

Re: Use of Surplus Fill from Work Associated with the Chevron Refinery Expansion to Create a Beach Area East of Willingdon Avenue on Burrard Inlet

ITEM 7

MANAGER'S REPORT NO. 19

COUNCIL MEETING Mar. 17/75

The following is the report of the Director of Planning dated March 12, 1975, regarding the above.

RECOMMENDATIONS:

1. THAT Chevron Canada Limited commence arrangements to place fill within the area shown on the sketch attached to the Director of Planning's report; and
2. THAT the Burnaby Highway Exchange By-law #14, 1974 be lifted from the table and brought forward for final adoption; and
3. THAT the Municipality apply to the National Harbours Board for approval to place fill in the location shown on the sketch attached to the Director of Planning's report; and
4. THAT the Municipal Engineer prepare an estimate of the cost of:
  - a. extending the culvert located within the fill area,
  - b. providing a sand cover to the rough earth fill, and
  - c. providing a riprap finish to keep the fill in place; and
5. THAT the Municipal Engineer carry out preliminary studies to determine the most suitable form of pedestrian access, and prepare an estimate of the cost of providing such access.

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PLANNING DEPARTMENT  
MARCH 12, 1975

TO: MUNICIPAL MANAGER

FROM: DIRECTOR OF PLANNING

SUBJECT: USE OF SURPLUS FILL FROM WORK ASSOCIATED WITH THE CHEVRON REFINERY EXPANSION TO CREATE A BEACH AREA EAST OF WILLINGDON AVENUE ON BURRARD INLET

During the deliberations associated with the decision to allow Standard Oil Ltd. to proceed with a modernization and expansion program at their Chevron Refinery, officials of the Company agreed that if surplus fill were available from excavation work associated with their building programme, it could be used to create a beach area, in front of Confederation Park and east of Willingdon Avenue.

As a result of enquiries made at a recent Council meeting, the Planning Department has received the attached letter from Mr. T. S. Bremner dated March 4, 1975, indicating that some fill is available immediately (from the Processing area) and that additional fill, to a maximum of 20,000 yards total would be available from the tank cut fill in the Carleton Avenue area.

The attached sketch has been prepared showing the general location of the fill area, and the alternative means of public access to the proposed beach.

However, taking advantage of this proposal is not as simple as it appears for the following reasons:


1. Access to the fill area will not be possible once track laying for the proposed rail car loading area is commenced. The Road Exchange Bylaw #14, 1974 would therefore have to be finalized to allow the tank cut excavations to commence.
2. The Municipality would have to be prepared to provide sand cover, for the beach, and to riprap the slope of the fill to prevent tidal action washing the fill away. Chevron is of course prepared to make access available to the Municipality for this purpose.

3. The Municipality would have to construct a culvert extension before fill could be placed over the outlet of an existing culvert draining the ravine on the west boundary of Confederation Park.
4. The Municipality would have to obtain approvals from the National Harbours Board before filling could commence.
5. The Municipality would have to construct a pedestrian access either under or over the railway to provide safe access to the beach area.

#### RECOMMENDATIONS

On the assumption that it is in the Communities' interest to pursue the offer from Chevron Canada Limited in order to decide upon the feasibility of such a proposal, it is recommended that:

1. Chevron Canada Limited commence arrangements to place fill within the area shown on the attached sketch.
2. Burnaby Highway Exchange Bylaw #14, 1974 be lifted from the table and brought forward for final adoption.
3. The Municipality apply to the National Harbours Board for approval to place fill in the location shown on the attached sketch.
4. The Municipal Engineer prepare an estimate of the cost of:
  - a) extending the culvert located within the fill area
  - b) providing a sand cover to the rough earth fill
  - c) providing a riprap finish to keep the fill in place.
5. The Municipal Engineer carry out preliminary studies to determine the most suitable form of pedestrian access, and prepare an estimate of the cost of providing such access.

