

THE CORPORATION OF THE DISTRICT OF BURLINGTON

INTER-OFFICE COMMUNICATION

TO: MUNICIPAL MANAGER DEPARTMENT: DATE: 1 October, 1970  
FROM: PLANNING DIRECTOR DEPARTMENT: OUR FILE #  
SUBJECT: TRANSIENT TRAILER ACCOMMODATION: YOUR FILE #

with reference to submission of Ammore Recreations Ltd.

As outlined in our earlier memo of 21 August, 1970, it has been established that there is a much greater demand for transient trailer accommodation than there are licenced spaces in the municipality.

The problem is further accentuated by the fact that the majority of the existing spaces are rented to permanent trailer tenants who yield a monthly income which is lower, but much less seasonal.

At this stage, it remains to obtain an overview from Council on the desirability of ensuring that transient trailer accommodation will be available in the municipality during the peak tourist season.

Assuming for the moment that some positive solution to the problem is sought, this memo will briefly comment on those suggestions brought forward to date. These include:

(1) Expand Facilities at Existing Trailer Court Sites

A first consideration for providing additional transient spaces at the existing facilities, was to examine the possibility of the municipality stipulating, as a condition of licence issuance, that the Auto Court operators designate a specified number of spaces for short term transient trailers during the peak tourist season. However, this alternative has been ruled out on legal grounds, for as the Solicitor states:

"I know of no authority by which the municipality can dictate that the operator of an Auto Court must provide a specified number of trailer spaces for transients."

A second consideration might be to relax the Trailer Court By-law during the peak season.

This is in effect what is occurring at several of the Courts in the municipality. The results of an informal survey held in August 1970, at seven Auto Courts, revealed that there was a total of 142 trailers accommodated in Courts only authorized for 102 licenced spaces. Despite this overuse of existing facilities, the demand for additional space was still strong, according to the operators interviewed.

MANAGER'S REPORT

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(1) Expand Facilities at Existing Trailer Court Sites (contd.)

To permit use in excess of the present violation levels, would not appear to offer a satisfactory solution to the problem. The resultant congestion and lack of adequate service facilities would not be desirable features for an area promoting the tourist industry.

It would therefore appear that increasing the densities of the existing facilities would not be a satisfactory solution for the problem stated.

(2) Privately Developed and Operated Trailer Park  
situated on Purchased or Leased Municipal Property

This second alternative corresponds to a proposal recently submitted to Council by Anmore Recreations Ltd. The principals stated that they would prefer to purchase a site from the municipality, but would consider lease of municipal land, providing it could be for a minimum period of ten years.

The following facts on the proposed operation were provided:

- duration of operation - May 15 --- September 15
- transients only (presumably transient trailers and campers)
- development costs - \$1,085. - \$1,500. per space
- 1,200 sq. ft. - 1,500 sq. ft. net area per camping space
- minimum development - 60 units on 3 acres
- prefers 10 acres
- rental with service hook-up - \$3.00 per night
- rental without service hook-up - \$2.50 per night
- large development would include a store for essential supplies for campers
- prefers Burnaby Lake area
- would consider Big Bend area.

At the outset, this department would strongly recommend against the sale of municipal property of this scale for the use proposed. The lands surrounding the Burnaby Lake area are being assembled, when possible, to round out the municipal holdings in the area for inclusion in the Regional and Municipal Park Systems.

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THE INCORPORATION OF THE DISTRICT OF BURBANK BY

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(2) Privately Developed and Operated Trailer Park  
situated on Purchased or Leased Municipal Property (contd.)

Despite the fact that uncommitted acreage does exist in the Big Bend area, the sale of land in this area would be premature until such a time as a definite land use policy has been adopted.

The main concern with permitting a private development of this type, (either on or off municipal property) is the regulating and policing of the trailer park standards and conditions of development. It would seem that leasing the municipal property instead of selling it, would not completely negate this concern.

Regardless of stated intentions, it seems that from our Auto Court experiences, the way is made clear to allow large residential type trailers to use the park as a semi-permanent home. Policing of these courts is difficult; what is to prevent a man from staying the specified time, leaving for a few hours or even a day, and then re-entering the park to occupy a different stall?

