

CITY OF BURNABY

COMMUNITY PLANNING & HOUSING COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: BYRNE ROAD AND MARINE WAY DEVELOPMENT PLAN**

RECOMMENDATIONS:

1. **THAT** Council adopt the amended Development Plan for the Byrne Road and Marine Way Commercial Precinct, as outlined in *Appendix 1*, subject to completion of the required OCP amendment process.
2. **THAT** Council authorize the distribution of this report and *Appendices 1 and 2* for information purposes to property owners, businesses and residents within and adjacent to the subject Byrne Road and Marine Way Commercial Precinct, and to other parties that have provided comment through the public consultation process.
3. **THAT** Council authorize the City Solicitor to prepare the necessary amending bylaw for the Burnaby Official Community Plan (OCP) Bylaw No.10709 for First Reading to recognize the proposed Commercial Precinct, as outlined in *Appendix 1*.
4. **THAT**, following First Reading of the amending bylaw for the Burnaby OCP Bylaw No.10709, a copy of the adopted Development Plan for the subject Commercial Precinct and the subject amending bylaw be forwarded to the G.V.R.D. Board, the Land Reserve Commission, and the cities of Vancouver, Coquitlam, New Westminister, Richmond, Port Moody, and the District of North Vancouver for comment as required under the Local Government Act.
5. **THAT**, subject to completion of the referenced OCP bylaw amendment, staff be authorized to forward applications to the Land Reserve Commission for exclusion of City lands and private lands within the Commercial Precinct.

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR FINANCE - DIR. PLNG. &amp; BLDG. - DIR. PARKS, REC. &amp; CULT. SERV. - CITY SOLICITOR</p>
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REPORT

The Community Planning and Housing Committee, at its Open meeting held on 2001 December 18, received and adopted the *attached* report conveying the results of the public consultation process and preliminary infrastructure study for the proposed Byrne Road and Marine Way Commercial Precinct, and seeking adoption of the proposed amended Development Plan.

Respectfully submitted,

Councillor C. Redman  
Chair

Councillor G. Begin  
Member

Councillor D. Johnston  
Member

**TO:** CHAIR AND MEMBERS  
COMMUNITY PLANNING AND  
HOUSING COMMITTEE

2001 DECEMBER 13

**FROM:** DIRECTOR PLANNING AND BUILDING

**OUR FILE:** 15.901

**SUBJECT:** BYRNE ROAD AND MARINE WAY DEVELOPMENT PLAN

**PURPOSE:** To convey the results of the public consultation process and preliminary infrastructure study for the proposed Byrne Road and Marine Way Commercial Precinct, and to seek adoption of the amended Development Plan.

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**RECOMMENDATIONS:**

1. **THAT** the Committee recommend to Council the following:
  - a) **THAT** Council adopt the amended Development Plan for the Byrne Road and Marine Way Commercial Precinct, as outlined in *Appendix 1*, subject to completion of the required OCP amendment process.
  - b) **THAT** Council authorize the distribution of this report and *Appendices 1 and 2* for information purposes to property owners, businesses and residents within and adjacent to the subject Byrne Road and Marine Way Commercial Precinct, and to other parties that have provided comment through the public consultation process.
  - c) **THAT** Council authorize the City Solicitor to prepare the necessary amending bylaw for the Burnaby Official Community Plan (OCP) Bylaw No.10709 for First Reading to recognize the proposed Commercial Precinct, as outlined in *Appendix 1*.
  - d) **THAT**, following First Reading of the amending bylaw for the Burnaby OCP Bylaw No.10709, a copy of the adopted Development Plan for the subject Commercial Precinct and the subject amending bylaw be forwarded to the G.V.R.D. Board, the Land Reserve Commission, and the cities of Vancouver, New Westminster, and Richmond for comment as required under the Local Government Act.
  - e) **THAT**, subject to completion of the referenced OCP bylaw amendment, staff be authorized to forward applications to the Land Reserve Commission for exclusion of City lands and private lands within the Commercial Precinct.

## REPORT

### 1.0 INTRODUCTION

On 2000 September 18, Council endorsed draft development plan proposals for the Byrne Road and Marine Way Service Commercial Precinct as a basis for further review and public comment.

This report presents a summary of the issues raised through the public consultation process, and presents proposed amendments to the Development Plan. This report also seeks Committee and Council adoption of the amended Plan, as outlined in *Appendix 1*, subject to completion of the required Official Community Plan (OCP) amendment process. *Appendix 2* provides more detailed discussion of issues raised through the public consultation. Due to the length of *Appendices 1 and 2*, these documents have been provided to members of the Committee and Council under separate cover, with copies available to the public in the Planning Department and Clerk's Office.

### 2.0 PUBLIC REVIEW PROCESS

Following Council endorsement of the draft Development Plan on 2000 September 28, staff initiated the prescribed public consultation process to provide an opportunity for businesses, industrial property interests, and residents to review and comment on the draft Plan.

