bylaw amendment when the developer is ready to proceed with a specific proposal which will be the subject of a further report to Council.

Staff are of the opinion that the extent of commercial service uses proposed in the subject development proposal is appropriate and will provide a convenient service facility for the surrounding industrial area. Suitable vehicular access to the site will be provided as outlined herein. Staff have also discussed this project with developers and tenants of other industrial lands in the Big Bend area who are supportive of the proposed commercial service component as a desirable and integral component of the developing Big Bend area industrial community.

2.3 Disposal of Contaminated Soils

As referenced in Section 1.4 herein, it is the intent that non-contaminated soils suitable for development be transferred to Bastion as a component of the sale of the City lands. In order to ensure that this intent is realized, Bastion engaged Jones Environmental Sciences Inc. to analyze the soils for contaminants in excess of those permitted for commercial/industrial use according to the Province's Contaminated Sites Regulations. Jones' work was carried out under the supervision of the City's Environmental Services staff.

With one exception, all of the soils onsite were found to be within acceptable limits. The exception involves stockpiles on City owned lands in which initial results indicated elevated levels of copper. Supplementary sampling conducted on 1998 April 08 under staff supervision confirmed that the levels of copper are in excess of acceptable limits and therefore, the Director Engineering has recommended that proper arrangements be made for the disposal of the contaminated soils. The Ministry of Environment, Lands and Parks has agreed to the removal of these materials under the supervision of the City's Environmental Services staff. Jones Environmental Services Inc. has provided three estimates for this work as follows:

Philip Services Corp	\$104,840
Quantum Environmental Group	\$100,300
Laidlaw	\$112,000

These cost estimates are competitive and the Director Engineering has advised that all three companies are approved for this type of work. Notwithstanding the fact that the costs associated with the disposal of these soils are the responsibility of the City, Bastion initially agreed to undertake this work on its own if the costs did not exceed \$25,000. Following up on this commitment, staff have obtained an agreement, in principle, that Bastion would still undertake this work under staff supervision, with the City contributing a maximum of \$75,000 based on the lowest cost estimate of \$100,300.

Staff are of the opinion that this is the most advantageous course of action in this situation and have advanced a recommendation in this regard to Council for its consideration.

3.0 FINANCING

Sufficient land assembly funds are available; however, this project is not included under the 1998 Land Assembly Development component of the 1998-2002 Annual Capital Program. Other expenditure adjustments will be made to ensure the 1998 Capital Spending Limit is not exceeded.

