

ITEM 18  
MANAGER'S REPORT NO. 11  
COUNCIL MEETING Feb. 17/75

Re: Chevron Canada Limited  
Project Implementation

Council as the result of recent deliberations on matters pertaining to the expansion of the Chevron Refinery has requested a comprehensive report on the buffer zone that has been proposed for the adjacent area. Following is a report from the Director of Planning on this matter.

The conditions that have been established for implementation of the expansion are listed in Attachment 1.

RECOMMENDATION:

1. THAT the Planner's recommendations be adopted.

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PLANNING DEPARTMENT  
FEBRUARY 14, 1975

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
SUBJECT: CHEVRON CANADA LIMITED  
PROJECT IMPLEMENTATION

1.0 INTRODUCTION:

In recent months, considerable progress has been made in implementation of the conditions established in the January 1974 approval-in-principle to the Chevron Refinery expansion proposal, and various aspects of this implementation program have generated a great deal of interest and discussion in Council as well as within the community. The principal matters of interest have involved a land exchange program which incorporates a Highway Exchange Bylaw as one of its parts, a rezoning application, the topic of the Scenic Drive right-of-way, public access to the area of the waterfront, the status of public park areas, and the proposed buffer area at the interface between the refinery and the adjacent residential neighbourhood. On the latter topic, a letter signed by a number of residents of the area has been directed to Council, and appears on the February 17 agenda.

Although each facet of the present implementation program is reasonably straight forward when considered in isolation, the combination of factors -- rezoning, land exchange, questions concerning Scenic Drive, and the proposed green belt -- has produced a complex situation, and some misunderstanding has resulted. It is for clarification of these matters that this report is submitted, and it is hoped that the information contained herein will assist both members of Council and area residents in understanding the relationship between current implementation stages and the area objectives that have been approved in conjunction with the refinery project.

Additionally, enlarged maps showing diagrammatically the relationship between zoning, buffer and setback areas, land exchange, and other facets will be available for perusal at the Council meeting of February 17.

## 2.0 GENERAL

Following approval-in-principle, Chevron Canada Limited was advised in writing of the commitments to which it was obligated in terms of its agreement with Council on the expansion program, and a written acknowledgment was obtained from the Company. A status report on the implementation aspects, containing a copy of the detailed list of commitments, was presented to Council March 11, 1974 (a copy identified as Attachment 1 is attached for convenient reference). Since that date, Chevron and its consultants have been working with Planning Department staff toward completion of the requisites. Recently, two of the elements involving site boundary definition have been prepared for approval, under the terms set out in items 2 (a), (b), (c), and (d) of the Department's letter to Chevron, contained in Attachment 1.

## 3.0 LAND EXCHANGE PROPOSAL

On November 18, 1974, Council received and adopted the recommendations of Item 23, Manager's Report No. 76, dealing with the exchange of lands to effect the first stage in creating the ultimate site boundaries outlined in the approved scheme, and the mechanics whereby the exchange is to be accomplished. A copy of the referenced report is attached, labelled Attachment 2.

### 3.1 The exchange at this stage involves two parts:

1. Portions of existing but redundant dedicated public road and lane to be exchanged for portions of land presently under Chevron's ownership, and which will become dedicated for road purposes, using a Highway Exchange Bylaw. In this facet of the exchange, 3.10 acres of existing road right-of-way is to be closed in return for 1.21 acres of Chevron's land.
2. Portions of parcels under Chevron's ownership to be exchanged for portions of Municipally-owned properties using a straight exchange of Deeds. In this facet, only 0.55 acres of Corporation land is to be exchanged for 2.49 acres of Chevron land.

The total areas to be exchanged in the whole process amount to 3.65 acres of Corporation land and redundant rights-of-way for 3.70 acres of Chevron land. The object at this stage has been to create the ultimate, final industrial site boundary in the westerly portion of the tank farm area, to secure control of the abutting properties for public use, to eliminate redundant road allowances, and to maintain as nearly as possible an "equal area" land exchange. A final stage of the exchange program is contemplated in the future, when it will be possible to effect the ultimate boundary in the easterly portion, between Madison and Willingdon Avenues.

The necessary Bylaw Plan and consolidation plan have been prepared by Chevron's surveyors, and the requisite Highway Exchange Bylaw has been given three Readings (January 13, 1975) and has had a Public Hearing. In order to finalize the Highway Exchange aspect so that the overall exchange of property as approved may be completed concurrently in Land Registry, Final Adoption of the Highway Exchange Bylaw is required.

3.2 It may be appropriate at this time to provide comments on certain of the matters raised by speakers at the Public Hearing held January 27, which may require clarification:

1. More than one speaker referred to the Highway Exchange as a giveaway. It is possible that the speakers were considering this facet of the overall exchange in isolation, without knowledge of the concurrent exchange of deeds to other lands which would result in an almost equal exchange (net 0.05 acre advantage to the Municipality).
2. A speaker referred to the water lot at the northerly end of Willingdon Avenue, adjacent the site of the old Burrard Mill. For information, no change in the status of this water lot is proposed; the exchange deals solely with the redundant road allowance south of the CPR right-of-way, and all underground services, including the existing sewer line to the outfall, which lie within the street will be protected by easements.
3. Concerning access to the area of the waterfront, the Willingdon allowance has not been available for public use for a number of years and, in any event, the grades and growth have not made it a desirable access route. What has been proposed, however, and what is now in the process of being consummated, is the lease by Chevron of a portion of its 5.7 acre parcel adjacent to both Confederation Park and Willingdon Avenue to the Corporation for public park purposes for 99 years at a nominal sum of \$1.00. This leasehold area incorporated within the park zoning category and under Municipal control, will afford far superior public physical access, via both existing and proposed trails, to the vicinity of the waterfront, in lieu of the Willingdon legal access.

Moreover, it has been pointed out on a previous occasion in connection with RZ #50/74, that access via the existing Carlton Avenue allowance is both difficult and dangerous, and that a superior means of access is available through Montrose Park, adjacent to Block 34, via an existing trail.

3.3 The completion of the Highway Exchange Bylaw at this time will make it possible to progress toward final delineation of the ultimate refinery site boundary as outlined in the approved proposal, will give the Municipality control of important properties in connection with both the green belt/trail system development and the Scenic Drive alignment, and is necessary for the completion of requisite conditions of Council's approval, listed as 2 (a) and (b) under Attachment 1.

4.0 REZONING REFERENCE #50/74

Rezoning of a portion of land lying to the north of the proposed Scenic Drive alignment, within the proposed boundaries of the ultimate site, has been advanced through Two Readings, following a Public Hearing held December 17, 1974. The rezoning application was anticipated in the master development plan for the expansion as approved by Council, and was included as item 2 (d) in the list of requisites in the above-referenced Attachment 1.

The M5 Light Industrial category was recommended as it provides the highest standard of industrial control in use in the Municipality. As a result of the consideration of comments at the Public Hearing, a further control in the form of a registered restrictive covenant against this portion of land, ensuring that it will be used only for landscaping and open space use, is being introduced in this case. Chevron officials advise that their surveyors are preparing the necessary legal plan to define the area, and the Municipal Solicitor has been asked to prepare the draft covenant to be used, incorporating the provision that release or amendment of the covenant by the Municipality at any future time will necessitate Public notification. This arrangement was approved by Council on January 13, 1975, as a condition of the land exchange, to accompany the zoning to M5, and the Planning Department proposes to recommend Third Reading of the rezoning bylaw only when covenant documents, executed and suitable for registration, have been submitted together with completion of the other prerequisites.

#### 5.0 SCENIC DRIVE ALIGNMENT

The southerly boundary of what has been proposed as the ultimate refinery site has been defined by the northerly limit of the long-proposed Scenic Drive alignment. On December 30, Council received a report on the history and status of this proposal, which dates from 1930, and which concluded that it is desirable to continue to protect the alignment for a future Scenic Drive. In that report it was stressed that although there is no immediate urgency to construct a road on the alignment, any necessary property exchanges should continue in order to not jeopardize the Municipality's position and efforts over the years to protect the right-of-way. The resulting road dedications and public ownership moreover serve to reinforce the limit of the refinery site, establishing a firm and well-defined boundary to the industrial enclave.

As directed by Council, staff are at this time investigating the means of creating a walking and bicycle path within the right-of-way.

#### 6.0 SITE BOUNDARY DEFINITION AND LANDSCAPED PERIMETER GREEN BELT

The expansion program was able to be recommended, and indeed Council's approval-in-principle was given, on the basis of certain commitments by the Company to improve the relationship between the industry and the rest of the community. Among the most important considerations was the topic of improving the interface between the tank farm area and the adjacent residential neighbourhood. This requires observance of the 200' setback associated with residential zone boundaries for this use, screening and landscaping measures, boundary redefinition through land exchanges, and an acquisition- and buffer development- program to create a green belt adjacent to the residential area.

Council will recall that over the years much dissatisfaction has been expressed by residents in the area immediately abutting and overlooking the tank farm. In the opinion of the Planning Department, the objections of the residents to the older tanks which exist less than 200 feet from the residential zone, and to the un-screened overview of a large tank field, have been well-founded, but it has not been possible up to this time to

impose any improvement in separation or the introduction of a significant green belt. The Planning Department believes firmly that at this juncture there exists a unique opportunity, which may never be presented again, for a major improvement in the interface to take place, together with a means to introduce a green belt linking Montrose, McGill, and Confederation Parks as an element of the park trail system.