The draft Development Plan was sent to about 200 businesses, property owners and residents in the area. Public notices of the Open House were placed in the local newspapers, and the draft Plan and notice of the Open House was placed on the City web site. A total of about 70 people attended the scheduled Open House held at Glenwood Elementary School on 2000 October 26.

Planning and Engineering Staff and a member of Council also attended a meeting organized by residents of the Willard Street area on 2000 November 16 at the Kenneth Gordon School to receive comments on the proposed Plan. This meeting was attended by about 30 residents and property owners.

### 3.0 SUMMARY OF PUBLIC COMMENTS AND PROPOSED PLAN AMENDMENTS

Overall, comments on the proposed Plan indicate general support from industrial property owners within the subject area, and the development community, for the redevelopment of the area for the range of commercial uses defined in the draft Development Plan. Existing businesses in the Big Bend area also support the proposals for the provision of commercial services in the area to meet current and future needs of area employees. However, a significant expression of concern regarding perceived impacts of new development was received from residents and property owners from the adjacent Willard Street area.

The following summarizes and provides a brief response to the public comments received. It also outlines proposed amendments incorporated into the revised Development Plan, presented in *Appendix 1*, in response to public comments and information arising from the preliminary infrastructure servicing study undertaken for the area. A more detailed discussion of issues raised is provide in *Appendix 2*. In addition, a number of minor text, editorial and other changes have been incorporated into the finalized Development Plan document.

### *3.1 General Comments*

**Public Comment:** A range of general comments were received expressing concern regarding the relationship and perceived impact of the proposed Commercial Precinct on adjacent and nearby agricultural and residential areas, shown on Figure 1 *attached*.

**Response:** The proposed Development Plan for the Byrne Road and Marine Way area supports the re-development of existing vacant, general industrial and heavy industrial properties to a mix of commercial and compatible suburban office/light industrial development. The re-development of this area would be undertaken to a finished urban standard in a manner reflective of the high quality of site planning, building design, and landscaping of the newer and emerging Business Centres in the Big Bend.

Overall, new development in accordance with the proposed amended Development Plan for the Byrne Road and Marine Way Commercial Precinct will result in significant improvements to the quality of development at this gateway location to the Big Bend, and an improved relationship with neighbouring uses, than currently exists or would otherwise likely occur through redevelopment under prevailing general and heavy industrial zoning designations. Should properties in the area seek to redevelop under prevailing zoning designations, however, in conflict with the objectives of the Plan, staff would explore the feasibility and advisability of employing a blanket CD rezoning approach to maintain the integrity of an adopted Plan.

### *3.2 Sanitary Sewers and Urban Infrastructure*

**Public Comment:** Submissions received from residents of the Willard Street area indicate a desire for the extension of sanitary sewers and other urban infrastructure to the area in advance or as part of the re-development of the proposed Commercial Precinct.

**Response:** Through the development approval process for the proposed commercial precinct, new development will be required to provide for the extension of the sanitary sewer system and all other infrastructure improvements and services to properties undergoing redevelopment. New development will not, however, result in the direct extension of these services to properties within the Willard Street area.

The extension of sanitary sewer service to the Willard Street area is, however, within the scope of the City's infrastructure improvement program, but is subject to availability of capital funding to provide for its implementation. This project has been included in previous funding applications under the Federal/Provincial/City infrastructure program, but has yet to receive priority for funding in relation to other civic projects.

### ***3.3 Neighbourhood Issues***

***Public Comment:*** Some residents in the Willard Street area have expressed an interest in more formal local neighbourhood consultations to discuss and explore area development and land use issues. Issues identified relate to the preservation of the area's rural character, requirements for flood proofing of individual properties, and improvements to the existing standard of infrastructure. In addition, concerns of some area residents extend beyond the immediate area to the form and nature of commercial and industrial development in the broader Big Bend area.

***Response:*** Staff believe there is merit in further community / neighbourhood discussions to review and understand current local issues and to address concerns that may arise in the future. The form and nature of these discussions would need to be the subject of a further report to Council developed with community input and coordinated with the priorities of the Community Planning and Housing Committee. As such, it is proposed that the Community Planning and Housing Committee be requested to include within its current work program, an initiative to develop an approach to facilitate community dialogue on local issues in the Willard Street neighbourhood.

### ***3.4 Pre-loading Requirements***

***Public Comment:*** Residents of the Willard Street area expressed concern regarding the potential impact of required pre-loading for new development on local drainage patterns and adjacent services and improvements.

***Response:*** In response to resident concerns, and in keeping with current City requirements for pre-load and fill permits, developers of property in the subject area will be required to demonstrate, through qualified professionals, how each specific property can be prepared for development while seeking to protecting adjacent properties, and services from impacts of expected settlements arising from pre-loading prior to commencing work. As well, drainage generated from sites that undergo an engineered pre-load program for roads, services and buildings will be primarily directed into the Byrne Road storm system, away from Willard Street area. Where capacity of existing surface drainage systems is an issue, pre-loading can be undertaken in a series of smaller lifts to provide for more effective monitoring and the slower discharge of any displaced groundwater.

