Re: Big Bend Area Study
Proposed Development Plan

Following is the report of the Planning Director dated March 14, 1972 regarding the above.

No negotiations for property acquisition should be authorized until the Development Plan has been finalized.

RECOMMENDATION:

THAT the recommendations of the Planning Director be adopted except where negotiations for property acquisitions are recommended and in these cases the matter be tabled and reviewed when the final Development Plan has been adopted. (See recommendations Nos. 8 and 10.)

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Planning Department,
March 14, 1972.
Our file #15.101

RE: BIG BEND AREA STUDY: PROPOSED DEVELOPMENT PLAN.

BACKGROUND

The Council, on October 4, 1971, suggested that further consideration of land use in the Big Bend Area be deferred until the Planning Department was in a position to report on all aspects of the proposals involving land in the area.

At an earlier meeting (September 27, 1971), the Council gave approval in principle to the Area Zoning Concept (Phase II) proposed for the Big Bend Area, as shown on the accompanying Map A, and authorized the Planning Department to continue working with the property owners in the area towards the preparation of more detailed land use plans.

Consideration was also given to the proposed new A3 (Truck Gardening) District regulations. A further review was requested with particular emphasis on the desirability of permitting related uses of a non-agricultural character in the zone, although there was general agreement on the need for the establishment of such a category in the area.

In addition, the Council concurred with the suggestion that further discussions be held with interested groups in the area and that the future development of the proposed CD Zone be pursued by this department.

This report reflects these actions of the Council, and includes the following items:

(1) A description of the proposed Development Plan as a basis for future plan implementation through designation of municipal holdings and road locations, land acquisitions, installation of services, area rezonings etc.
A discussion of the proposed Zoning Bylaw text amendments related to the future development of the area, including the new A3 (Truck Gardening) District regulations, additions to the A1 (Agricultural) Zone, the inclusion of certain industrial zoning categories in the CD (Comprehensive Development) section, and an upgrading in the screening and setback standards for the M2 (General Industrial) and M3 (Heavy Industrial) Districts. These proposed Zoning Bylaw text amendments are set out in Appendix II to this report.

PROPOSED DEVELOPMENT PLAN: DESCRIPTION

Each of the conceptual schemes submitted to Council during the preparation of an acceptable development plan has been based on the general goals and objectives recommended in the Preliminary Stage 1 Report, which received Council endorsement on 19 April, 1971. For the purposes of review, these are summarized as follows:

1. The maintenance of the low density residential development along the south side of Marine Drive.

2. The preservation and further development of the major portion of the land that is presently used for agriculture, plus the addition of suitable adjoining parcels, particularly in the northern section of the area.

3. The retention of the existing A1 Agricultural zoned section in the easterly portion of the area.

4. The designation of an area south of Marine Drive and west of Royal Oak Avenue for the South Burnaby Sports Complex.

5. The future development of a public golf course in the area south of Marine Drive.

6. The designation for industrial use of the land in the vicinity of the B. C. Hydro rail line and extending south to the North Arm of the Fraser River and west to Boundary Road. The introduction of other Industrial zoning categories (M2, M5 etc.) at certain appropriate locations and a reduction in the area covered by the present M3a category to reflect existing development only.

7. The encouraging of large scale projects in the industrial portion of the area along industrial park lines by a limited number of developers.

8. The provision of a continuous trail and parkway system through the area to provide access to recreational facilities and to the North Arm of the Fraser River.

The Development Plan presently submitted (see figure B) also adheres to these general concepts, and in its present form, facilitates the implementation process while at the same time not jeopardizing major objectives. In describing the elements of this plan, discussion will be organized under the following major headings:

I. INDUSTRIAL DEVELOPMENT

II. PARKS AND RECREATION FACILITIES

III. AGRICULTURAL DEVELOPMENT
I. INDUSTRIAL DEVELOPMENT

Two of the general overriding considerations that have guided the examination of the role of industry in the development of the Big Bend Area have been as follows:

(1) Phased development of the area devoted to industrial use in order to reduce the undesirable scattering of industry which has occurred in the past and provide the impetus for a more rational pattern of occupancy.

(2) At the stage of urban development that this municipality has attained, active promotion of industrial development should be accompanied by the establishment of standards of development in order to ensure compatibility with adjacent areas.

With these considerations in mind, the following comments and proposals related to industrial development patterns in the area, are submitted for Council’s consideration.