6.1 It must be realized that there are two separate and independent provisions, designed to assure an adequate, improved spatial separation from the residential neighbourhood. In past reports to Council, we have been careful to distinguish between the "200-foot setback" and the "buffer area" as follows:

6.2 200- FOOT SETBACK

- (a) Measured from surrounding residential zone boundaries, lying within the limits of the refinery's M-zoned lands (see Sketch "A", identified as Attachment 3), to the north of the proposed Scenic Drive alignment.
- (b) A legal provision of the Zoning Bylaw, Section 403.2 (2).
- (c) Prevents establishment of any petroleum products manufacturing, processing, or storage within the defined area.
- (d) Considerable non-conformity exists in the tank farm site with respect to development prior to the current Bylaw.
- (e) The provision of an additional covenant control in the area that is the subject of RZ #50/74 to provide for only landscaping and open space in that portion of the 200' setback area.

6.3 BUFFER AREA/GREEN BELT

- (a) Lands lying to the south of the proposed ultimate site boundary (which corresponds to the north side of the Scenic Drive alignment).
- (b) Defined by limits shown on the attached sketch, reflecting the proposal submitted by Chevron in connection with its proposed expansion.

- (c) Intended for development as a landscaped green-belt area.
- (d) Presently, lands within designated buffer strip largely in private ownership -
 

Private	-	49 properties
Chevron	-	35 properties
Municipal	-	14 properties plus McGill Park.
- (e) No fixed timetable for acquisition, and the Company of course has no power to expropriate; Chevron has, however, committed itself to acquire the private lands when and as an owner offers his property for sale on the open market.
- (f) Chevron and its landscape architects are responsible for preparing the overall landscaping plan for the green belt, and the landscaping is to be completed on a lot-by-lot basis as properties in Chevron's ownership are cleared, to culminate eventually, after a period of years, in a continuous landscaped park strip.
- (g) No change in zoning status of the buffer lands proposed, except for portion at northwest corner of Eton and Madison presently zoned M1, which should eventually be rezoned Residential District R5.
- (h) Rezoning of the buffer lands to a category other than R (Residential) is not recommended, as this would have the effect of relieving the associated 200' setback area.

6.4 In the letter appearing on the February 17 agenda, the views of a number of area residents concerning the proposed green belt are put forward. Recent discussions with area residents and an examination of the comments received in recent months indicates that the major general concerns about the existence of the defined green belt are as follows:

- (1) Fear that residents will be "forced" to sell their properties to Chevron or that the oil company will compel owners to accept below-market prices.
- (2) Fear of property values being downgraded in the area as a result of properties acquired by Chevron being transferred from an owner/occupier situation to a rental situation; concerns about both property maintenance standards and social factors.
- (3) A serious concern that continued ownership of greenbelt properties by Chevron will give rise to industrial expansion ambitions by the oil company in future years.

In response to the first concern, it should be repeated that acquisition by Chevron can be achieved only by conventional negotiations in an open market situation. The Company has no right or power to compel any owner to sell his property, but the Company has committed itself to negotiating for purchase when a property in the designated area is placed on the market. The Company does not have a fixed front-foot price as some area residents have been led to believe, but has negotiated past purchases in the conventional manner, based on its estimate of the individual property's market value. A sale can take place only when buyer and seller agree on a mutually-acceptable price.



With respect to the second matter, it is apparent that property owners in the area are most dissatisfied with past experience with properties acquired by Chevron and operated on a rental basis. The fear of transience and neighbourhood deterioration with the result in declining property values is very evident. However, it has been expressed that these fears would be overcome if Chevron were to remove the dwellings and immediately landscape the respective properties as it acquires them over the years, so that the park strip is created progressively, enhancing the setting of the area and avoiding the situations alluded to by area residents.

The Planning Department supports this approach, which would see the full landscape standard developed on individual properties directly upon acquisition of sites by the Company, based on a comprehensive landscape plan for the entire green belt. It is being recommended that Council endorse this approach, and that Chevron be asked to agree to this condition.

With reference to item (3), a great deal of suspicion has developed over the years in connection with the oil company's intentions and resultant impact on the neighbourhood. The area residents view with concern the prospect of extensive Chevron property holdings being created and continuing on the south side of the designated boundary, as a possible source of future requests by the company for site expansion. In recent months as well, the Company has expressed its desire to minimize on-going maintenance costs on the off-site green belt properties which it would acquire, and has expressed a willingness to consider dedication of the properties to public use as a part of the park system in order to reduce these on-going expenses.

The Planning Department favors an approach which would see both groups' ends achieved, whereby the green belt would come under public control via dedication or covenant for full public use on an incremental basis, following land acquisition and initial capital investment by the oil company in planting and landscaping the properties. While the Municipality would assume maintenance costs on the newly-created park lands and while revenue from the properties would cease upon coming into Municipal ownership, the very substantial full acquisition and development costs would be borne by Chevron Canada Limited. Such an arrangement would overcome the concerns of the residents with regard to continuing ownership by the oil company, would be welcomed, we believe, by the oil company as a means of reducing continuing off-site costs, and would add substantially to the public park system in the area with no initial cash outlay.

If Council is favorably inclined to this approach, the Planning Department would propose to explore the matter in detail with Chevron officials, and, if agreement could be reached, would outline the mechanics for implementation for Council's approval in a future report.

- 6.5 The combined effect of the two provisions outlined in 6.2 and 6.3 as they provide for spatial separation and serve to link the three parks in the area with a green belt buffer is displayed in one of the map enlargements which will be available in the Council Chambers.

## 7.0 SUMMARY

The steps which are presently being undertaken by way of Land Exchange and rezoning of lands within the ultimate Chevron site are a part of the implementation process related to the fulfillment of both the stated conditions and the basic objective of improving the relationship between this industry and the surrounding residential area, under the terms of Council's approval in principle.

The acquisition of properties as they are made available by private owners within the designated buffer area is a topic separate and distinct from the rezoning and land exchange actions, and while the right-of-way for a future road alignment will be protected, neither the refinery expansion nor the present actions in implementing road exchanges and buffer development will in any way tend to create additional needs for the road. The objective of obtaining a developed, viable landscaped green belt incorporating public park and trail facilities adjacent to the limits of the refinery site is being pursued.

## 8.0 RECOMMENDATIONS:

On the basis of the foregoing, it is recommended THAT:

- 1) the foregoing be received for information,
- 2) "Burnaby Highway Exchange Bylaw #14, 1974" be lifted from the table,
- 3) "Burnaby Highway Exchange Bylaw #14, 1974" be brought forward for consideration and Final Adoption,
- 4) that Council reaffirm the principle of establishing a green belt buffer area as an improved interface between the refinery tank farm and the adjacent residential neighbourhood,
- 5) Council endorse the principle that properties acquired from time to time by Chevron Canada Limited within the designated area, as part of the green belt, be developed directly to the full standard of planting and landscaping as conceived by a comprehensive master plan, rather than being converted to rental properties, and that Chevron be asked to agree to this condition, and
- 6) Council authorize the Planning and Parks Departments to work with officials of Chevron Canada Limited toward a scheme that will provide for transfer of the respective properties in the green belt to the Municipality for inclusion in the park system on a progressive basis, at no cost to the Municipality, following acquisition and initial site development by Chevron, on the understanding that a further report on this topic will be presented to Council in due course.

*[Signature]*  
A. L. PATT,  
DIRECTOR OF PLANNING.

DGS:oa:cm

Attach.



ITEM 23  
MANAGER'S REPORT NO. 19  
COUNCIL MEETING Mar. 11/74

ITEM 18  
MANAGER'S REPORT NO. 11  
COUNCIL MEETING Feb. 17/75

Re: Chevron Refinery Expansion - Implementation

Following is a report from the Director of Planning regarding the procedures that Chevron Canada Limited will be required to follow in meeting the standards prescribed by Council. This is in reply to an inquiry that was made at the meeting of Council on March 4, 1974.

This is for the information of Council.

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PLANNING DEPARTMENT  
MARCH 8, 1974

SUBJECT: CHEVRON REFINERY EXPANSION - IMPLEMENTATION

At the March 4 meeting of Council, a status report was requested in the implementation of Council's approval-in-principle of Chevron Canada Limited's refinery expansion program, subject to conditions.

Attached is a copy of a comprehensive letter directed to the oil company dated February 27, 1974, in which the Planning Department has summarized all those commitments made by Chevron in its proposal as well as the conditions established by Council arising from the various Manager's Reports and from points raised in Council during debate.

The intent of this correspondence is to bring together and fully document the specific obligations the Company is expected to observe in implementing the program as conditions for issuance of permits, and, upon written sealed acceptance by Chevron, to serve as the summary memorandum of understanding to which further communications will be referred.

Planning Department staff are working toward solutions to the various conditions including preliminary work on the land exchange proposal, preparation of suitable undertakings and agreement documents, and delineation of the area to be leased for park purposes. Chevron's representatives advise that their surveyors are presently at work in the 5.7 acre parcel to be subdivided and leased, and the Planning Department expects to have survey plans shortly for legal purposes. The project landscape architects are developing the master plan for site landscaping, buffering, and designation of natural growth areas to be preserved. The landscape consultant is also developing cost estimates for bonding purposes, and we will be developing a timetable for completion of the site landscape work as an inseparable element of the construction program.

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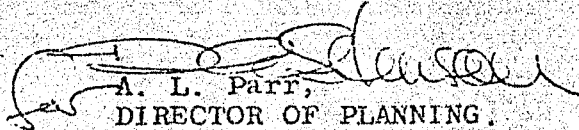
In addition to the references to fire protection and prevention matters contained in item 1 (gg), the Company has been advised in subsequent correspondence that the refinery's development and operation will be subject to the amending bylaw concerning refinery fire protection recently passed by Council. Specifically, reference is made to Bylaw #6323, an amendment to Bylaw #5096, the "Burnaby Fire Protection Bylaw 1968", adopted November 5, 1973.