### 3.5 Control of Storm Water Runoff

**Public Comment:** Residents expressed a concern that, following new development, storm water from commercial sites and associated parking areas would contribute to peak flows of storm water through open drainage channels and watercourses.

**Response:** Currently, developed and/or filled industrial sites within the Commercial Precinct do not incorporate best management practices for the control and retention of storm water run-off. As properties in the subject Commercial Precinct are redeveloped, property developers will be required to incorporate best practices for on-site storm water management measures.

In addition, as part of the preliminary servicing review, an overall site grading and drainage plan is being developed for the Commercial Precinct to continue to direct the majority of surface drainage into the Byrne Road storm drain system, away from the agricultural and residential areas. As necessary, existing flows to the Jerry Rogers' Creek system will be maintained to preserve protected riparian habitats in the Jerry Rogers' Creek system.

### 3.6 Localized Flooding Concerns

**Public Comment:** Residents expressed concerns regarding general high water table levels in the neighbourhood, and periodic localized flooding of roads, yards, fields, cellars and crawl spaces.

**Response:** The residential and agricultural lands in the Willard Street area are located on the lowland area of the Fraser River flood plain. The area experiences the effects of a naturally high water table in the Big Bend and associated generally poor drainage characteristics due in large part to soil settlement and flat grades in the area. Ground water levels in the area are reflected in the water levels in adjacent road side ditches, and are typically well within 1 metre of the original natural ground surface, and are affected by precipitation. City crews are aware of local drainage problems, and have extended efforts to keep ditches operating to capacity and to keep local culverts clear of debris.

At the neighbourhood meeting held on 2000 November 16, City staff also offered to pursue approvals to undertake a drainage study for the lower lying residential/agricultural area with a view to developing a mitigation program for localized storm drainage and flooding concerns. Work on this drainage study for the Willard Street area has proceeded with a focus on improving peak storm drainage through the Jerry Rogers' Creek system and the Willard Avenue / Spur Avenue drainage system through to the Meadow Avenue pump station at the Fraser River.

Once complete, the outcome of the drainage study and any arising remedial actions will be forwarded to Council for consideration and approval of any required capital expenditures. In response to previous submissions to Council on this subject, staff contacted area representatives to advise of the study being undertaken and that subsequent results would be conveyed. Following completion of the above noted study, as requested, staff will undertake to convey the results to representative area residents, property owners and agricultural operators, and to receive comment on the drainage plan prior to pursuing an approach for implementation.

### **3.7 Traffic Noise and Volumes**

**Public Comment:** Residents in the Willard Street area currently experience significant truck and vehicle traffic noise generated from Marine Way. Residents expressed concerns related to current traffic noise levels and the potential for commercial development proposals to add to these levels given the lack of any noise protection measures on Marine Way.

**Response:** Noise attenuation measures were not undertaken when Marine Way was constructed by the Province. Current City standards provide for noise attenuation measures on expanded or new arterial roads built adjacent to residential areas. The proposed commercial development, while expected to contribute to increased traffic volumes on Marine Way, Byrne Road and Southridge Drive, is not expected to cause a marked increase to the existing traffic noise levels.

Current and future traffic noise impacts will, however, be mitigated through the installation of a noise attenuation fence adjacent to residential areas. The installation of noise fencing would be undertaken as part of any future expansion of Marine Way abutting the residential area.

### **3.8 Neighbourhood Traffic Patterns**

**Public Comment:** Residents expressed concerns regarding the potential for new development to generate commercial traffic short cutting through the area from New Westminster via Trapp Road or Marine Drive into Meadow Avenue.

**Response:** The proposed Development Plan does not provide for access to the commercial development from Meadow Avenue in the Willard Street area. Direct vehicle access to proposed commercial sites is only provided for from Marine Way and from Byrne Road and therefore shortcutting through the area is not anticipated. However, should traffic be found to be short-cutting through the neighbourhood as a result of new development, a neighbourhood traffic management plan could be developed to address local concerns at that time.



### 3.9 Land Use Framework

**Public Comment:** Comments on the land use framework of the proposed Plan indicate strong support from industrial property owners within the subject area, and the development community, for the re-development of the area for the range of commercial uses defined in the draft Plan. Expressions of support were also received from existing industries and businesses in the Big Bend for the provision of commercial services in the area to meet current and future needs of area employees. The regional development community has identified the lack of supporting commercial service as a missing element in an otherwise highly attractive business development area.

A number of comments were received from residents in opposition to the proposed land use framework along with a stated preference to maintain the status quo, expand the suburban office component of the draft Plan, or to return the area to lower intensity agricultural and park uses. A strong lobby was also received from proponents for “general mechanise” retailers to broaden the categories of retail outlets envisioned to be accommodated in the designated *Specialized Large Scale Retail* area.

**Response:** The proposed land use designations for the subject area provide for the development of a mixed-use commercial centre to serve businesses and employees in the Big Bend. As well, opportunities are provided for a limited number and type of *Specialized Medium and Large Scale Retail* outlets. Figure 2, *attached*, shows the proposed land use designations for consolidated sites within the Commercial Precinct. Consolidated sites discussed below are shown on Figure 2 and have been labelled *Site A thru I* for ease of reference.