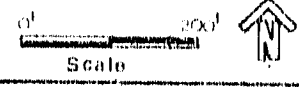
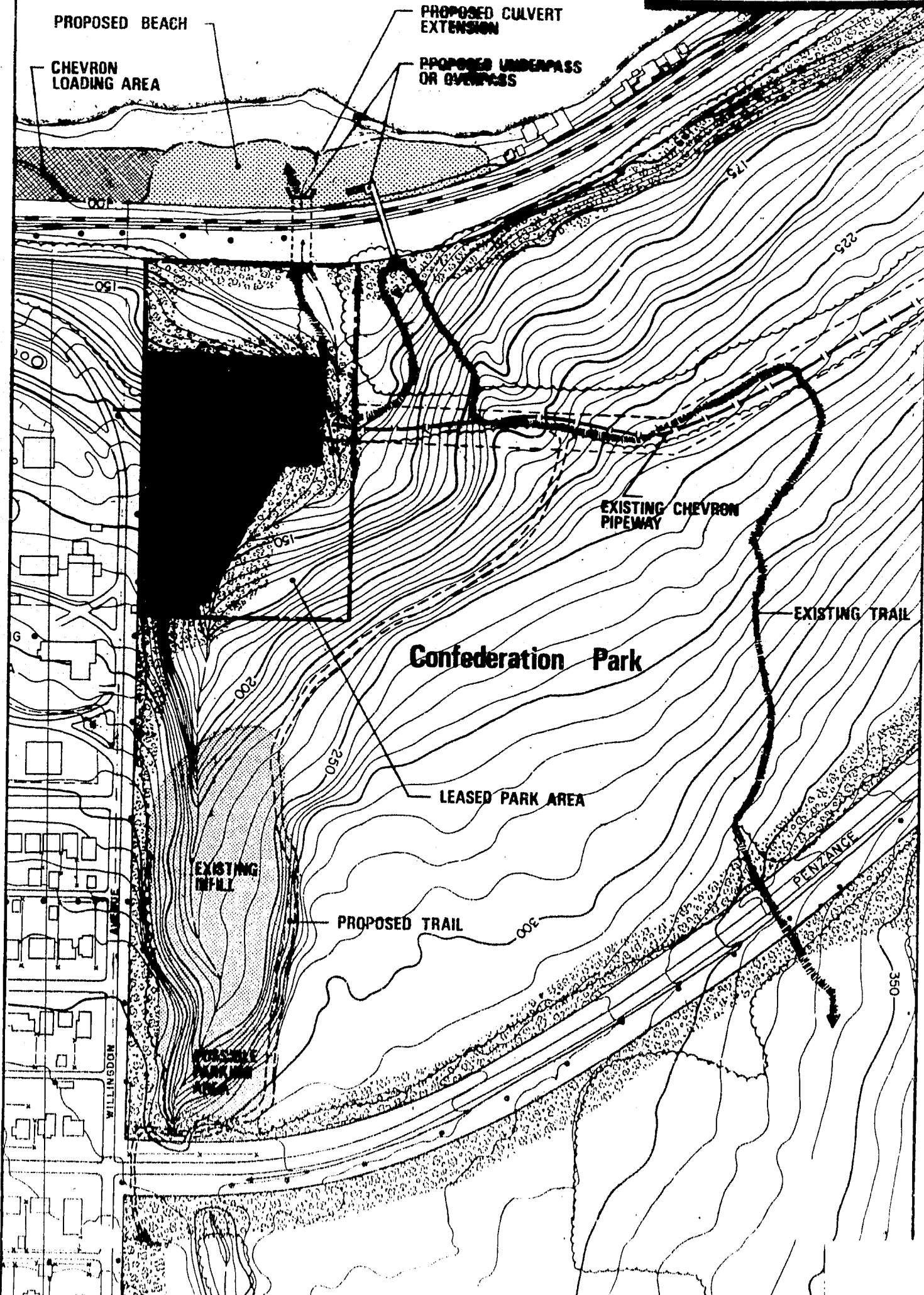
  
A. L. Parr,  
DIRECTOR OF PLANNING.

ALP:cm  
Attach.

c.c. Municipal Engineer  
Parks and Recreation Administrator

BURRARD INLET

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**Proposed Beach Access Alternatives**

126  
Figure A



T.S. Bremner  
Vice-President & Refinery Manager

### Chevron Canada Ltd.

Head Office: 355 Burrard Street, Vancouver 1, B.C.  
Refinery: 355 North Willingdon Avenue, Burnaby 2, B.C.

127

ITEM 7  
MANAGER'S REPORT NO. 19  
COUNCIL MEETING Mar. 17/75

March 4, 1975

Land Fill  
Beach Area  
Confederation Park  
File: 300.220

The Corporation of Burnaby  
Municipal Hall  
4949 Canada Way  
Burnaby, B. C.

Attention: Mr. A. L. Parr, Director of Planning

Dear Sir:

We are pleased to offer the following reply to the enquiries made during our meeting last week.

Through the assistance and coordination of our engineering and construction staff a plan has been devised making some fill available in the beach area. The volume of fill available and the feasibility of our providing the transportation in the placing of it depends to a great degree on finalizing the land exchange involving Carleton Avenue.

We are in a position to construct access from the tank car loading area to the beach and commence placing fill immediately. Final adoption of the land exchange bylaw without further delay would then allow continued placement of tank cut fill prior to placement of trackage.

The total estimated maximum volume of fill to be available is 20,000 yards. Dependent upon your choice of placement design and the speed with which you are able to take advantage of this offer, beach foundation fill could be placed on 200 feet to 400 feet of waterfront.

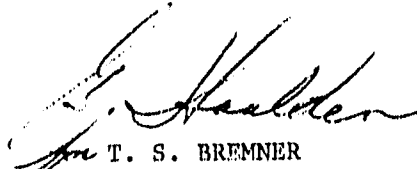
With regard to approvals required to commence filling the foreshore area; we made applications to and received approvals from:

1. Marine Aids Division, Ministry of Transport, Ottawa.
2. Port of Vancouver, National Harbours Board.
3. Municipality of Burnaby, Engineering.
4. Municipality of Burnaby, Building.
5. C.P.R. - temporary crossing agreement.

The time required to obtain such approvals was nine weeks.

We trust this information is of value and look forward to an early reply.

Yours very truly,

  
T. S. BREMNER

GH:ah