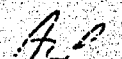
Concerning environmental matters, a meeting was convened on Wednesday, March 6 with representatives of all those senior government agencies involved in environmental controls. It was agreed that this Department will notify the relevant agencies immediately upon receipt of applications for Preliminary Plan Approval in connection with this project, and that all approvals will be made subject to the satisfaction of the requirements of the respective authorities.

Administration and enforcement of the regulations is to be carried out through the normal channels by these organizations under senior government legislation; liaison with the Municipality will be maintained as usual through the Department of Environmental Health.

The foregoing is provided as a status report for the information of Council.

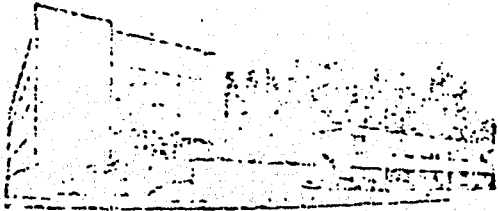
Respectfully submitted,

  
A. L. Parr,  
DIRECTOR OF PLANNING.

  
DGS:cm

Attach.

ATTACHMENT 1



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THE CORPORATION OF THE DISTRICT OF BURNABY  
PLANNING DEPARTMENT  
MUNICIPAL HALL  
4949 CANADA WAY,  
BURNABY 2, B.C.  
V5G 1M2  
TELEPHONE 299-7211

February 27, 1974

Chevron Canada Limited,  
355 North Willingdon Avenue,  
Burnaby, B.C.

Attention: Mr. F. G. Moore

Dear Sir:

Re: Proposed Refinery Expansion Program  
Implementation and Preliminary Plan Approvals

In accordance with Council's approval in principle to your proposed plant expansion, subject to conditions, it is now the Planning Department's responsibility to work with yourselves and your consultants in implementation of the program and observance of the conditions mentioned. In this phase of the process, it is expected that all those matters to which Chevron Canada has committed itself (Mr. Bremner's letter of acceptance, January 16, 1974) will be resolved and consummated, as requisites of the Preliminary Plan Approval control.

It is recognized of course that what your firm has proposed is a program, as distinguished from a single building project, and will involve a series of operations over a period of roughly three years. Accordingly, it is not practically possible to develop a single complete design for the entire expansion "package" and submit for a single permit -- hence we understand that you wish to receive permits for individual components of the program over this period as designs are prepared for approval. Moreover, you have pointed out that certain facilities, such as the sulphidic caustic storage tanks, sour water stripper, and associated storage tank for which you have already made application, are immediate requirements in order to make possible your compliance with present pollution control regulations.

Broadly speaking, it is reasonable to handle a major project such as this on a staged basis; however, there are several matters which will need to be tied down specifically before approval for substantial elements of the expansion per se can be considered. In effect, if the project is not such that a single, all-comprehensive submission can be made for Preliminary Plan Approval, then the Municipality expects that specific completion of requisites will precede or in some cases proceed concurrently with staged approvals.

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The conditions to be satisfied range from those which may be completed directly without delay, to those which may take a considerable time to effect; others are operational and ongoing in nature while still others will be intrinsic to an acceptable design. Clearly, it will be necessary to prepare a program for satisfaction of these conditions in conjunction with the anticipated staging.

In this regard, you have furnished the Department with a tentative sequence of operations in your proposed construction program, including both environmental and production facility matters.

With the benefit of this schedule, a program for fulfillment of requisites associated with each stage will be assured, after completion of the fundamental, immediate conditions of course. As noted above, there are many specific matters which the Municipality will expect to have complete and fully documented at the outset, including the legal agreements and undertakings for matters such as authorization and reimbursement for clean-up assistance and reimbursement for possible monitoring costs, bonding for landscaping and design in sufficient detail for this purpose, and the like. Matters such as the initial elements of land exchange along with related road abandonments and easements, the rezoning in the Carlton-Edinburgh area, and execution of the lease over the portion of the 5.7 acre site would need to be completed prior to any approvals for major elements of the expansion per se. Adherence to emission and effluent discharge standards will need to be verified by written acceptance by the appropriate permitting authorities or alternatively be in accordance with pollution permits as issued to Chevron Canada Limited prior to specific approvals for the respective components.

It is our intention to develop such a schedule for final completion of requisites in cooperation with yourselves based upon your proposed sequence of operations. One may visualize the result as a chart with two parallel streams of events, with requisite conditions in the "requirements" stream to be met at points in time prior to specific approvals in the "construction" stream. We believe this approach to be a reasonable one and one which will allow your engineers to proceed with planning and design while simultaneously fulfilling Council's prerequisites.

For the record, the following is a summary of these conditions adopted by Council arising from the three Manager's reports on the topic (Item #29, Manager's Report No. 88, 1973, Item #31, Manager's Report No. 92, 1973, and Item #10, Manager's Report No. 3, 1974), together with two further commitments given during discussion in the Council meeting January 14, 1974:

1. The satisfaction of all those commitments made in Chevron's Proposal dated June 11, 1973, respecting environmental matters and use compatibility. The following is a summary

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of the major points in this regard, which is not necessarily all-inclusive but rather provides a convenient reference to the principal commitments made in the document.

- (a) The provision of new facilities for production of environmentally-improved product and as local environment protection measures, including:
- Crude unit light product treating
  - New diesel hydrodesulphurizer unit
  - New catalytic reformer to produce no lead/low lead gasolines
  - New H<sub>2</sub>S/Sulphur recovery plant
  - New sour water stripper
  - Flare relocation and new low level flare with concealed flame.
  - Modifications to tanks to reduce hydrocarbon vapor emissions
  - Loading Rack vapor recovery system
  - Carbon Monoxide Boiler
  - Effluent water treating facilities
  - Equipment and measures for noise reduction
  - Comprehensive landscaping and screening development
  - Provision of a green belt using buffer zone properties.
- (b) The provision of the above is to be on a staged basis, commencing with the construction of foul water treating facilities and the CO Boiler.
- (c) In connection with the HDS unit, it is understood that the old catalytic reformer, made surplus by the new rheniformer, is to be converted to a diesel HDS to desulphurize light cycle oil and straight run diesel, resulting in reduced sulphur content in the burning of Chevron diesel fuel and furnace oil.
- (d) The catalytic reformer (rheniformer) is to increase gasoline octane enough to permit reduction and eventual removal of tetraethyl lead in gasoline; moreover, the initial hydrotreating step is to reduce gasoline sulphur content.
- (e) The CO boiler is to be added to the FCC unit to permit burning of the CO-rich FCC flue gas, eliminating both CO and hydrocarbons from the flue gases prior to discharge to the atmosphere. Moreover, the CO Boiler is to convert most of the SO<sub>3</sub> in the flue gas stream to SO<sub>2</sub>, essentially eliminating the visible grey aerosol sometimes emitted from the FCC stack.

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- (f) The hydrogen sulphide recovery and sulphur recovery plants are to absorb out the H<sub>2</sub>S from furnace and boiler gases and provide for conversion of sulphur to elemental solid sulphur for industrial or agricultural use, thereby greatly reducing the refinery's total output of SO<sub>2</sub> to the atmosphere.
- (g) After expansion, not less than 91% of the sulphur dioxide presently being vented to the atmosphere is to be recovered as elemental sulphur by this means, or in any event, an amount not less than that required by the governing environmental regulations.
- (h) The refinery will achieve the Ringelmann No. 1 requirement for stack emissions, flare output, and catalyst exhaust, through the means discussed in the Section entitled "Air Quality". Stack gas oxygen analyzers on major furnaces to permit careful operator supervision of combustion conditions, the use of low sulphur-content fuel gases, suitable flare design and operating standards, and the use of two stages of cyclone separators and an electrostatic precipitator on the FCC unit are to be employed toward this end.
- (i) The construction of new floating roof tanks and re-allocation of functions of existing tanks is to bring about conformity with BAAPCD regulations with respect to tank hydrocarbon releases.
- (j) The vapour recovery system to be installed at the tank truck loading rack is to collect all vapour and condense out the hydrocarbon content before release of the remaining air to the atmosphere. Moreover, the exhaust from steam trap outlets is to be collected and utilize the low pressure steam so as to eliminate steam plumes from these sources. Hydrocarbon releases via leakage from mechanical equipment such as pumps and compressors is to be prevented through the use of appropriate mechanical or fluid seals. Existing vents and drains are to be connected to the flare system in order to comply with BAAPCD standards.
- (k) Monitoring of SO<sub>2</sub> ground level concentrations is to be continued after expansion, and it is understood that Chevron will of course comply with all the monitoring and data reporting requirements of the relevant environmental protection agencies.
- (l) The curtailing of operations during periods of upset to maintain strict compliance with National Air Quality Objectives maximum desirable limits of SO<sub>2</sub> emissions is to be practiced, if necessary, to maintain conformity with the Objective.