In order to further ensure the desired broad mix of retail outlets and uses on the proposed *Primary Mixed-use Commercial Centre*, and to maintain the viability of this centre in relation to market needs, it is proposed that the Development Plan be amended to increase the maximum grocery store size from 50,000 square feet to a maximum size (GFA) limit of 60,000 square feet for *Site G*. A single general retailer up to a maximum of 60,000 square feet is proposed to be permitted on *Site H*, subject to meeting other site development requirements. In addition, floor area for commercial developments would be limited to a maximum floor area ratio (FAR) of 0.50, with a maximum FAR of 1.0 for the Hotel and related uses. Actual floor area constructed is excepted to be considerably lower due to site needs for parking, landscaping and other features. As well, to support the overall viability of this proposed full service mixed-use commercial centre, it is proposed to include provision for a liquor store, and larger combination drug store / general merchandise outlets such as London Drugs on *Site G*, provided that the full range of retail services and restaurants are provided in relation to the subject site.

Within the draft Plan, three consolidated sites on the north side of Marine Way, *Sites C, D and E*, are designated for the potential accommodation of large and medium scale specialized retail outlets. Specialized retailers to be accommodated here would include those that individually sell a single or specialized category of goods such as office furniture, equipment and supplies, home improvement and building supplies, home furnishings and appliances, and automobile parts and accessories.

Canadian Tire was listed as an illustrative example of a potential specialized retailer that could locate here given its traditional focus on automobile products and supplies. Costco was also included as an example wholesale club outlet for this area given that a significant component of its business was, and continues to be, the sale of large bulky items in volume packs for resale or consumer use. In light of industry comments on the changing nature of the retail industry, however, it is recognized that these outlets have adjusted or broadened the range of goods and services offered in response to market conditions.

Given that a Canadian Tire, could appropriately locate within the designated *Primary Mixed-Use Commercial Centre* on *Site H*, and to further clarify the type of specialised retail outlets envisioned for the designated medium and big box sites, it is proposed that Canadian Tire and wholesale clubs/Costco be removed from the specific illustrative list of specialized retail outlets to be accommodated on designated specialized retail sites.

The proposed Development Plan notes that specific proposals to adjust the designated mix of uses and GFA limits within individual consolidated sites in the area could be reviewed and pursued on a case by case basis within Council's discretion for approval of specific rezoning proposals.

### ***3.10 Agricultural Land Reserve***

***Public Comment:*** A number of comments were received expressing concern related to possible impacts of new development on adjacent lands within the Agricultural Land Reserve (ALR). Requests were also received for the inclusion of designated ALR lands within the designated Commercial Precinct.

***Response:*** An important objective of the Development Plan for this area is the protection of the agricultural viability of adjacent ALR lands. It is expected that the proposed commercial redevelopment of existing general industrial sites adjacent to designated agricultural lands will result in a significant improvement in the inter-relationship of these uses as specific measures are taken to improve and protect the viability of agricultural uses. As part of the Comprehensive Development (CD) approval process, existing industrial sites adjacent to ALR lands proposed for redevelopment to commercial uses will be required to demonstrate that site development plans protect the viability and productivity of adjacent agricultural land.

To reinforce objectives for protection of ALR properties, a specific reference is proposed for inclusion within the Development Plan to ensure that site planning, building design, landscaping, and storm water management requirements take into consideration the need to protect adjacent ALR lands from impacts related to building shading, artificial light intrusion, changes in drainage, property security, dust control, and other relevant issues.

### **3.11 City Lands - Kenneth Gordon School**

**Public Comment:** A submission was received from the Board of Kenneth Gordon School in response to the draft Development Plan. The Board of the private school advise that they have no concerns with the proposed land uses for the Commercial Precinct. The school representatives, however, view the proposed development plan as an opportunity for improvements to area and school infrastructure and the existing inter-face with the adjacent Meadowland Peat property, shown as *Site C* on Figure 2.

**Response:** At the time of a potential future rezoning of the adjacent property (*Site C*), consistent with an adopted Development Plan, the City would work with the developer to ensure the creation of a landscape setback/buffer to the school property. The draft Development Plan provided for a 3 metre landscaped buffer along the school property line, and a 9 metre landscaped buffer along Meadow Avenue and other public streets.

In consideration of the schools request for a landscaped buffer between the school lands and the proposed commercial development, it is proposed that the width of the landscaped buffer between the property line of the school and the commercial development be increased from 3 metres to a minimum of 9 metres to be incorporated into a required 15 metre riparian setback from a water course on the school property, and that a secure fence be provided along the abutting commercial property line. Other minor adjustments to setback requirements in relation to flanking public streets have been incorporated into the proposed plan, including a distinction between property frontages on Marine Way and Byrne Road and those on proposed internal roads.

### **3.12 Environmental Issues**

**Storm Water Run-off:** A concern regarding the impact of development on storm water run-off (e.g. from auto-oriented service commercial facilities) was received along with a suggestion that integrated storm water management plans and measures be used to protect downstream water bodies.