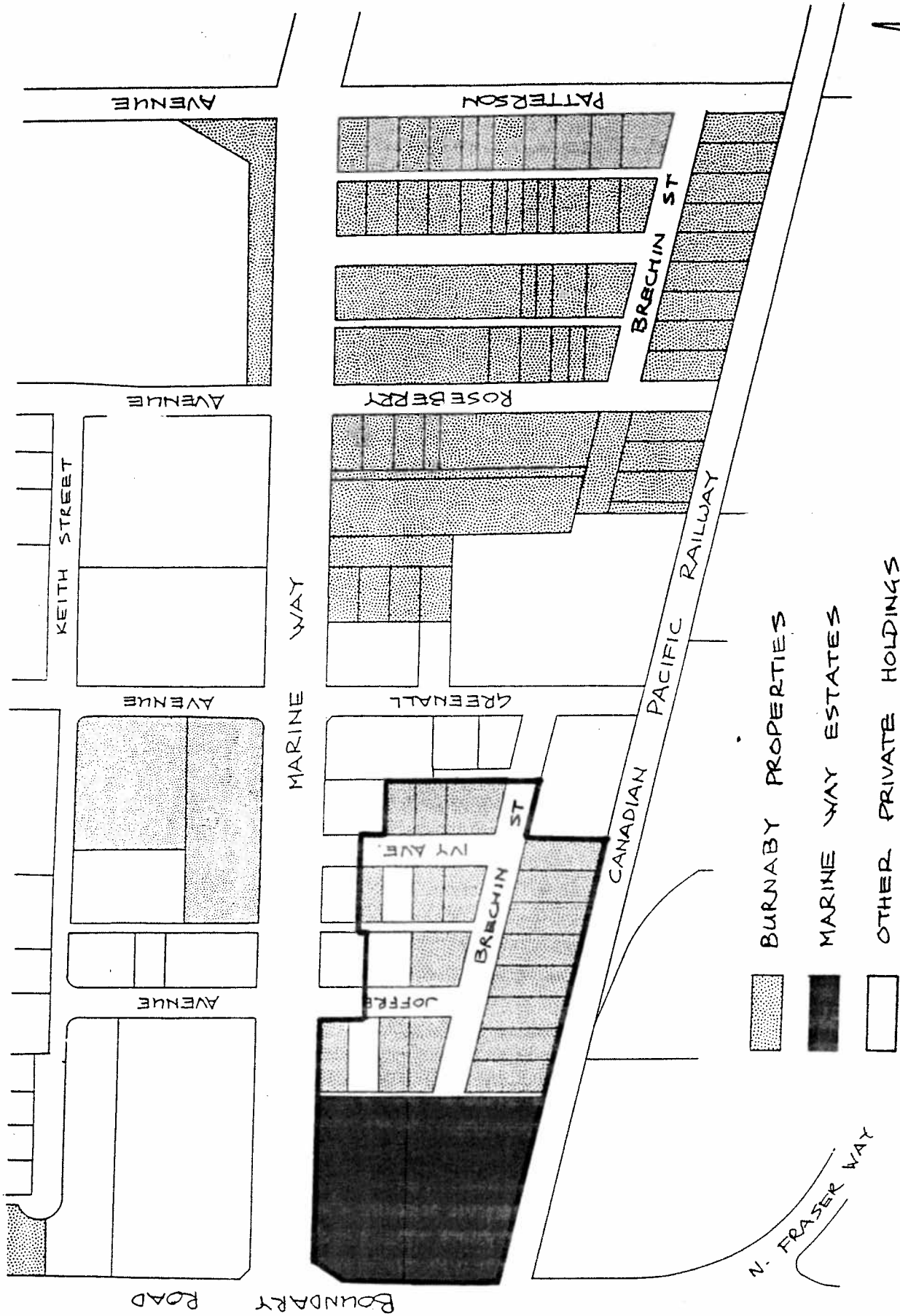


D.G. Stenson, Director
PLANNING AND BUILDING

PB:PS\sk

Attachments

cc: Director Engineering
Director Finance




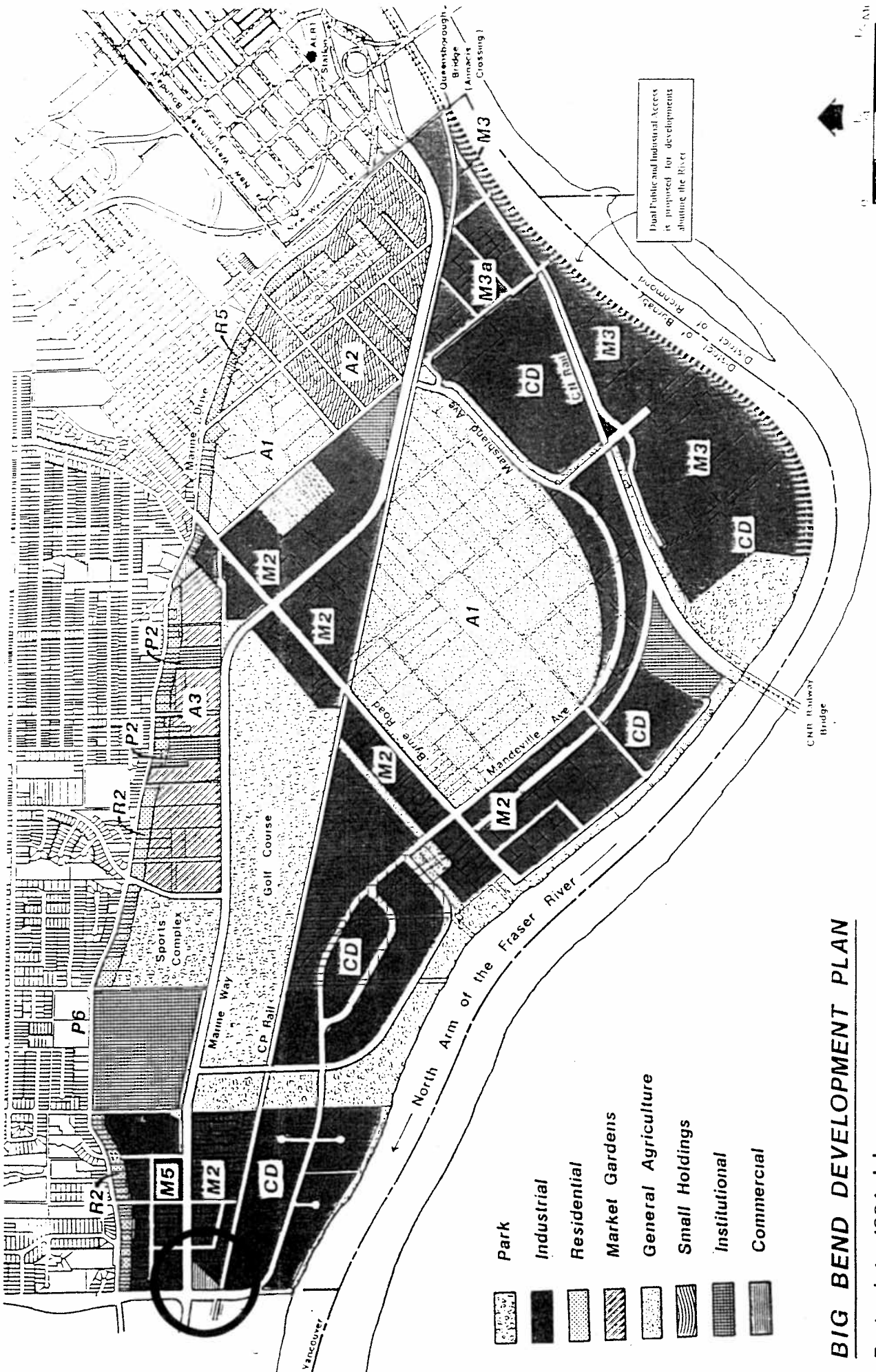