Unless the municipality is found to be in a definite legal position to be able to enforce the by-law, and to uphold the desired standard of the development, this department would not react favourably to the establishment of a privately developed facility of this nature.

However, this reaction does not solve the real problem that does exist for tourists seeking short term trailer or camper accommodation in the summer months. Perhaps too often our contribution is limited to a reaction to proposals put up to the municipality by private concerns.

If Council should determine this problem to be of significant concern, perhaps the municipality can take the policy initiative in this instance.

(3) Municipally Developed Trailer and Campground Park

Since amenity and regulatory control, is in our opinion, the major concern, it appears that the only effective way for the municipality to control this situation would be for the municipality to own the site and seek a concessionaire to operate it under stringent controls provided for in the Agreement between the municipality and the concessionaire.

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THE CORPORATION OF THE DISTRICT OF BUTTE BY

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(3) Municipally Developed Trailer and Campground Park (contd.)

This is perhaps a matter on which the municipality could take some initiative and be prepared to make an investment to make this tourist showplace a suitable facility.

The regional cost-sharing approach and location of the proposed park as mentioned in the previously submitted outline, The Trailer Park Facility, Discussion Guidelines, is still considered worth evaluating in this initial stage.

There was some concern expressed that the development of a municipally sponsored transient facility would tend to perpetuate "permanent" mobile home sites in the existing trailer courts. If this were to occur, it would be necessary to upgrade and enforce the appropriate regulations to ensure that a suitable residential environment was present.

This would involve, in part, reducing the density of mobile homes, which in turn, could have a financial impact on the operators.

In some instances, this concern is well founded, and would indeed be voiced if the concept of a municipal facility were approved. However, it should be noted that the objections would not be universal. Of the six operators asked the question, "What is your general reaction to the development of a municipal tourist trailer park operated on a seasonal basis?" in the informal survey mentioned, the following replies were received:

favourable	2
unfavourable	2
no reaction	<u>2</u>
	<u>6</u>

One operator indicated a favourable reaction because of their large excess of demand for short term space over the possible supply of same. The other was received from an operator who rents the allotted spaces exclusively to "permanent" mobile homes.

Both unfavourable reactions were received from operators who expressed concern of municipal competition. One did, however, indicate a favourable reaction if he were able to operate the park on a concession basis.

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(3) Municipally Developed Trailer and Campground Park (contd.)

It also should be re-emphasised that during the summer months, the majority of the trailer courts are violating the Auto Court By-law by renting more spaces than authorized. The municipality it seems, is being quite fair in its approach to this problem, perhaps as a "stop-gap" measure to help meet the ever-increasing demand for tourist space. However, should the municipality take the initiative and develop a facility to help remedy the problem, it should not feel responsible for producing an unexpected financial impact on the existing operations, as they all are aware of the existing by-law regulations in regards to the maximum spaces rentable. Any subsequent enforcement of "permanent" mobile standards that might occur, would generally be in line with our by-law's present allowable densities.

More bluntly stated, if our present by-law were strictly enforced, the resultant financial impact, it seems, would not be much less than that imposed by an adherence to Provincial regulations as related to "permanent" mobile home sites.


Another consideration is that the majority of the tourists who might frequent the municipal facility would be drawn from all the Metropolitan trailer courts, not just those in Burnaby. The trailer tourists are generally visiting the Lower Mainland Region, rather than a particular municipality.

The central site suggested with its proximity to main arterials and commercial facilities, would tend to cater ideally to this ever-increasing demand by peak-season tourists.

If effectively controlled and maintained, the development of a municipal tourist trailer (and possibly campground) park, operated on a concession basis, might offer a reasonable solution to this seasonal tourist industry demand.

We would therefore submit these comments for your consideration in order that we could subsequently receive some indication from Council as to the priority of the stated problem, and as to what general course of action is preferred.

We trust that the comments relating to the Anmore Recreations Ltd., submission will indicate our reaction to the development as proposed.

  
A. L. Parr  
PLANNING DIRECTOR

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