A. M5 (LIGHT INDUSTRIAL DISTRICT)

1. Situation

As shown on figure B, the proposed M5 zone is situated in the extreme northwest portion of the study area in those lands north of Marine Way, south of the Marine Drive residential strip and west of the P6 institutional area. This district provides for the accommodation of light industrial uses, encourages a high standard of development and is particularly designed to be located adjacent, or in close proximity to residential areas with a minimum of conflict.

2. Development Consideration

A substantial portion of the proposed M5 zone is under Municipal ownership and as such has been considered as a possible area for development and subsequent sale or lease under-corporation sponsorship. To this end, a proposed development plan (see sketch C) has been designed and forwarded to Engineering for preliminary cost estimates regarding servicing and site preparation.

3. Recommendation

Subject to the initial economic feasibility of the proposed development being established, it is recommended that this department be authorized to further advance the development scheme mentioned above. In connection with this and to more clearly direct new development in the immediate area, it is further recommended that Council grant approval of the proposed M5 area designation. Subsequent to this, a specific report dealing with the zoning of the subject area will be submitted for Council’s consideration.

B. M2 (GENERAL INDUSTRIAL DISTRICT)

1. Situation

The intent of including this zone within the study area is to accommodate general industrial activities under conditions designed to minimize conflicts with surrounding uses. Two areas have been proposed for development within M2 standards. One
is the Byrne Road industrial enclave which has previously received approval in principle from Council, while the other is situated in the D.L. 161 area immediately south of the proposed M5 district, north of the B. C. Hydro tracks and west of the park area abutting the Patterson Ave. right-of-way.

a. D.L. 161 Area

1. General Considerations

As with the previously mentioned M5 area, a large proportion of the land within the proposed M2 district in the western sector is under municipal ownership and also included within the D.L. 161 industrial development plan. The availability of both rail and major road access (proposed) to this area will afford an excellent locational advantage that should generate varied industrial interests seeking to benefit from these factors.

2. Recommendation

It is recommended that the affected properties be further examined in light of the proposed development plan as shown on sketch C. It is similarly recommended that Council grant approval of the proposed M2 area designation in the D.L. 161 area in order that the appropriate rezoning submission may be forwarded for their consideration.

b. Byrne Road Industrial Enclave

1. General Consideration

A rezoning proposal (from M3 to M2) affecting the majority of the properties in this area has advanced to the Public Hearing stage and remains under Council's consideration. It would appear that several options are available to Council in this regard. These include:

(1) Approve the M2 rezoning of all properties involved thereby creating certain legal non-conformity.

(2) Retain the M3 zoning for the existing industrial uses (with future expansion conforming to M2 standards of development) and rezone the industrially undeveloped portions to M2.

(3) Retain the present M3 zoning with no additional revisions.

2. Basic Objective

Of the 21 properties affected by the current rezoning proposal, 12 are presently under industrial usage of some form or another. Of these, it appears that all but two would be non-conforming as to the standards and types of use permitted under M2 zoning.
This in itself is not surprising since several of the affected properties are indicative of the conditions prevailing in the area that partly prompted the land use review presently underway. For the establishments concerned to claim that they are being subjected to further constraints is justifiable, in that our efforts have been openly and specifically directed towards improving development standards in this immediate area.

Our primary concern in recommending the rezoning proposal as submitted to Council was to halt the progressive increase in low amenity activities in the area and to promote an upgrading of the conditions and types of activities occurring in this area.

3. Implementation of Objective

To date, achievement of this objective has been centered on the rezoning concept. This in part has been necessitated by the pressures of Preliminary Plan Approval. At an earlier stage, consideration had been given to obtaining the environmental quality sought, through property owner cooperation. More specifically it had been hoped that if assurances could be obtained as a result of informal negotiations during the development process, that landscaping and screening and land use standards would be voluntarily upgraded. With this approach formal legislative procedures (i.e. M2 rezoning) would not be necessary, but recent experiences have revealed that, without established standards enacted by Council, improvements are extremely difficult to achieve.

4. Summary

The purpose in outlining these considerations is not to regress from our original M2 proposal as being the most appropriate for the area, but to recognize the desirability of achieving as much "voluntary" environmental upgrading as possible. It is clear that the cooperation of the industrial interests in the area will greatly benefit attempts to achieve basic objectives.