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- (m) In scheduled shutdowns, plants installed for environmental protection such as the CO Boiler and sulphur recovery facilities are to be shut down only when plants such as the FCC contributing substantial quantities of contaminants are also out of operation.
- (n) After expansion, flaring of refinery gases during scheduled shutdowns should be done with the new flare and should not exceed its capacity, thereby eliminating the need to use the elevated flare for this purpose.
- (o) It is understood that inasmuch as your Company no longer uses coastal tankers, but rather uses barges for marine transportation, no oily ballast water will be discharged to the Inlet. Accordingly, you do not propose at this time to provide ballast water treating facilities.
- (p) Collection of seepage from a possible leak in the pipelines on easement between Areas 1 and 2 is to be accomplished by installing underground drain tile on the north side of the pipeway for its entire length, constructing a holding pond within the 5.7 acre parcel, and providing infra-red oil sensors to detect any evidence of oil on the surface of the pond so as to prevent oil spreading to Burrard Inlet.
- (q) A 30,000 barrel foreshore basin is to be developed in accordance with National Harbour's Board conditions, and landscaped, to provide a safeguard against oily runoff water being discharged to the waters of the Inlet as a result of de-oiling system upset, a possible spill below the fire walls, or in any event, to provide a final trim for the removal of colors of oil from the Area I runoff.
- (r) The effluent from Area 1 is to meet the requirements of the regulations being prepared by Environment Canada for storm water runoff.
- (s) In Area II, a second API oil/water separator, a 30,000 barrel surge pond, 10,000 barrel final holding pond, and air-flotation unit for secondary de-oiling are to be installed, prior to discharge of oily surface runoff and washdown water from the areas around process units to the GVSDD sewer. Non-oily waters from refinery cooling towers and boilers are to be routed directly to the final holding pond prior to discharge to the sewer. Contaminated water from process units, surface runoff water from the chemical treating area, and Area I and II tank bottoms water are to be deoiled by gravity in a 20,000 bbl. tank, stripped of H<sub>2</sub>S and ammonia, phenol reduced by processing through a desalter, and routed through a flasher for further H<sub>2</sub>S and ammonia reduction before being sent through the API separator.

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- (t) Copper solutions from Perco Unit Drains are to be collected and recycled using a tank already installed for this purpose.
- (u) Spent caustic solutions are to be collected and removed by truck upon completion of the new storage facilities presently under PPA application.
- (v) A sour-water stripper is to be installed in Area II to remove sulphide compounds and ammonia from contaminated process water prior to discharge and further treatment. The overhead gas is to be processed in the sulphur plant for recovery of sulphur and breakdown of the  $NH_3$ .
- (w) Chevron Canada has agreed with the PCB to install additional facilities required to meet certain water quality standards specified by the PCB, under the terms of its present Provisional Permit. These items are to be included in the current expansion program. In any event, provision is to be made in the expansion for treatment facilities in order that refinery liquid effluent meet all senior government requirements prior to final discharge to either the sewer or Burrard Inlet.
- (x) Concerning the Company's overall commitment to atmospheric and water discharges from the refinery, it is understood by Council that the following will prevail:

Air Quality:

- Compliance with:

- (i) San Francisco Bay Area Air Pollution Control District Standards, or
- (ii) Any "local" regulations promulgated by the senior levels of government having authority,

whichever is the more stringent.

For the purposes of this commitment, it is understood that the standards referred to in (i) are BAAPCD standards contained in Regulations 2 and 3 as amended up to November 26, 1973, and that "local" authorities having control include those of the GVRD, Pollution Control Branch, and the Federal Government's Department of the Environment.

- Compliance is to be complete upon completion of the proposed expansion project. For the purposes of this condition, and consistent with the construction sequence submitted February 22 by your representatives, the "expansion project" will be considered complete when the new crude unit comes on stream.

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(y) Water Quality -

- Compliance with regulations of the relevant regulatory body, namely, the Provincial Pollution Control Branch, the Federal Department of Environment Canada, and the Greater Vancouver Sewerage and Drainage District.

(z) Noise Control -

- Control and reduction of noise using the best present available technology to achieve compliance with the 60 dbA level presently specified in the Burnaby Noise Abatement Bylaw.
- Noise is to continue to be controlled by selecting equipment that produces minimal noise, by the installation of mufflers on noisy vents and stacks, and by lagging, baffling, enclosing, or other techniques where applicable.
- A continuing noise control and abatement program consistent with available technology to achieve compliance with noise levels now prescribed in the Bylaw for the future.

(aa) The general policy statement concerning Environmental Affairs (page 5 of the Company's submission) is considered a part of the commitment in this regard.

(bb) An in-line blending system is to be installed to reduce significantly the volume of finished produce tankage required. New tanks where shown on the preliminary site plan are to respect desirable visual conditions by careful siting using natural topography and retaining existing natural vegetation. Moreover, as a part of the landscaping design, additional screening material is to be introduced to screen tanks from the surrounding area. New LPG storage spheres are to be constructed adjacent to the process area, and are to be hidden from public view. All existing LPG storage containers are to be removed from the tank field west of Willingdon Avenue.

(cc) LPG loading is to be accommodated in a new area directly east of Willingdon Avenue, in a manner which does not significantly alter the topography of the adjacent area,

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approximately one-half of the 5.7 acre parcel, to be leased to the Municipality for public park purposes for 99 years at a nominal sum of \$1.00.

- (dd) The proposed B.C. Hydro 60 Kv electrical substation is to be of the "Low Profile" design at the location shown on the site plan, and is to be completely screened by trees and terrain when viewed from Penzance Drive.
  - (ee) Peace River Crude is to account for 80% of the post expansion refinery crude run.
  - (ff) Concerning appearance, a landscaping and painting program is to be combined with the proposed green belt and screening/buffering zones to better define the refinery property and achieve greater harmony with the surrounding area. A comprehensive, detailed landscape plan is to be developed, emphasizing the screening of objectionable industrial features while simultaneously protecting valued vista "slots" through the plant to the water beyond. This planting program is to be effected both along the perimeter of the refinery site and within the heart of the tank farm area as well as at the foreshore basin, and is to be augmented by smaller-scale shrub and ground cover planting in areas where pedestrian movement is to be expected.
  - (gg) With respect to fire prevention and protection, it is understood that a program undertaken in accordance with recommendations of the Fire Chief and Chief Fire Prevention Officer is being implemented and is to be phased with construction of the proposed expansion project.
  - (hh) All new facilities are to be designed, installed, and operated in accordance with best recommended practices and in compliance with both local and provincial requirements. Design, installation, and practices as recommended by both the A.P.I. and the N.F.P.A. are to be followed.
2. The fulfillment of all relevant Bylaw requirements, and the following specific matters:
- (a) The preparation and execution of a land exchange with the Municipality, possibly including acquisition by Chevron of certain additional properties, so as to create the ultimate consolidated property as envisaged.
  - (b) The cancellation and vesting of title to certain redundant portions of road allowance in order to accomplish (a).
  - (c) The furnishing of easements and/or relocation of services associated with (b).

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- (d) The rezoning of a portion of land within the ultimate site boundary in the vicinity of Block 34 to an appropriate category so as to reflect a rational relationship of zoning to use, preferably using the M5 category to achieve suitable standards and positive control of the nature of any future facilities.
- (e) Final specific satisfaction of the requirements of all environmental control regulations that may be promulgated or in any event in accord with the commitments expressed in the Proposal, specifically including the control of sulphur dioxide emissions through installation of a tail gas plant should this be required, together with all other aspects.
- (f) The pursuit of a fully detailed suitable plan of development for all aspects of the proposed expansion, reflecting all those concerns expressed in foregoing reports on the matter, and
- (g) Execution of a suitable long-term lease of approximately one-half of the 5.7 acre parcel east of Willingdon Avenue for park purposes at a nominal sum of \$1.00. It should be borne in mind that rezoning to the P3 Park and Public Use District category would be involved.
3. Execution of a suitable Agreement to guarantee that Chevron Canada Limited will pay any costs involved in the retention of the B.C. Research Council or other capable independent testing laboratory for the purposes of evaluation and advice during an interim period until the regulating authorities are fully in operation, or for particular investigations which arise from any complaints.
4. Clarification and formalizing of the Company's agreement to reimburse the Municipality for costs incurred in any clean-up operation related to the Refinery, by way of the execution of a proper Agreement.
5. Agreement that steam turbine spares or standby equipment will be installed on critical parts in the sulphur plant to assure its continued operation under upset conditions.
6. The posting of a performance bond to guarantee the completion of landscaping in accordance with the scheme set out in the proposal, with the amount to be determined by estimate based on an approved, suitable, fully-detailed landscape architect's design.
7. In addition to the above, you will recall the verbal commitments given by Mr. Brenner in response to inquiries by

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Alderman Mercier during the Council meeting of January 14. In essence, these commitments involved:

- (i) The provision and placing of any surplus fill material to expand the beach area in the vicinity of the proposed park lease, subject to further study and approval, and
- (ii) Provision by Chevron of suitable guarantees to property owners within, say, 1 block of the refinery boundary, to purchase their properties at an appraised value plus a normal real estate increase within a specified period of time.

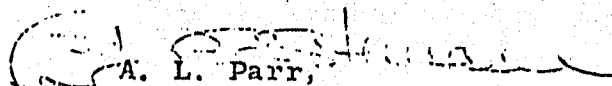
It is understood that further study and clarification will be needed to actually effect the latter conditions.

May we at this time have your written confirmation of acceptance of these terms under Company seal, in order to formalize our mutual understanding of the approval in principle. The particulars related to implementation are being actively pursued in terms of agreements, land exchange proposal, satisfaction of environmental requirements, etc. at this time.

This will further confirm the meeting scheduled for 10:00 a.m., Wednesday, March 6 at the Municipal Hall, concerning satisfaction of pertinent environmental controls in connection with your present and future permit requests for elements of the expansion. In attendance will be representatives of the Pollution Control Board, GVRD, Department of the Environment, and the Municipal Health and Planning Departments. It is hoped that this meeting will result in a workable formula for processing permit applications with respect to environmental control requirements.

We trust that the foregoing will form a suitable basis for accomplishing the respective objectives of the Municipality and your Company in accordance with Council's approval in principle.

Yours truly,

  
A. L. Parr,  
DIRECTOR OF PLANNING.

DGS:cm

c.c. Municipal Manager  
Chief Public Health Inspector  
Fire Chief

ATTACHMENT 1



PLANNING DEPARTMENT

ITEM 18  
MANAGER'S REPORT NO. 11  
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V5G 112

March 8, 1974

Chevron Canada Limited,  
355 N. Willingdon Avenue,  
Burnaby, B.C.