**Response:** The City recognizes the importance of storm water management in watercourse protection and has included key requirements within the plan. Within the proposed amended plan, storm water quality treatment criteria have been reworded for clarification. Proponents must provide storm water management plans at time of redevelopment to show how the

development will meet storm water treatment criteria for water quality management. Promotion of ground water infiltration is not supported given the high water table conditions of the Big Bend area, and the objective to direct storm water into the Byrne Road storm system to protect the adjacent Willard Street neighbourhood.

*Setbacks from Byrne Creek* – A suggestion was received that the setback from Byrne Creek should be 30m as opposed to the 15m proposed. It was also noted that it would be desirable to record environmental baseline conditions of Byrne Creek, so that the City can monitor the ongoing health of the Creek during and after the development process.

*Response:* In determining setbacks from Byrne Creek, the Plan considers the ongoing rehabilitation and maintenance works associated with Byrne Creek, requirements for revegetation of setback areas, impacts of setbacks on development, and other environmental initiatives within the plan. City staff have worked closely with provincial and federal agencies through the joint Environmental Review Committee to identify key environmental issues in the Plan area, and develop appropriate environmental management strategies. The City also undertook to classify all other minor watercourses within the plan area as shown on Figure 3, *attached*. The results of the assessments, and the resulting prescriptions for treatment of watercourses in the Plan area, were reviewed and supported by provincial and federal ministries through the joint Environmental Review Committee.

The City is also continuing to work with fisheries agencies and stewardship groups to monitor environmental conditions within the Creek. The City conducted a watershed assessment in early 2001, and continues to liaise with stewardship groups to document fish returns to Byrne Creek.

#### 4.0 PRELIMINARY INFRASTRUCTURE SERVICING STUDY

As referenced previously, a preliminary draft of the infrastructure servicing study for the proposed Commercial Precinct has been completed. Once finalized, this report will be available for review, and will assist in guiding servicing requirements for the Commercial Precinct. Some of the initial results of this study have been referenced above in providing responses to concerns raised through the public consultation process. The following provides a brief summary of the results of the study. As noted above, staff are also awaiting the results of the specific drainage study being undertaken for the Willard Street area.

##### 4.1 Sanitary Sewer System

The Commercial Precinct is proposed to be served by a system of gravity and force mains that will convey sewage to a central sewage lift station to be located at Byrne Road and Wiggins Street. This lift station will pump sewage along Byrne Road to the GVRD interceptor sewer line at Hugh Drive. Each commercial site will construct its own private lift station to pump into the City force main located within road allowances.

#### 4.2 Drainage System

A proposed storm drainage system was developed based on future build out of the Commercial Precinct. Using proposed road and site layouts and grades, catchment areas for the storm drainage system were determined. The system would convey storm water from commercial sites into the existing storm sewer on Byrne Road to the Fraser River. A portion of the site drainage from *Sites B, C, and H*, would continue to be conveyed through the Jerry Rogers' system.

#### 4.3 Water System

The area is currently well served by the existing water system network. Existing water mains area routed along Byrne Road and Wiggins Street. The proposed water main system will be routed along the proposed internal road system with connections to the existing main on Byrne Road. High density polyethylene water pipe is proposed to be used throughout the Commercial Precinct given expected longer term settlement of soils in the area.

#### 4.4 Road Network


As part of the preliminary infrastructure study, a traffic study was undertaken to assess the proposed road network and to determine required travel lanes and intersection configurations to service the proposed commercial precinct. The results of the study confirmed expected requirements for intersection improvements at Byrne Road and Marine Way, a new intersection with Marine Way 340 metres east of Byrne Road, and an ultimate (2021) standard for 3 travel lanes in each direction on Marine Way extending from just east of North Fraser Way (Marshland) to just west of Byrne Road. As well, intersection improvements consisting of dedicated dual left turn lanes on Byrne Road at Marine Way are anticipated. The information provided by the traffic study on ultimate requirements for travel and turning lanes will be used as baseline information to assist in determining required road dedications from properties undergoing redevelopment within the Commercial Precinct. It will also assist in determining the phasing of required improvements to the road system as development proceeds and traffic volumes warrant. The findings of the traffic impact assessment and resulting prescriptions for roads and phasing of works related to new development have been reviewed by staff and revised and incorporated into the proposed amended plan provided in *Appendix 1*. One specific change given expected traffic patterns in the area is the redefinition of a proposed service/access right-of-way to a dedicated road standard between *Sites G and J*. Expected City capital contributions towards expansion of the major roads in the area, Byrne Road and Marine Way, would remain available to new development subject to Council approval of specific cost sharing proposals.

## 5.0 CONCLUDING COMMENTS AND NEXT STEPS

This report summarizes the input received in response to the draft Development Plan endorsed by Council on 2000 September 18. *Appendix 1* presents the proposed amended Development Plan for Committee and Council consideration and adoption. *Appendix 2* provides more detailed discussion and information in response to issues raised through the public consultation process.