Should it therefore be considered that the standing recommendation (M2 rezoning) is not the most appropriate means of upgrading this area, we would take this opportunity to submit a "secondary" proposal that would place more responsibility with the property owners. This would involve a rezoning of the industrially undeveloped portions of the enclave to M2 and the retention of a qualified M3 on those sites presently under industrial development. Expansion of the M3 use on those sites would be permitted subject to M2 standards of development. Such an approach would enable us to initiate discussions leading to screening, landscaping and a general "tidying up" of the area.

However as emphasized earlier, this department would still concur with the standing recommendation concerning the M2 rezoning, considering it to be the most appropriate action under the existing circumstances.
C. **M3(HEAVY INDUSTRIAL DISTRICT)**

1. **Situation**

   As illustrated in figure B, the large majority of the industrial lands with existing or proposed M3 zoning are situated in the southern portions of the study area. Despite the physical separation between these locales and the residential areas to the north, every effort should be made to retain or supplement existing screening vegetation wherever possible by municipal/developer negotiations at the time of development. An example is the development proposed by Commonwealth Construction Ltd. who have exercised a cooperative and responsible attitude in agreeing to preserve bands of existing vegetation in an attempt to maximize screening from the upland residential areas.

2. **Recommendation**

   The proposed M3 configurations are recommended for Council's approval. The appropriate M3 rezonings will be the subject of a later report to Council.

D. **M3a (SPECIAL INDUSTRIAL DISTRICT)**

1. **Situation**

   The land acreage devoted to the M3a category, is located within the extreme south-eastern portion of the study area to reflect existing development and to provide for a limited expansion. Council has previously endorsed in principle the concept of reducing the M3a zone to generally reflect the existing development occurring under those standards.

2. **Recommendation**

   The proposed M3a configuration is recommended for Council's approval.

E. **CD(COMPREHENSIVE INDUSTRIAL DEVELOPMENT)**

1. **Situation**

   As mentioned in an earlier report, the intent of this proposal is to promote a higher form of development in certain areas where transportation facilities and land ownership combine favourably to promote optimum land use returns on municipal and private servicing investments. One major area included within this proposed designation is that block of land, under C.N.R. and municipal ownership, situated immediately south of the golf course reserve. This area has been viewed as a first stage C.D. development area.

   The other large block proposed for this comprehensive category, which is also under majority C.N.R. ownership, lies to the south and east of the industrial loop road in the south-easterly portion of the study area.

   Also worth reiterating is the measure which provides the necessary authority for the Corporation to enter into land use contracts with
developers under the provisions of Section 702A of the Municipal Act, and permits the designation of "development areas" which allows for mutually agreed upon terms and conditions to apply to the use and development of land. Areas of concern in this regard might include provisions for selective clearing and supplementing of existing vegetation, the submittal of a suitable development plan prior to site preparations, servicing arrangements, staging and so on.

2. **Recommendation**

It is recommended that Council grant approval in principle to the area designations of the proposed comprehensive industrial development district and the submitted bylaw text amendment found in the Appendix to this report that outlines the terms of reference applicable to this category.

F. **LONG RANGE INDUSTRIAL RESERVE**

1. **Situation**

As indicated on figure B, the proposed A1 zone which is generally contained within the industrial "loop" road has been suggested as a long range industrial reserve. Officials of South Barnaby Enterprises, the majority land holder in the area, have expressed their general agreement with an interim general agricultural use of the property until development economies permit the possible development of high class warehousing facilities. It has been further expressed by the principals that such a development would probably not occur within the next 10 to 15 years.

Such a zoning would preclude a piecemeal development of the area, allow for the preservation of existing agricultural uses and would tend to maximize industrial development standards in the future.

2. **Recommendation**

It is recommended that Council indicate approval of the proposed A1 designation covering those lands contained within the Long Range Industrial Reserve as indicated on figure B.