Attention: Mr. F. G. Moore

Dear Sir:

Re: Our letter of February 27, 1974  
Fire Protection


In connection with fire prevention and protection matters involving your proposed expansion, it has been brought to our attention that specific reference should have been made in our previous letter to a recent amendment to the Burnaby Fire Prevention Bylaw 1968. Specifically, all aspects of plant development and operations will be expected to comply with the provisions of the Bylaw including the amendments related to petroleum refineries.

Would you please therefore consider the following to be an additional item listed under Point 2 of the Planning Department's letter of February 27, 1974:

- "2. (h) Compliance with the provisions of Bylaw #6323, a Bylaw to amend Bylaw #5096, being the "Burnaby Fire Prevention Bylaw 1968", adopted November 5, 1973."

Thank you for your attention to this matter. We look forward to receiving your firm's written and sealed confirmation of acceptance of the conditions as summarized.

Yours truly,

  
A. L. Parr,  
DIRECTOR OF PLANNING.

  
DGS:cm

c.c. Municipal Manager  
Chief Public Health Inspector  
Fire Chief

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**CHEVRON CANADA LTD.**

355 BURNARD STREET, VANCOUVER 1, B.C.

REFINERY: 355 NORTH WILLINGDON AVENUE, BURNABY 2, B.C.

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COUNCIL MEETING Feb. 17/75

T. S. BREMNER  
VICE-PRESIDENT & REFINERY MANAGER

March 21, 1974

The Corporation of the District of Burnaby  
Planning Department  
Municipal Hall  
4949 Canada Way  
Burnaby, B. C. V5G 1M2

Attention: Mr. A. L. Parr

Dear Sirs:

Re: Proposed Refinery Expansion  
Program Implementation and  
Preliminary Plan Approvals

Please refer to your letters dated February 27, 1974 and March 8, 1974 relative to the subject matter.

We appreciate the feeling of the Municipality, as expressed in your letters, that confirmation is required of an understanding between the Municipality and the Company surrounding a number of overall prerequisites to implementation of our total refinery project, in view of the very nature of the project and the fact that construction will be phased over a period of time as distinguished from the usual single building project. We agree it will be necessary for the Company and the Municipality to enter into the several legal agreements envisaged in your letters and to this end we are presently assembling the relevant information for the purpose of concluding these agreements as expeditiously as possible. It is our understanding further that the necessary permits to be issued pursuant to the relevant bylaws of the Municipality will reflect the provisions and conditions which are inherent in such bylaws.

In the meantime, in order to formalize our mutual understanding of the approval in principle, we hereby confirm and accept the terms and conditions as summarized in your letters of February 27, 1974 and March 8, 1974 regarding the prerequisites involved in connection with the Refinery Project and within the context of our Modernization and Expansion Submission dated June 11, 1973.

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The Corporation of the  
District of Burnaby

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March 21, 1974

In addition, we confirm the two additional verbal commitments given by Mr. Bremner at the Council meeting of January 14, 1974 and referred to on page 10 of your February 27, 1974 letter. We hope to be in a position in the near future of submitting a proposal to you on these items.

We trust you will find this acknowledgment and acceptance in order, thus enabling us to proceed as quickly as possible with the various components of the total refinery project within the concept of Council's approval in principle.

Yours very truly,

CHEVRON CANADA LTD.

*J. Bremner*

Director, Vice-President

*C. S. [Signature]*

Secretary

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MANAGER'S REPORT NO. 76  
COUNCIL MEETING Nov. 13/74

- Re: A - Purchase of Residential Properties by Chevron Canada Limited -  
Proposed Buffer Area  
B - Proposed Highway Exchange and Land Exchange - Chevron Refinery  
Expansion

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On November 4, 1974, Council requested detailed information on the land to be acquired by Chevron Canada Limited for development of a buffer strip on the periphery of the firm's tank farm, the condition of the homes that have been purchased by the firm and the relevant sections of the Burnaby Unsightly Premises By-law which can be invoked if the necessity arises. Following is a report from the Director of Planning on this matter, and also on the status of a proposed exchange of lands between the Municipality and the firm in the vicinity of the tank farm operation.

**RECOMMENDATION:**

THAT the Director of Planning's recommendations be adopted.

\*\*\*\*\*

PLANNING DEPARTMENT  
NOVEMBER 14, 1974

**TO: MUNICIPAL MANAGER**

**FROM: DIRECTOR OF PLANNING**

**SUBJECT: A - PURCHASE OF RESIDENTIAL PROPERTIES BY CHEVRON  
CANADA LIMITED - PROPOSED BUFFER AREA**

**B - PROPOSED HIGHWAY EXCHANGE AND LAND EXCHANGE -  
CHEVRON REFINERY EXPANSION**

**A - PURCHASE OF RESIDENTIAL PROPERTIES AND PROPOSED BUFFER AREA.**

The Council on November 4 received a report dealing with the subject of the demolition of a dwelling in the 4400-block Yale Street by Chevron Canada Limited. At that time, Council directed that a plan be prepared by the Planning Department to show in detail (i.e., lot numbers and addresses) the land to be acquired by Chevron to form part of the green belt buffer strip adjacent to the storage tank farm. Further information concerning current ownership, condition of buildings, and the relevant provisions of the Burnaby Unsightly and Untidy Premises Bylaw was also requested.

Attached as Sketch "A" is a map of the pertinent area adjacent to the tank farm site, showing the boundary of the proposed buffer area, present ownership by Chevron Canada and by the Municipality within the designated area, and the legal lot and block numbers, together with the hundred-block street address numbers. Accompanying the sketch is a tabulation of the Chevron-owned residential properties, listed by street address

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COUNCIL MEETING Nov. 18/74

and legal lot numbers with information on the dwelling type, age, and apparent condition of buildings.

The following notes pertain:

- 1) The boundary shown on the plan represents the extent of the buffer area proposed by Chevron for property acquisition as properties become available for purchase over a period of years. Several sites in the area have been in the oil company's ownership for many years, while others have been more recently acquired. It should be stressed that the completion of the green belt area proposed depends on acquisition by Chevron in an open market situation, and that the company cannot compel any owner to sell his property. However the company is committed to making acquisitions when and as properties are available, leading toward eventual creation of the landscaped buffer area as defined, as an improved separation from the refinery plant, from the proposed Scenic Drive, and as a means of implementing the necessary land exchanges to effect the ultimate site boundary redefinition.
- 2) The age of dwellings is taken from Assessment Department records. The apparent condition of buildings has been classified on a scale of Good/Average/Fair/Poor based on visual field inspection without the benefit of detailed internal or structural examination, giving a comparative rating relative to the best privately-owned properties in the buffer area. The determinations given have been verified by Chevron property management officials based on exterior and building shell condition; considering interior conditions, Chevron representatives are inclined to class the buildings generally slightly lower, in the poor and fair range for the most part.
- 3) The condition of grounds (landscaping, maintenance, tidiness of premises) is generally consistent with the condition of the respective dwellings themselves.
- 4) We are informed that it is the policy of the agency retained by Chevron to manage its rental properties to maintain good properties and to require reasonable upkeep and care of the premises by tenants. Repairs and necessary replacements are made to rental dwellings so long as the buildings are generally livable and structurally sound; only in cases of clear un-livability is the decision made to demolish the structures.

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Concerning the Burnaby Unsightly Premises Bylaw: this is described as "A By-law to prohibit the owners or occupiers of real property from allowing property to become untidy or unsightly and to require the owners or occupiers of real property, or their agents, to remove therefrom any accumulation of filth, discarded materials, or rubbish of any kind." We are informed by the Chief Public Health Inspector that the provisions of this Bylaw apply to any owner or occupier of land in the Municipality, including Chevron, and that its provisions may be invoked to remedy a situation of untidiness or unsightliness if the necessity arose. The Bylaw provides for removal and for charges by the Municipality in lieu of removal by the owner or occupier, and for penalties for violation under the



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Summary Convictions Act. Of particular relevance are Sections 2 and 3 of the Bylaw which read as follows:

- "2. No owner or occupier of real property shall allow the said real property to become untidy or unsightly.
3. Every owner or occupier of real property or the agent of such owner or occupier shall remove from the said real property any accumulation of filth, discarded materials, or rubbish of any kind and in default of such removal the Municipality by its workmen and others may enter upon the said real property and effect such removal at the expense of the person so defaulting and the charges for so doing, if unpaid on the 31st day of December in any year, shall be added to and form part of the taxes payable in respect of that real property as taxes in arrear."

The foregoing, with attachments, is submitted for the information of Council.

**B - PROPOSED HIGHWAY EXCHANGE AND LAND EXCHANGE - CHEVRON REFINERY EXPANSION.**

As has been indicated in past reports there has been a long-standing proposal that the Municipality enter into a comprehensive land exchange with Chevron Canada Limited in the vicinity of the tank farm operation. At this time it is possible to make certain recommendations to Council concerning implementation of the first stage of such an exchange program, for reasons that will be described. Appearing elsewhere on the Agenda for November 18 is a related report dealing with a rezoning request for a portion of the lands proposed to be exchanged at this time.

Attached for convenient background reference is a photocopied extract of the section of the November 26, 1973 major report to Council on the proposed expansion program, dealing with the topic of boundary re-definition and proposed land exchange. In the conclusions of that report, it was pointed out that among the steps necessary to the implementation of the program if approved in principle by the Council, were the following:

- "(a) The preparation and execution of a land exchange with the Municipality, possibly including acquisition by Chevron of certain additional properties, so as to create the ultimate consolidated property as envisaged.
- (b) The cancellation and vesting of title to certain redundant portions of road allowance in order to accomplish (a).
- (c) The furnishing of easements and/or relocation of services associated with (b)."