The recommendations of this report seek Council adoption of the amended Development Plan subject to completion of the Council authorized amendment of the OCP to reflect the proposed commercial designation for the subject area. With Council adoption of the amended Development Plan, this report and *Appendices 1 and 2* are also recommended to be distributed to property owners, business and residents in the subject area and the adjacent Willard Street neighbourhood for information. A further opportunity for public comment on the Plan will be available through the required Public Hearing for completion of the OCP amendment process.

With completion of the OCP amendment process, Council approval is also sought for the submission of the required Land Reserve Commission application for the exclusion of the referenced City and private lands from the Agricultural land Reserve. Council initiation of the OCP amendment process would also provide the basis for receipt and initial consideration of redevelopment applications within the Precinct, however, final approval of redevelopment applications would be subject the completion of the required OCP amendment process.

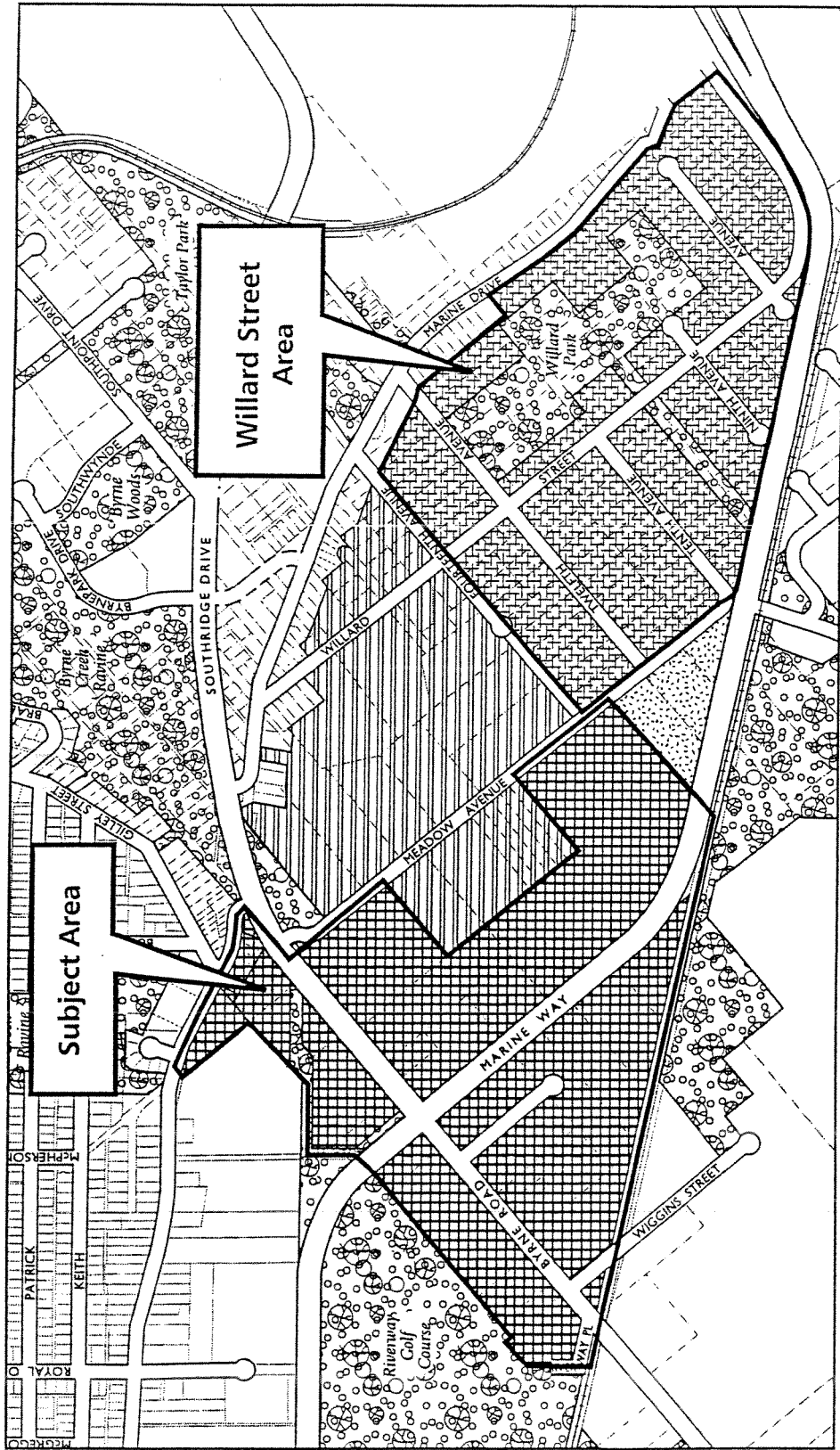


J.S. Belhouse, Director  
PLANNING AND BUILDING


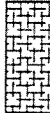



LP/sla/ca/sa  
*Attachments (3)*

cc: City Manager  
Director Engineering  
Director Finance  
Director Parks, Recreation and Cultural Services  
City Solicitor  
City Clerk