G. **A TRI-PARTY DEVELOPMENT SCHEME**

Should Council endorse the recommendations as related to the Comprehensive Industrial Development Areas and the Long Range Industrial Reserve, this department will then be in a position, following the appropriate rezonings, to further negotiate with the C.N.R. and South Barnaby Enterprises in order to establish guidelines for undertaking a Tri-Party Development Scheme for the approximately 700 acres under combined ownership. Areas of discussion could include servicing economies, development alternatives, staging, cost-sharing formulae and possible land exchanges.
II. PARKS AND RECREATIONAL FACILITIES

The need for additional active recreational facilities to serve the South Burnaby Area was initially outlined in the Burnaby Park Sites Study (1961) and subsequently reaffirmed in the Park Sites Review Report of 1967. Both studies included a recommendation for the development of a major sports complex south of Marine Drive. A further recommendation was advanced for the establishment of an eighteen hole golf course in the same general area. These proposals were adopted by the Parks and Recreation Commission and included as priority items in the various parkland acquisition programs which have been prepared to implement the recreational development plans of the Municipality.

A. SPORTS COMPLEX

1. Situation

The sports complex reserve consisting of some 35 acres has been situated north of Marine Way in the area between the Borstal Home and the proposed Nelson Avenue - Marine Way connection. Locational advantages in this instance include the compatibility of the proposed use with the abutting residential, institutional and agricultural properties and the fact that there is only very minor displacement of existing agricultural development in accommodating this use.

2. Recommendation

It is recommended that the location of the Riverway Sports Complex reserve, which has received the endorsement of the Parks and Recreation Commission receive Council's ratification. In this event, it is further recommended that the Land Agent be authorized to commence negotiations for the acquisition of the property within this area that is presently not under municipal ownership (see figure D). The proposed Parkland Acquisition Program currently under preparation by this department has designated a high priority to the acquisition of the approximately 14 acres of private property required to complete the sports complex land assembly.

B. GOLF COURSE RESERVE

1. Situation

As part of the minor reorientation of the proposed park and recreation facilities, none of the proposed golf course reserve has been located south of the B. C. Hydro railway. This improved configuration avoids the dissection of the golf course by either a railway or major road and provides for a consolidated area in excess of 150 acres for the development of an improved layout design.

The Parks and Recreation Commission have indicated their support for this siting alternative as illustrated in figure E.
2. **Adjacent Land Use Modifications**

As a result of the minor shift of the golf course reserve, the industrial loop road in the area west of Byrne Road has undergone a realignment and now connects to Marine Way in the vicinity of the Glenlyon Avenue right-of-way (see figure B). The major result of the alteration has been an enlargement of the proposed CD industrial area west of Byrne Road, with an increased proportion of Municipal property now being involved in the industrial area.

One other minor adjustment has been the slight shift northward of the Marine Way alignment between the area bounded by the Borstal Home and the Byrne Road industrial area. This shift however has occurred almost entirely within areas under municipal ownership and was necessary to provide for greater flexibility in the golf course layout.

3. **Recommendation**

It is recommended that Council endorse the revised golf course configuration and the adjustments made to the Marine Way and loop road alignments. It is further recommended that the Land Agent be authorized to negotiate for the remaining 3.9 ac. parcel required to complete the golf course land assembly when the subject parcel becomes available or when required for plan implementation.

C. **CONSERVATION AREAS**

1. **Situation**

In order to achieve the general goal of providing a continuous trail and parkway system through the area and to provide for public waterfront access, a north-south conservation area has been proposed on those municipal lands extending from Marine Way to the proposed foreshore parkstrip.

In general terms, the conservation area would be contained by the M3 industrial area to the west and the industrial loop road to the east. The more specific boundaries would relate somewhat to the existing vegetation and to the need of maintaining an adequate area to maintain such existing vegetation.

A second conservation area also under municipal ownership has been situated in the eastern portion of the study area and forms a "back-up" area within the park trail system. This heavily treed area situated adjacent to the Marine Dr. residential strip and within the proposed A2 district would also fulfill a neighbourhood park function for that area.

2. **Recommendation**

It is recommended that Council adopt in principle the conservation area concept as proposed in this report. Detailed siting layouts and implementation programs would form the basis of a later report to Council.
D. **FORESHORE PARK STRIP**

1. **Situation**

As indicated in our report of 10 February, 1972 concerning the foreshore park strip implementation, the Planning Department attempts to make provision for the parkway on a negotiable basis as development proposals are received for the subject properties involved.

The Parks and Recreation Commission in discussing the nature of the proposed walkway concluded that an average of 200 feet from the high water line should be preserved for that purpose taking advantage of the topography and natural vegetation of the area.

