

Re: Chevron Canada Limited Expansion - Project Implementation
(Item 18, Report No. 11, February 17, 1975)

Following is a report from the Director of Planning regarding Chevron Canada Limited's Expansion Program.

RECOMMENDATIONS:

1. THAT the following recommendations be adopted:
 - a) "Burnaby Highway Exchange Bylaw #14, 1974" be lifted from the table; and
 - b) That "Burnaby Highway Exchange Bylaw #14, 1974" be brought forward for consideration and Final Adoption; and
 - c) 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; and
 - d) That 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
 - e) That 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; and
2. THAT Council authorize the Planning Department to continue to work with representatives of the North Slope Ratepayers Assoc. and Chevron Canada Ltd. toward formalizing those points on which Chevron has commented in its letter of April 24.

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

PLANNING DEPARTMENT
APRIL 25, 1975

On April 14, 1975, Council tabled for two weeks consideration of the recommendations contained in Item 18, Manager's Report No. 11, dealing with a number of items concerning implementation of the current Chevron expansion program, in order to allow representatives of the North Slope Ratepayers Association and the Oil Company to meet with the Planning Department on the topic.

Meetings between designates of the two groups and a member of the Planning Department took place on Friday, April 18 and Tuesday, April 22.

At the meeting of April 18, the North Slope Ratepayers' representatives presented a statement of their objectives and a proposal for revised site boundaries, park consolidation, and a modified green belt. While it was agreed that most of the objectives stated are similar to those considered by this Department in the preparation of its proposal, the conclusions as expressed in a plan for implementation differ broadly.

The Association in most general terms favors the creation of a landscaped green belt, but it favors doing so immediately, using only lands presently owned by Chevron or the Municipality, and it is prepared to accept a much-reduced depth of buffer in most areas as a consequence of its opposition to the acquisition of any additional land by Chevron outside of its present boundary and to the removal of any occupied housing. Of major significance in their proposal is the dedication by Chevron of the westerly one-half of Block 34 for park and the restriction of its tank construction to the single tank on the Carlton road allowance. Further, the use of a 50 foot to 60 foot wide strip of Chevron's land north of the 4200 Block Eton Street for dedicated park strip is proposed.

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At the meeting of April 22, the Chevron representatives responded to the proposal, supporting the Association's view that it should not be obliged to acquire any additional residential lands, but pointing out that it could achieve only in part the proposal's of the Association in Block 34 and the area north of 4300 Eton Street, due to its construction and operations requirements. In a letter dated April 24, 1975, the Company further sets out its response to the proposal. Of particular concern to the Chevron representatives in the meetings that have taken place is their desire to not incur any additional time delays in having Council consider adoption of the Road Exchange Bylaw. If certain of the features requested by the Ratepayer's Association were to be pursued, new survey plans and an amended Bylaw would need to be prepared, and to proceed through readings and a public hearing, in addition to requiring changes in the approved Land Use Scheme and the rezoning bylaw presently in progress.

The Planning Department believes that the meetings did serve to provide a basis for better understanding between the parties, and it was evident that several details of landscaping criteria, and the like, that have been worked out met with the approval of the Association's Committee. It was evident from the residents' submission that a good deal of thought and effort went into their proposal, and the tone of the meetings was most constructive. Moreover, Chevron officials have shown a willingness to respond, insofar as they feel they are able, to certain requests of the residents, as indicated in the referenced letter. These items refer mainly to the maintenance of natural growth in the westerly portion of Block 34 beyond a setback fence line, and to set back the fence and introduce landscaping in other areas in such a way as to make possible certain immediate links in the linear public walkway. At this point there is no indication of how the public's access and use of the areas are to be assured; this matter will receive further study.

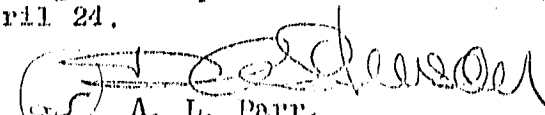
However, while these additional measures may be beneficial in making an immediate start on some of the proposed elements of the ultimate solution as we have envisioned it, it is this Department's position that the reduced buffer strip proposal advanced by the Association's Committee does not provide adequate depth for effective buffering of the industrial complex, does not provide for the securing of the so-called Scenic Drive alignment for full park-trail purposes, nor does it provide for the essential continuity of this green belt between Montrose and Confederation Parks. From a community planning point of view, it is our conviction that a commitment must be maintained on the part of the Oil Company to providing the full standard of separation and boundary improvement that has been contemplated to date. In turn, it is recognized that the concern with which area residents have come to view any further land acquisitions by Chevron needs to be allayed by a clearly understood program for the transfer of control of the lands to the public, suitable designation for public park purposes, and landscaping of the properties without delay to create the landscaped park qualities that are proposed.

In summary, this Department believes that progress has been made in the dialogue in that Chevron has agreed to meet at least in part some of the concerns of area residents dealing with Block 34 preservation and immediate park-trail passage, but that the initial proposal for creation of the ultimate green belt/park strip should be implemented to provide for ultimate use compatibility and the good of the community.

RECOMMENDATIONS:

In view of the foregoing, it is recommended that the Council adopt the recommendations of Item 18, Manager's Report No. 11, and that the Planning Department be authorized to continue to work with representatives of the North Slope Ratepayers Association and Chevron Canada Limited toward formalizing those points on which Chevron has commented in its letter of April 24.

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 A. L. Parr,
 DIRECTOR OF PLANNING.