On January 14, 1974, Council granted approval in principle and it is possible at this time to proceed with the implementation of the first stage of the exchange. The proposed exchange is being recommended on the basis of equal land area-for-area, without regard to improvements, although many of the Chevron properties are improved. The lands which will accrue to Chevron are either unimproved or redundant road allowance.

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As part of the mechanics of the Chevron Refinery expansion, the Planning Department's staff and representatives of Chevron Canada Ltd., have agreed to request Council's authority to execute a land exchange program to establish a boundary and develop a buffer zone between the Chevron Refinery and the adjacent residential areas. It is intended, in part, to achieve this objective by introducing a highway exchange by-law for certain redundant portions of road allowance and portions of the proposed Scenic Drive alignment.

The Planning Department has supported the proposed land exchange program as it would create a more rational boundary for the refinery in addition to providing lands for a viable open space buffer, thereby allowing a consistent, uniform landscape treatment to be effected. The Corporation will also obtain those lands necessary for the Scenic Drive road alignment.

It was agreed that, as the first stage of the exchange program, the Planning Department would request Council's authority to introduce a Highway Exchange By-law for those lands designated on the attached sketch #1 and for the exchange of Corporation lands and those properties presently owned by Chevron and shown on the attached sketch #1. It should be noted that this is the initial exchange only, and in the future it is proposed that additional properties and roads which become redundant are to be exchanged to complete the boundary redefinition of the Chevron site, the buffer area, and the Scenic Drive road allowance.

#### EXISTING SITUATION

Should Council grant the authority for the Highway Exchange and the proposed land exchange, then Chevron Canada Ltd. would be responsible for the preparation of a plan to accompany the Highway Exchange By-law.

Concurrently with the registration of the Highway Exchange By-law, the Municipal Solicitor will register a plan consolidating the newly created parcels with Chevron's existing holdings. Chevron will be responsible for the preparation of the consolidation plan which will include the parcels shown on the attached sketch #1.

The Municipal Solicitor will prepare the requisite deeds to consummate the exchange of lands as shown on the attached sketch #1.

The Planning Department is presently obtaining final information on what Municipal and public services are located within the subject site and, upon receipt of that information, easement documents will be prepared and executed to protect these services. Any relocation of services which may be necessitated is to be done wholly at Chevron's cost.

In the first stage of the proposed exchange program, the Municipality will receive a total of 3.70 acres, of which 1.21 acres will be in the form of road right-of-way for the proposed Scenic Drive alignment and 2.49 acres would be in the form of residential properties in the Corporation's name.

Chevron will receive a total of 3.65 acres in the first stage of the exchange, of which 3.10 acres will be in the form of closed road rights-of-way and 0.55 acres will be Corporation lands.

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Attached is a detailed information sheet listing those lands in the exchange program and their respective areas.

The majority of those properties shown on the attached sketch #1 which will be transferred from Chevron to the Corporation are improved with dwellings which are presently providing revenue. The Municipal Land Agent is of the opinion that the condition of some of these dwellings may be such that they should be demolished prior to the finalization of the proposed exchange. The Planning Department is concerned with not diminishing the housing stock, however, inasmuch as the condition of some of the dwellings may dictate their demolition, we recommend that Council authorize the Chief Building Inspector, together with representatives of Chevron Canada Ltd., to inspect those dwellings which will be transferred to the Corporation and determine which should be demolished. Those dwellings which are deemed to be in satisfactory condition will remain and will provide revenue to the Municipality until such time as it is possible to complete the exchange program.

RECOMMENDATION

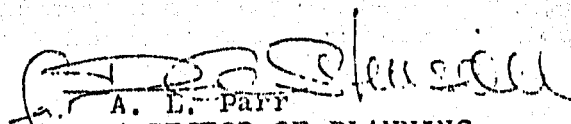
THAT the Municipal Council grant the authority to introduce a Highway Exchange By-law for those lands shown on the attached sketch #1; and,

THAT the Municipal Council grant the authority to exchange those Municipal lands for those properties presently owned by Chevron Canada Ltd. and, shown on the attached sketch #1; and,

THAT the first stage of the exchange program be subject to granting of such easements as may be necessary to protect Municipal and other public services with the costs of any relocation of services to be borne by Chevron Canada Ltd.; and,

THAT all survey and legal costs be borne by Chevron Canada Ltd.; and,

THAT the Chief Building Inspector be authorized to inspect those dwellings which will be transferred to the Corporation and, jointly with representatives of Chevron Canada Ltd., to determine which dwellings should be demolished prior to finalization of the proposed exchange.

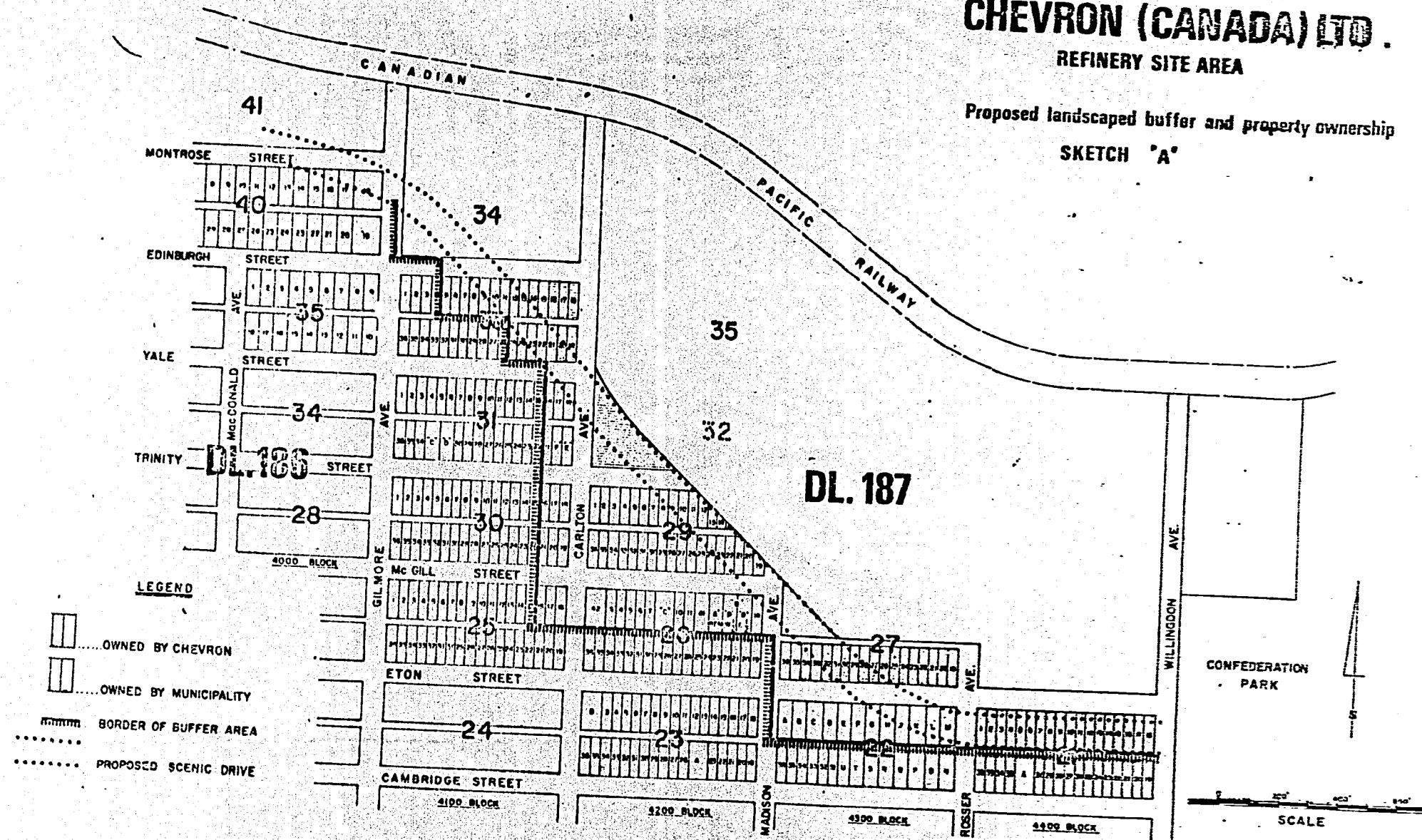
  
 A. L. PARR  
 DIRECTOR OF PLANNING

PB:cr  
 Attchmts. (2)

ATTACHMENT 2

**CHEVRON (CANADA) LTD.**  
REFINERY SITE AREA

Proposed landscaped buffer and property ownership  
SKETCH 'A'



ATTACHMENT 2

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CHEVRON PROPERTIES AND HOUSES  
APPARENT CONDITIONS OF HOUSES

No.	Street Address	Lot #	Blk.#	D.L.#	Bldg. Type	Age Yrs.	Apparent Condition
1.	4384 Eton St.	L	22	187	1 Storey	26	Good
2.	4392 Eton St.	M	22	187	1 Storey	26	Good
3.	4400 Eton St.	1 + 2	21	187	1½ Storeys	54	Poor
4.	4412 Eton St.	3	21	187	1 Storey	20	Fair
5.	4416 Eton St.	4	21	187	1 Storey	22	Average
6.	4424 Eton St.	5	21	187	--	--	Vacant Lot
7.	4426 Eton St.	6	21	187	--	--	Vacant Lot
8.	4432 Eton St.	7	21	187	1 Storey	25	Poor
9.	4436 Eton St.	8	21	187	1 Storey	22	Fair
10.	4438 Eton St.	9	21	187	1 Storey	22	Fair
11.	4440 Eton St.	10	21	187	1 Storey	26	Average
12.	4444 Eton St.	11	21	187	--	--	Vacant Lot
13.	4448 Eton St.	12	21	187	1 Storey	26	Average
14.	4452 Eton St.	13	21	187	1 Storey	54	Fair
15.	4454 Eton St.	14	21	187	1 Storey	18	Average
16.	4460 Eton St.	15	21	187	1 Storey	26	Average
17.	4464 Eton St.	16	21	187	1 Storey	25	Fair
18.	4468 Eton St.	17	21	187	1 Storey	22	Fair
19.	4472 Eton St.	18	21	187	1 Storey	21	Fair
20.	4361 Eton St.	22+23	27	187	1 Storey	27	Good
21.	4357 Eton St.	24+25	27	187	1 Storey	27	Good
22.	4353 Eton St.	26+27	27	187	1 Storey	27	Good
23.	4335 Eton St.	28	27	187	2 Storeys	54	Poor
24.	4329 Eton St.	30	27	187	1 Storey	22	Poor
25.	4327 Eton St.	31	27	187	--	--	Vacant Lot
26.	4309 Eton St.	34	27	187	--	--	Vacant Lot
27.	4120 Edinburgh	5	33	187	--	--	Vacant Lot
28.	4147 Yale St.	24	33	187	--	--	Vacant Lot
29.	4167 Yale St.	20	33	187	2 Storeys	64	Average
30.	4171 Yale St.	19	33	187	--	--	Vacant Lot
31.	4348 McGill St.	41	26	187	1½ Storeys	64	Poor