With this in mind, negotiations were recently held with the principals of Commonwealth Construction Ltd., who have purchased 15.3 acres of waterfront property at the foot of Tillicum &., for the purpose of relocating their operations from the False Creek area. The results of these discussions, which yielded a mutually acceptable provision for the walkway (as shown on figure F), were the subject of a report to Council on 10 February, 1972 which subsequently received endorsement.

2. **Ownership**

In terms of area coverage by ownership, the Corporation has tenure over that portion of the foreshore park extending from the extension of Patterson Avenue to Byrne Road. The two properties situated between Byrne Road and Tillicum &., are under private ownership (one of which is owned by Commonwealth Construction Ltd.), while the remaining eastern portion of the walkway, with the exception of 3 small parcels under municipal control, is owned by the C.N.R.. Principals of that company have given an indication in preliminary discussion that future negotiations in regards to the parkstrip implementation would be in order.

3. **Recommendation**

It is recommended that this department be authorised to make provision for the parkway on a negotiable basis as development proposals are received for the subject properties involved. In regards to the holdings under C.N.R. ownership, it is also recommended that further negotiations be scheduled with the C.N.R. to explore the whole question of land exchanges within the study area context.

E. **TRAILWAY SYSTEM**

1. **Situation**

The trailway system as represented in the proposed Development Plan is schematic and therefore allows for a certain degree of flexibility in the implementation process. However, the general configuration as indicated seeks to achieve the degree of continuity, land use separation and buffering considered essential for the area.
The central link situated just west of Byrne Road fulfills a secondary role of providing an area suitable for screening of the existing Byrne Road industrial zone, and accordingly is considered a higher priority area. Much of this particular portion is under municipal ownership while the remainder would be the subject of negotiations for subsequent dedication, exchange or direct acquisition.

The proposed trailway in the eastern sector of the study area is situated to a great extent on lands owned by the C.N.R. and would logically become part of the general discussion between the Corporation and the Railway concerning possible land exchanges in the area.

2. **Recommendation**

It is recommended that Council grant approval in principle to the trailway configurations as indicated on Figure B.
III. AGRICULTURAL DEVELOPMENT

Experience has shown that the peat soils which overlay most of the Big Bend Area are well suited to the development of intensive agriculture of the market gardening type. The establishment of policies that will preserve the existing nursery and truck gardening acreage and encourage a limited expansion of these activities will be of considerable importance in meeting the ever increasing demand for agricultural products resulting from the continuing urbanization of the Lower Mainland, particularly in view of the general trend towards the preemption of good agricultural land by other forms of development in the region.

A. A1 (AGRICULTURAL)

1. Situation

As mentioned in our earlier reports, the A1 category has been proposed for the northeastern portion of the study area, where mixed land use and filling have occurred. The uses permitted in this zone would allow a variety of activities to be carried on and encourage a fuller utilization of the designated area. One suggested use for municipal property in this area has been the establishment of a municipal nursery that could fara much of the screening and landscaping vegetation required in the park and recreation developments proposed for the general area. Other uses proposed include the development of a cooperative farmer’s market or central chilling facility.

The proposed A1 area south of Marine Way as indicated on Figure B provides for the retention and possible interim expansion of existing agricultural development while at the same time preserving a consolidated area for long range industrial development.

2. Recommendation

It is recommended that the A1 area designation as illustrated on figure B be approved.

B. A2 (SMALL HOLDINGS)

1. Situation

Most of the area contained within the existing A1 zone has been proposed for the A2 district designation, a category which is more compatible with the somewhat residential nature of this neighbourhood.

2. Recommendation

It is recommended that the A2 area designation as illustrated on figure B be approved.
C. A3 (MARKET GARDENING)

1. Situation

The area designated for the A3 market gardening zone contains those lands located south of the Marine Drive residential strip, north of Marine Way, east of the Riverway Sports Complex and west of the Byrne Road Industrial Enclave. The designation recognizes the prevalence of existing market gardens in the area and provides a use compatible with the adjacent residentially zoned sections of the Municipality.

It is our view that the situation of the proposed A3 sector in relation to its surrounding uses, both existing and proposed, greatly diminishes the opportunity for the future encroachment of industry into the area abutting the residential zone on Marine Drive, while at the same time allowing the continued agricultural utilization of these prepared lands. A displacement of this very productive acreage to accommodate recreational facilities in order to preclude industrial advancement would not only substantially increase acquisition costs but would also remove a valuable resource which will only increase in importance as urbanization occurs.