Figure 1

 96 JAN. 15

COMPREHENSIVE DEVELOPMENT PROPOSAL



BIG BEND DEVELOPMENT PLAN

Revised to 1994 July

DESIGNATED COMPREHENSIVE INDUSTRIAL, COMMERCIAL SERVICE AREA

FIGURE 2
96 JAN. 15

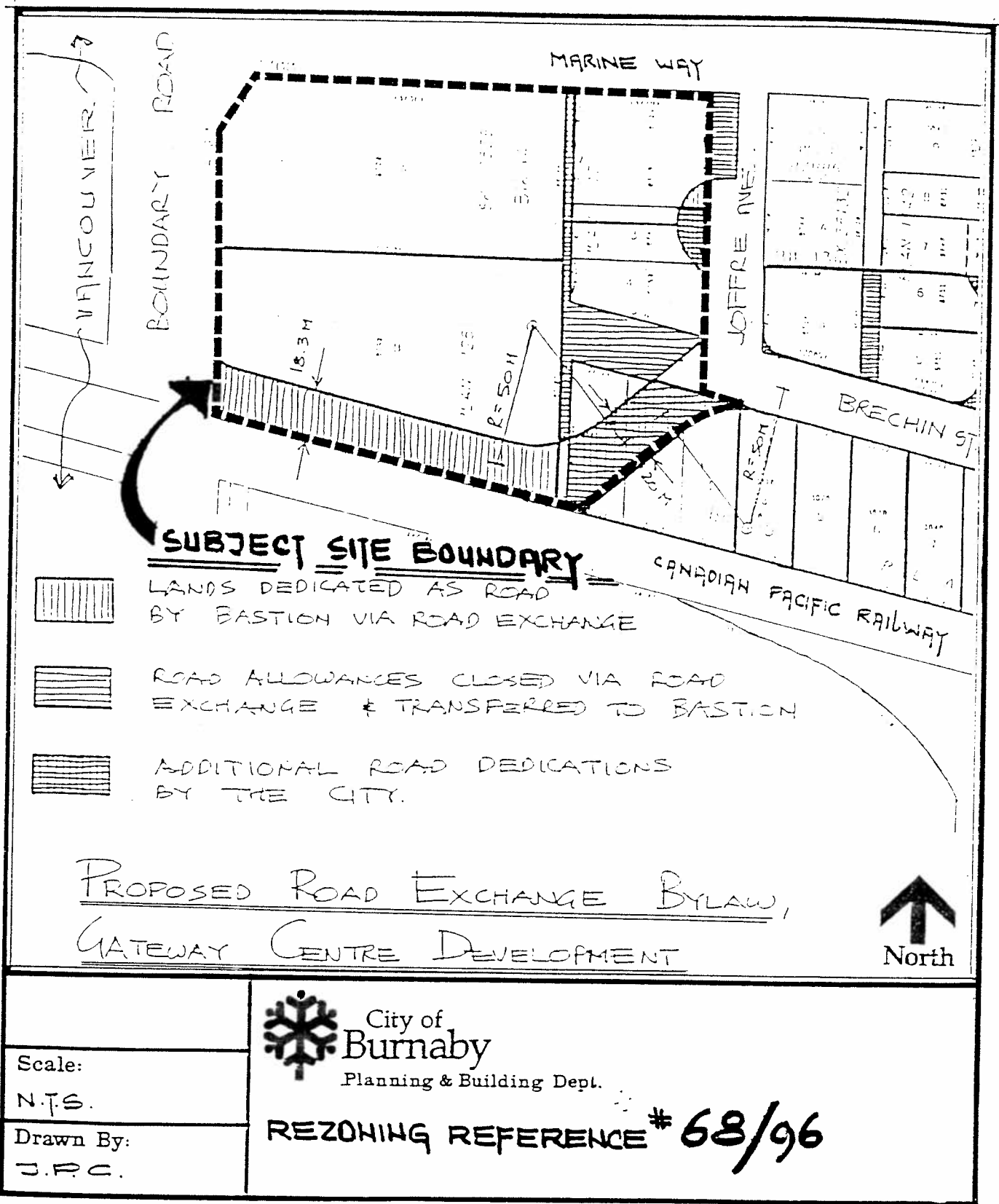


FIGURE 3

98 JULY 21

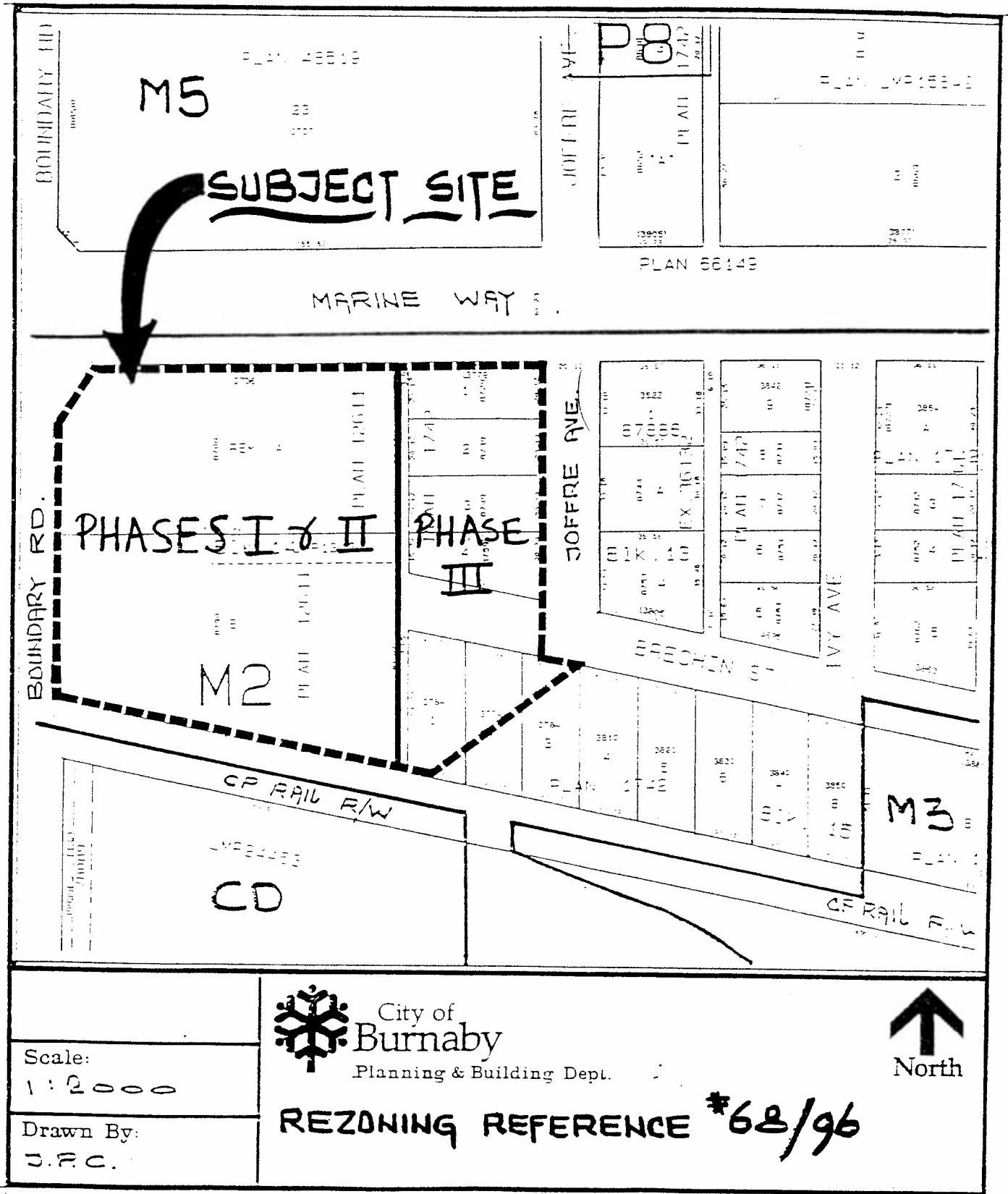
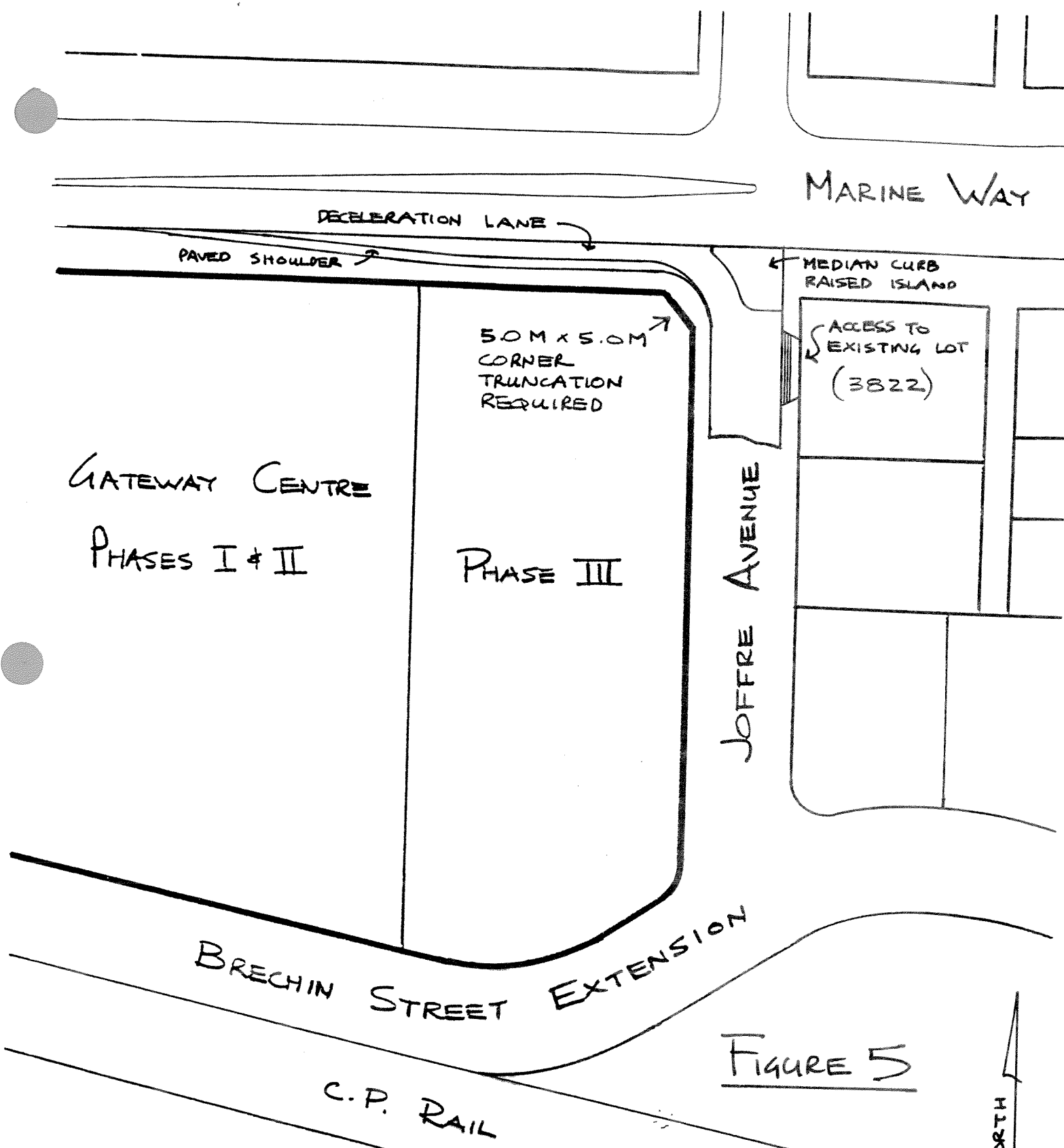


FIGURE 4

98 JULY 21



MARINE WAY

DECELERATION LANE

PAVED SHOULDER

MEDIAN CURB RAISED ISLAND

ACCESS TO EXISTING LOT (3822)

5.0M x 5.0M CORNER TRUNCATION REQUIRED

GATEWAY CENTRE

PHASES I & II

PHASE III

JOFFRE AVENUE

BRECHIN STREET EXTENSION

C.P. RAIL

Figure 5

NORTH

REZONING REF. # 68/96

PROPOSED DECELERATION LANE & RIGHT TURN IN ONLY ACCESS TO JOFFRE AVENUE

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1998 JULY 21
SCALE 1:1000