NOTE: In addition to the above-described properties, it is understood that Chevron Canada has made arrangements to acquire two additional properties outside the designated buffer area. These lots, known as 4141 Yale Street (Lots 26 and 27, Block 33, D.L. 187) are not part of the intended buffer and evidently arrangements to purchase have been made inadvertently by Chevron, as a result of a misinterpretation of buffer boundaries.

ATTACHMENT 2

ITEM 23  
MANAGER'S REPORT NO. 76  
COUNCIL MEETING Nov. 18/74

ITEM 29  
MANAGER'S REPORT NO. 88  
COUNCIL MEETING Nov. 26/73

2. Boundary Definition:

Discussions have taken place over past years concerning the development of more logical site boundaries for the Chevron Refinery, respecting patterns of land ownership, redundant road allowances, and projected road alignments at the site perimeter. A major land exchange between the Corporation and the oil company has been foreseen, to establish this more rational boundary, and to develop an effective buffer zone between the industrial use and adjacent residential uses.

The actual location of the ultimate boundary adjacent to Area 1, the westerly portion of the plant, is directly related to the alignment for the proposed Scenic Drive route, and as such, is dependent on future decisions by Council with respect to development of the road. Although a Scenic Drive route has been contemplated for some years, it has had a low priority rating in road planning, and no firm decisions have been made in its regard. Nothing in the current proposal would tend to precipitate a demand for the road, but it has been considered as a future possibility that must be protected at this time in establishing realistic boundaries.

It is proposed that a comprehensive land exchange proposal be developed and implemented as a part of any redevelopment or expansion package, with the projected Scenic Drive alignment as currently plotted providing the basic constraints in establishing boundaries, extent of road closures, and the like. (It should be noted that such a major land exchange has been contemplated for some years, and should be effected regardless of plant expansion or otherwise.)

Chevron Canada has been engaged in a program of acquiring property in the vicinity of its tank farm installation as a means toward creating an effective buffer between itself and its residential neighbours, and portions of the properties thus acquired could figure in an eventual exchange for abandoned roads and portions of Municipal land lying north of the proposed boundary. Residual portions of properties lying south of any future road in the Scenic Drive alignment, should Council decide in favour of such at any time, would be used to create a landscaped buffer between the residential neighbourhood and, not only the refinery, but also the road itself.

Of particular significance from a short-range view, in terms of Chevron's current proposal, is the closure of portions of Carlton Avenue and Willingdon Avenue. The former would be necessary to provide for expansion of a row of large floating roof storage tanks westward into the Company-owned Block 34, and the latter is desired to effect a better measure of control and opportunity for landscaping at the principal entry to the refinery's office area near Willingdon and Eton Street.

In connection with the redefinition of the site boundaries in the vicinity of Block 34, it is noted that a rezoning of a portion of land north of the proposed "ultimate" boundary from a residential "R" category to some other suitable category, will be necessary to provide for compliance of two proposed new tanks and one existing, non-conforming tank. This matter involves the mandatory 200 foot minimum setback of petroleum storage facilities from the A2, R and RM Districts, and an adjustment of the boundary will more closely reflect the intended uses of the land in view of the proposed site boundary redefinition.

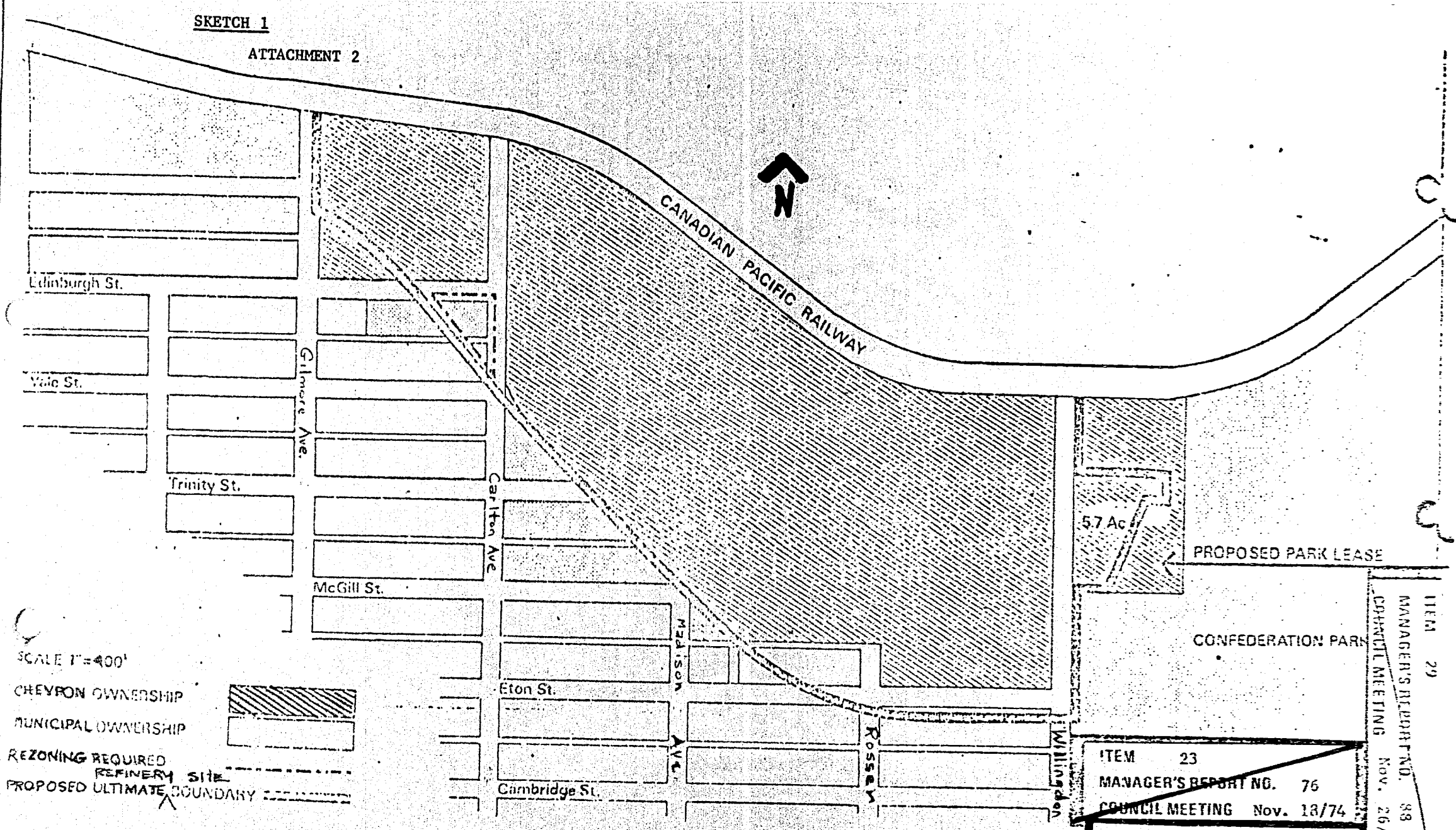
The attached sketch #1 indicates the present refinery site in Area 1 and also what is proposed as the ultimate boundary of the site under the current proposal. Such a boundary would be reinforced by and, in fact, form the basis of the perimeter screening elements envisioned in the landscape plans.