2. Recommendation

It is recommended that the A3 area designation as indicated on figure B receive Council’s endorsement in order that the appropriate rezoning report can be prepared and submitted for Council’s consideration.
IV. A REVIEW OF PROPOSED ZONING BYLAW ADDITIONS AND CHANGES.

1. The A3 (Truck Gardening) District Regulations - Our original report setting out proposed standards for the new A3 District was considered by the Council on September 7, 1971. A number of points were raised at the meeting and a further report was prepared.

The Council, on September 20, 1971, expressed concern with the related non-agricultural uses which had been proposed for inclusion in the zone. Further consideration of the regulations was tabled to allow additional study concerning the advisability of including farmer's markets and centres for the collection, storage and distribution of fruits and vegetables as permitted uses in the proposed district.

The Planning Department has reviewed this matter and would agree with the removal of these two related but non-agricultural uses from the proposed A3 category. This would result in a zone that would be purely of an intensive agricultural character with provision for such activities as truck and market gardening, greenhouses, orchard or nursery cultivation, etc. The bulk regulations proposed for the zone are the same as those which presently apply to the existing A1 (Agricultural) District, including the five acre minimum lot area standard.

The problems that could be created by roadside stands located in the area have been anticipated and the introduction of a regulation prohibiting the retail sale of farm produce in this manner in all of the agricultural zoning district categories is proposed. The inclusion of the agricultural districts in the screening requirements of the Zoning Bylaw for outside storage, is also being recommended.

2. Additions to the A1 (Agricultural) District - The conclusions drawn from discussions with farmers groups and agricultural interests in the Big Bend Area indicate that such related facilities as farmer's markets and centres for the collection, storage and distribution of fruits and vegetables will encourage the full utilization of the potential for agricultural development. It is therefore considered desirable that provision be made for these uses in the Zoning Bylaw in order to permit them to establish in the area.

While centres for the collection, storage and distribution of agricultural products are presently permitted in most of the industrial zoning categories, a recent application to establish such a centre would, under the proposed Development Guide Plan, be located within an area designated A1 (Agricultural). It is therefore suggested that centres of this type be added to the A1 District, which includes a much wider range of uses than the proposed A3 (Truck Gardening) category.

In the case of farmer's markets, there are presently no other zones where such a use could be accommodated under the existing regulations. The traffic generating character and commercial-orientation of this type of use would make it unsuitable for the proposed A3 category. While farmer's markets could be added to one or more of the industrial zoning categories, such an approach would permit this commercial type activity to locate in other areas of the Municipality. Because of this, it would appear most desirable to include farmer's markets as a permitted use in the A1 Zone, since this category already provides for a variety of activities and such a use would be applied to an area where some filled land, unsuited to agricultural development, is available.
3. The Inclusion of Industrial Zoning Categories in the CD
(Comprehensive Development) District - The CD District provides for
the development of an area embracing one or more land use classifications as an integrated unit based upon a comprehensive development plan. Presently included in this category are uses permitted in the R, RM, C1, C2, C3, P1, P2, P3, P5, P6 or P8 Zones.

The purpose of proposing the addition of certain of the M District uses to this category is that any development within a CD designated area would be subject to a Council approved development plan which, under the existing regulations, would become a part of the Zoning Bylaw.

In this way, a good development standard of the industrial park type could be encouraged. This would be in keeping with the objectives for upgrading the area and making it more attractive as a location for industry, as well as improving its compatibility with the overlooking South Slope Residential District.

4. Screening and Setback Standards in the M2 and M3 Districts - Recent Council actions which followed the review of the Winston Street area by this department resulted in an upgrading of the screening, landscaping and setback standards for the industrial districts. However, all of these improvements apply to industrially zoned properties which adjoin or are separated by a street or lane from a Residential District. While the desirability of extending the scope of these improvements was mentioned in earlier reports, no specific proposals were advanced.

There are two aspects where it is felt an upgrading of the current standards should be considered from the point of view of the Zoning Bylaw regulations. These include the screening of outside storage areas in the M2 and M3 Zones, and side yard setbacks in the latter district. The existing Bylaw provisions specify that any part of a lot used for outside storage purposes shall be enclosed by screening on any side not facing directly upon the principal building on the lot. This standard applies to C4, M1 and M4 Districts.