*Figure 1: Subject Area and Willard Street Area*  
*Figure 2: Proposed Land Use Designations*  
*Figure 3: Watercourses (within study)*  
*Appendix 1: Proposed Development Plan*  
*Byrne Road and Marine Way Commercial Precinct*  
*Appendix 2: Summary of Public Comments and Discussion of Plan Amendemnts*



**Subject Area and Willard Street Area**

-  Proposed Commercial Precinct
-  Willard Street Neighbourhood (A2 District - Small Holdings)
-  Agricultural Land Reserve (ALR) (A1 District)
-  City Lands- P3 District
-  Park / Open Space

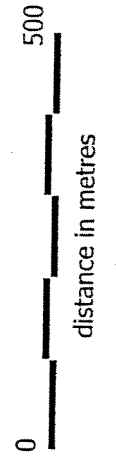
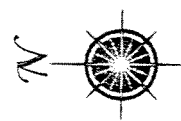
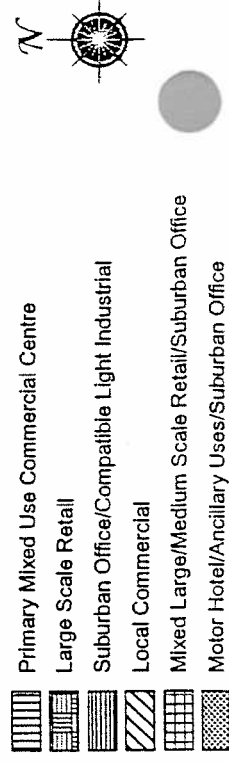
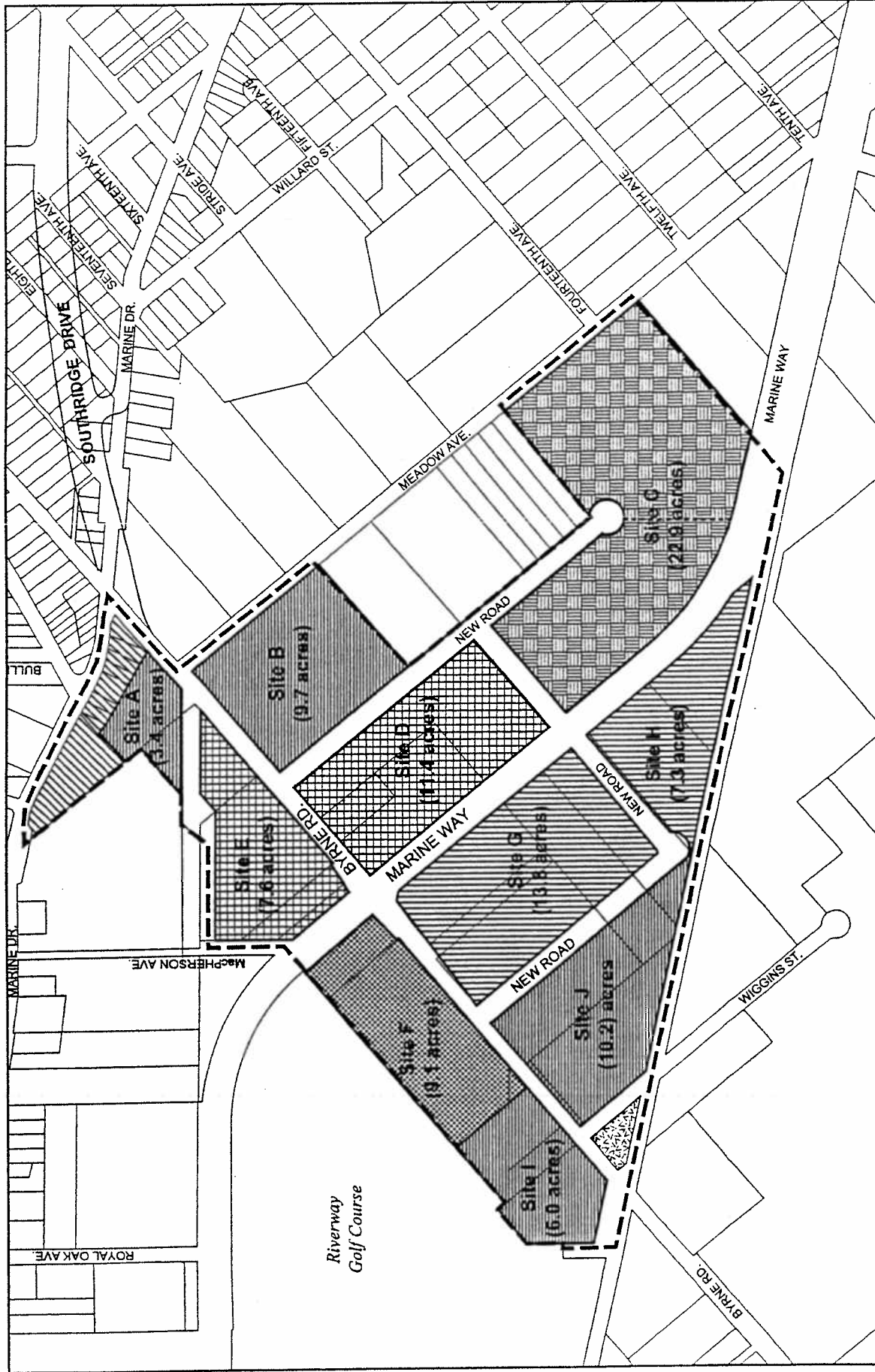
