

ITEM 17
MANAGER'S REPORT NO. 29
COUNCIL MEETING April 16/74

Re: Goodwin Johnson (1960) Limited
Penzance Drive - Berry Point Operation

Following is a report from the Director of Planning regarding activity and the presence of a sawmill and other equipment on land that is adjacent to and owned by Goodwin Johnson Limited.

This is for the information of Council.

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PLANNING DEPARTMENT
APRIL 10, 1974

SUBJECT: GOODWIN JOHNSON (1960) LIMITED
PENZANCE DRIVE - BERRY POINT OPERATION

Background:

At the Council meeting of March 18, it was mentioned that a good deal of activity had been observed at the Goodwin Johnson log-loading and wharf location at the foot of Penzance Drive, in the westerly part of Burrard Inlet. Specifically, land filling, the presence of a floating sawmill, a permanently moored ship, and a great number of trucks on streets in the area were mentioned. The following report relates our findings on the current activities and the status of the operation.

Industrial Activity:

The properties at the foot of Penzance and several waterlots on leasehold from the National Harbours Board are zoned M3 Heavy Industrial District, and have been used for some years in conjunction with a log-loading and deepsea shipping operation conducted by the captioned firm. Wharves, dolphins, a small office building, and an equipment storage shed are located on the site in conjunction with this use, but over the years a great amount of additional material and equipment has accumulated on the properties, and has been the source of repeated objections and action by the Municipality. Along with the permitted log-loading activity, the owner has at times allowed demolition and salvage materials to be brought to the site and either stored or used in conjunction with his varied activities on the site. This salvage or junk yard use is not considered a permitted use under the M3 Zoning District regulations, and the owner has been advised that no more of this kind of activity is to take place on the site. Although the owner has improved the appearance of the premises somewhat in recent months as a result of an action under the Unsightly Premises By-law in 1973, the site remains one of the most unattractive industrial properties in Burnaby and one which has presented problems in achieving good development standards and use control from the outset.

The ship to which reference has been made is the former CN Railroad ferry "Canora", which was purchased by the company some years ago with the intent of converting it to a floating sawmill for operations at various locations on the B.C. coast. We are advised that the owners have not been successful in making such arrangements, and that they do not at this time have any plans for converting the vessel which is being used at present as a sort of floating warehouse for surplus mill equipment and materials owned by the firm. It is understood that the owners are considering several courses of action at present, including removing the vessel to its operation at Naden Harbour, in the Queen Charlotte Islands, or sale to government or other groups which have expressed interest.

The vessel is obviously in a derelict condition at present and not fulfilling any useful function as part of the approved industrial use, and it is felt that it should not be allowed to become a permanent fixture at this part of the waterfront.

Construction or Development Activity:

For several years, the company has been engaged in a filling operation on the foreshore behind its existing dock facilities. This landfilling work has been accepted by the National Harbours Board and has been undertaken as a preliminary step in preparing for future improved cargo handling dock facilities and a back-up area. Filling has progressed slowly over the years, but in recent months the rate of filling, with excavation material from different parts of the Greater Vancouver area, has been accelerated. Recent observations show the frequency of dump-truck arrivals via Penzance Drive to be greater than one per minute at times during the day, and dumping at the face takes place almost continuously during normal working hours.

From site observations, it is apparent that mainly excavation material is being used although some rubble and demolition material may be present. No formal system for using rip rap materials, sheet piling, cofferdams, or other structural reinforcing is being applied. The structural capacity and stability of the fill being created is therefore questionable, in view of both the materials and the methods being employed, and the nature of the Inlet bed at this location. It has been learned that there was a significant failure in the fill in December of 1973, at which time much of the earth fill slid into the Inlet, carrying with it some fire protection installations at the site.

The potential effect on the Inlet bed and marine life of such fill material dispersing over the bottom of the Inlet, both through the methods of deposit (tail-gate end dumping), tide action, and the failure mentioned above, is a matter for concern. This problem has been brought to the attention of the National Harbours Board locally, who assure us it is a matter of real concern to them as well, as owners of the waterlots, and that it will receive immediate attention.

The Municipal Engineer advises that no permit for landfilling has been taken out by the Company, probably due to the fact that the work on the project predates the Burnaby Soil Deposit By-law #5974, 1971. Moreover, it is not clear whether this By-law would effectively control filling of the foreshore; however the Engineering Department has expressed concern about the methods being employed, the resulting questionable strength and stability of the fill, and the effect on the marine environs. At this time, we are awaiting response from the Harbours Board before pursuing the matter.

At the easterly end of the dock facilities, a steel scow has been moored for some years. Initially it had been the intention of Goodwin Johnson Limited to use this scow as a floating loading platform, fitted with a crane or other lifting device, in conjunction with the log-loading use. Recently, however, construction of a sheet steel roof over the scow has been commenced, using a variety of salvage materials from demolished mill sites, including steel trusses, timber trusses, and pipe columns. This work is being done

without Municipal approval or building permits; however, as the company claims to be converting the scow to a floating sawmill for towing to remote locations on the coast, in the manner originally intended for the "Canora", it is considered to be shipbuilding operation rather than building construction, and the Burnaby Building By-law is not considered to apply. However, "shipbuilding" has not been approved as a use of the property under the present P.P.A., and the owners are being asked to make the necessary application for approval of this new use.

The Deputy Chief Building Inspector, who visited the site recently, has concerns about the design, materials, and construction technique and workmanship being used. A local representative of the National Harbours Board confirms that the Federal Government through the Board and the Ministry of Transport has a definite interest in the construction of superstructure on a vessel, and will look into the matter directly.

Concerning Fire Protection, we are advised at the time of writing that the Chief Fire Prevention Officer is advising the Company of a number of objections including the inoperable condition of the under-pier sprinkler system due to the fill collapse mentioned and a general state of disrepair, lack of adequate hydrants, and impossible access to the dock areas because of the condition of the road adjacent to the fill site. These matters require immediate serious attention and the Fire Prevention Office will take the necessary action.

A series of photographs of the site have been prepared for Council's viewing at the meeting of April 16, if desired. The matters mentioned are receiving attention from the respective Municipal Departments and the National Harbours Board. This is for the information of Council.

ALP
DGS:cm

c.c. Chief Building Inspector
Municipal Engineer

A. L. Parr
A. L. Parr,
DIRECTOR OF PLANNING.