On the other hand, the standard is much lower in the case of the M2 and M3 Zones, where screening is only required adjacent to a public street or opposite a residentially zoned property. The establishment of higher standards in these zones, where a wide variety of outside storage uses are permitted, would do much to improve their general appearance and lessen the likelihood of complaints from nearby or overlooking properties. The application of the current screening regulations governing outside storage in the C4, M1 and M4 Districts to all industrial zoning categories is therefore proposed.

With regard to setbacks, it should be noted that in the M3 (Heavy Industrial) District no side yard is required except on a corner lot (opposite a flanking street) or where an abutting property is zoned residentially. The M3 District, which permits a wider range of uses than the other industrial zones, should, in our view, be subject to the same side yard standards (i.e., 10 feet on each side of the building or nil on one side and 20 feet on the other). The addition of this requirement to the M3 District is recommended.

The foregoing proposals refer specifically to the Zoning Bylaw regulations. Further research and negotiation with developers will be necessary into the development of special landscaping and screening provisions to promote the retention of suitable areas of existing natural growth, compatible with industrial, agricultural and recreational development in the Big Bend Area.
V. RECOMMENDATIONS

It is recommended:

(1) That the Council adopt the Development Guide Plan proposals outlined in this report, as summarized in Appendix I, and shown on Map B, as the basis for further consideration at Public Hearings, and the preparation of a staging program for the servicing and development of the Big Bend Area.

(2) That the Council approve in principle the proposed Zoning Bylaw text amendments as set out in Appendix II and that these regulations be forwarded to a Public Hearing.

(3) That a tour be arranged for members of Council to undertake a field inspection of the study area in order to better explain the relative aspects of the proposed Development Plan and to better familiarize Council with the general characteristics prevailing in the area.

Respectfully submitted,

A. L. Parr,
DIRECTOR OF PLANNING.

RBC:JSB/ew

cc. Chief Building Inspector
    Chief Licence Inspector
    Chief Public Health Inspector
    Municipal Assessor
    Municipal Clerk
    Municipal Engineer
    Municipal Solicitor
    Parks and Recreation Administrator
    Land Agent
    Senior Planner
I. SUMMARY OF SPECIFIC RECOMMENDATIONS

It is recommended that the Municipal Council adopt the proposals of this report, which are as follows:

(1) that the Hanning Department be authorized to further advance the proposed development plan submitted for the D.L. 161 industrial area subject to the initial economic feasibility of the project being established.

(2) that Council endorse the M5 area designation as indicated on figure B.

(3) that Council endorse the M2 area designation of the D.L. 161 area as indicated on figure B.

(4) that Council endorse the M3 area designations as indicated on figure B.

(5) that Council grant approval in principle to the area designations of the proposed comprehensive industrial development control and the submitted bylaw text amendment found in Appendix II of this report that would effect this change.

(6) that Council indicate approval of the proposed A1 designation covering those lands contained within the Long Range Industrial Reserve as indicated on figure B.

(7) that Council endorse the concept of a Tri-Party Development Scheme involving the three major land holders in the area that would allow discussion to be undertaken concerning the future industrial development of a substantial portion of the study area.

(8) that Council ratify the location of the proposed sports complex and that the Land Agent be authorized to commence negotiation for the acquisition of the property within this area that is presently not under municipal ownership.

(9) that Council endorse the revised golf course configuration and the adjustments made to the Marine Way and loop road alignments as indicated on figure B.

(10) that the Land Agent be authorized to negotiate for the remaining 3.9 acre parcel required to complete the golf course land assembly when the subject parcel becomes available or when required for plans implementation.

(11) that Council adopt in principle the conservation area concept as proposed in this report.

(12) that the Planning Department continue to make provision for the foreshore parkstrip on a negotiable basis as development proposals are received for the subject properties involved.

(13) that further negotiation with the C.N.R. be authorized to explore the whole question of land exchanges within the study area context.

(14) that Council endorse in principle the general railway configuration as indicated on figure B.

(15) that approval be granted to the A1 (Agricultural) area designation as indicated on figure B.

(16) that Council grant approval to the A2 area designation as illustrated on figure B.
(17) that Council grant approval to the A3 area designation as indicated on figure B.

(18) that a tour be arranged for members of Council to undertake a field inspection of the study area in order to better explain the relative aspects of the proposed Development Plan and to better familiarize Council with the general site characteristics prevailing in the area.
Proposed Development Plan
Boundary Road - Marine Way Industrial Area