ITEM 18  
MANAGER'S REPORT NO. 11  
COUNCIL MEETING Feb. 17/75




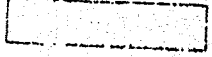
SKETCH 1


ATTACHMENT 2




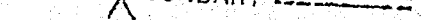
SCALE 1"=400'

CHEVRON OWNERSHIP 

MUNICIPAL OWNERSHIP 

REZONING REQUIRED 

REFINERY SITE 

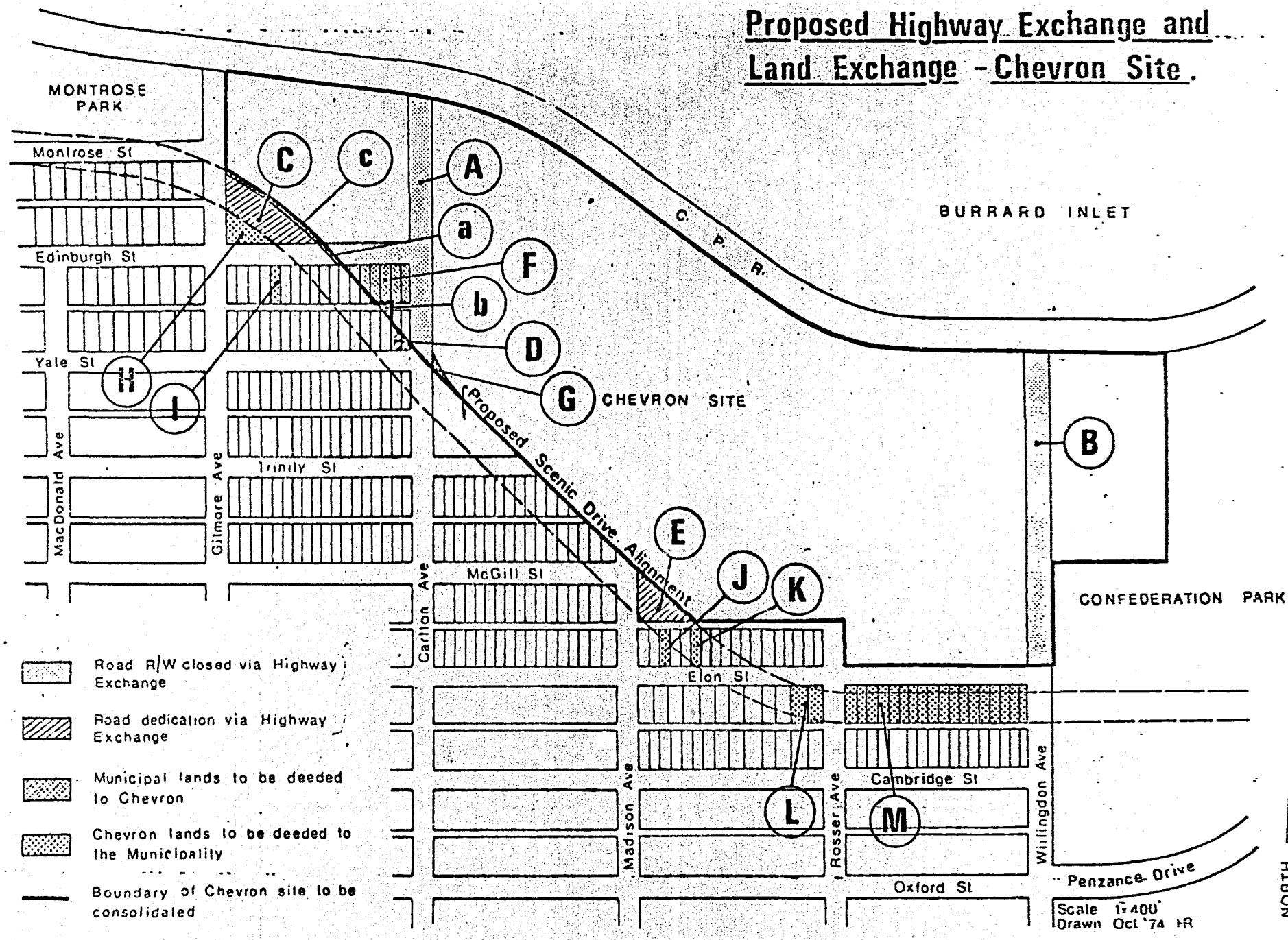
PROPOSED ULTIMATE BOUNDARY 






ITEM 23	MANAGER'S REPORT NO. 76
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# Proposed Highway Exchange and Land Exchange - Chevron Site.



-  Road R/W closed via Highway Exchange
-  Road dedication via Highway Exchange
-  Municipal lands to be deeded to Chevron
-  Chevron lands to be deeded to the Municipality
-  Boundary of Chevron site to be consolidated

1<sup>st</sup> Stage Only.

Scale 1" = 400'  
Drawn Oct '74 HR

SKETCH No. 1

ATTACHMENT 2

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NORTH

ITEM 18 MANAGER'S REPORT NO. 11 COUNCIL MEETING Feb. 17/75	ITEM 23 MANAGER'S REPORT NO. 76 COUNCIL MEETING Nov. 18/74
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PROPOSED HIGHWAY EXCHANGE and  
LAND EXCHANGE - CHEVRON SITE.

ROAD R/W CLOSED VIA HIGHWAY EXCHANGE			
A	1.67 ACRES	72,690 SQ. FT.	
-a	0.02	850	
	1.65	71,840	
-b	0.02	1,000	
	1.63	70,840	
+B	1.47	63,826	
TOTAL	3.10 ACRES	134,696 SQ. FT.	
ROAD DEDICATION VIA HIGHWAY EXCHANGE			
C	0.71 ACRES	30,800 SQ. FT.	
+D	0.10	4,256	
	0.81	35,156	
+D	0.06	2,640	
	0.87	37,796	
+E	0.34	14,500	
TOTAL	1.21 ACRES	52,592 SQ. FT.	
MUNICIPAL LANDS TO BE DEEDED TO CHEVRON.			
F	0.48 ACRES	20,884 SQ. FT.	
+G	0.07	2,985	
TOTAL	0.55 ACRES	23,869	
CHEVRON LANDS TO BE DEEDED TO MUNICIPALITY			
H	0.27 ACRES	11,650 SQ. FT.	
+I	0.09	4,025	
	0.36	15,676	
+J	1.00	4,025	
+K	0.09	4,026	
	0.54	23,728	
+L	0.28	12,078	
	0.92	35,806	
+M	1.37	72,854	
TOTAL	2.49	108,660 SQ. FT.	

Note: Area Calculations To Be Calculated By Engineer

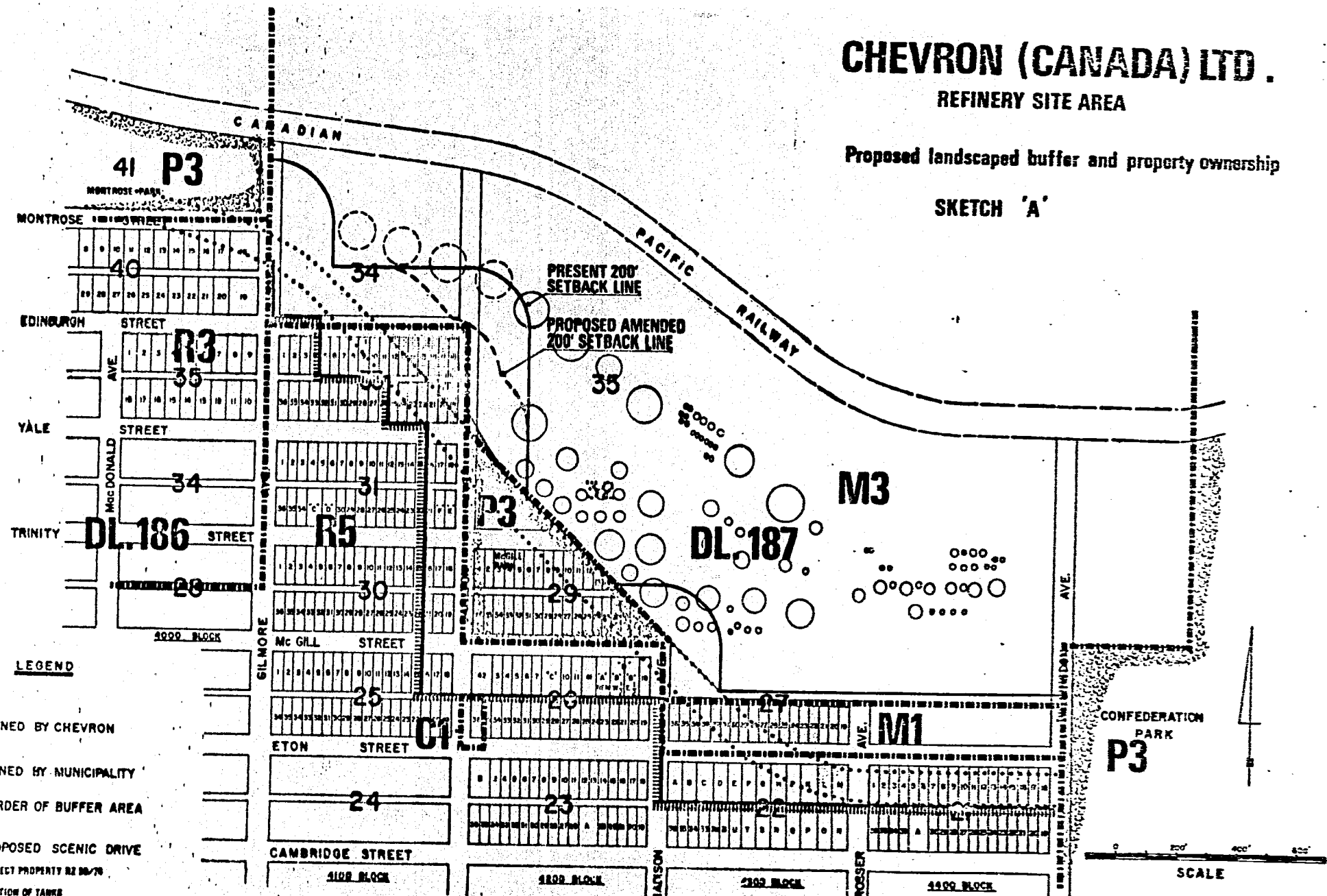
Nov. 74 FE/HE

Accompanying Sketch No. 1

**CHEVRON (CANADA) LTD.**  
REFINERY SITE AREA

Proposed landscaped buffer and property ownership

SKETCH 'A'



**LEGEND**

- OWNED BY CHEVRON
- OWNED BY MUNICIPALITY
- BORDER OF BUFFER AREA
- PROPOSED SCENIC DRIVE
- SUBJECT PROPERTY RZ 06/70
- LOCATION OF TANKS
- ZONING BOUNDARY

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drawn, Nov. 74  
AMENDED JAN. 1975  
**ATTACHMENT 3**