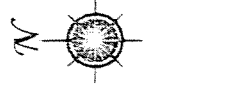
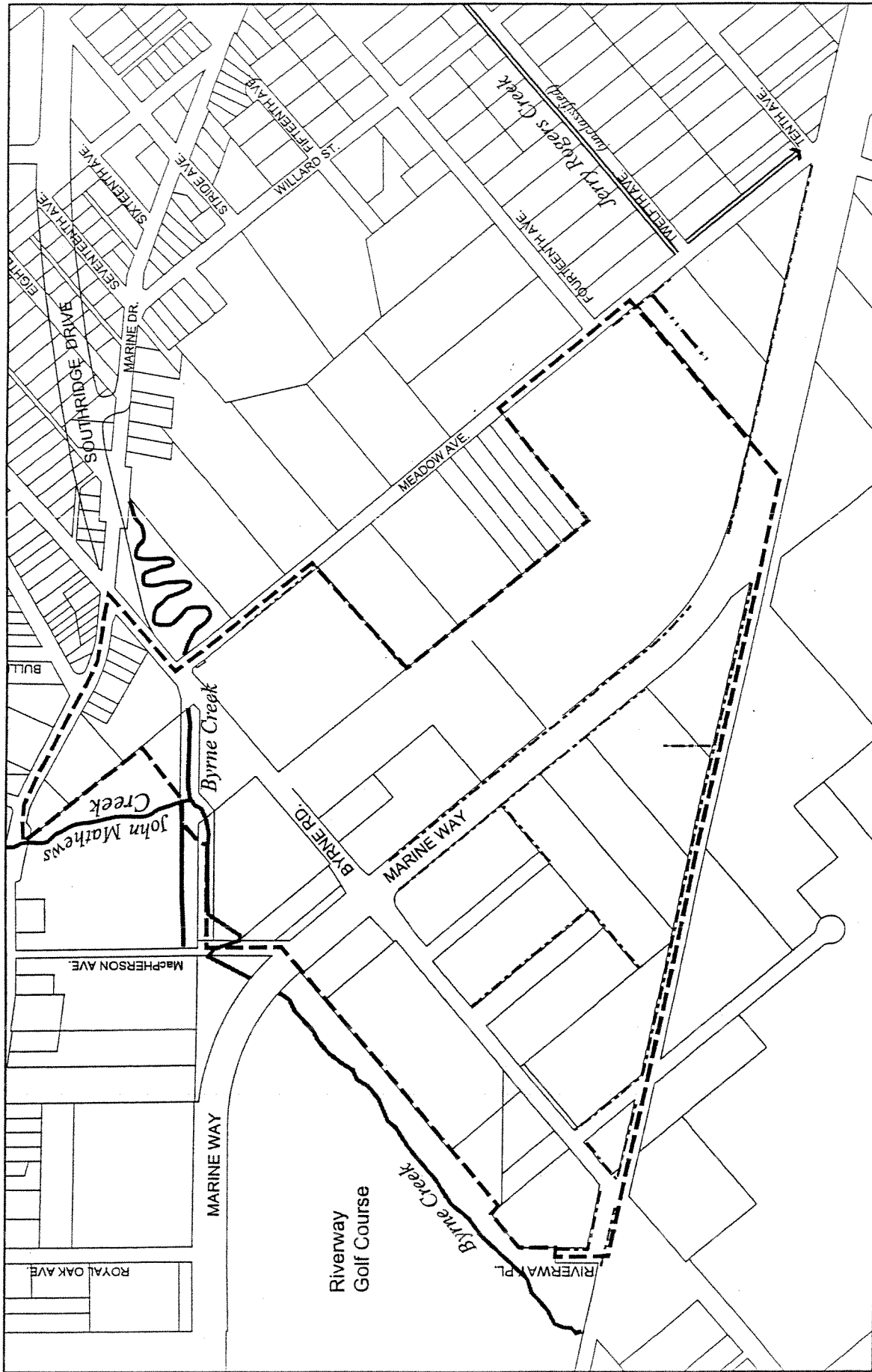


Figure 1



**Figure 2**  
Land Use Designations





Class A or Ao Watercourse  
 (inhabited by salmonids or potentially  
 inhabited with access improvements.  
 Minimum 15 meter setback.)

Class B Watercourse  
 (Significant food and nutrient value.  
 No fish present. 15 meter setback)

Class C Watercourse  
 (Insignificant food and nutrient value.  
 No fish present. May be enclosed.)

Class A or Ao Watercourse  
 (inhabited by salmonids or potentially  
 inhabited with access improvements.  
 Minimum 15 meter setback.)

**Figure 3**  
**Watercourses**  
**(within study)**

