

RE: RELOCATION OF MINISTRY OF TRANSPORTATION AND HIGHWAYS WORKS YARD  
(ITEM 12, REPORT NO. 23, 1982 APRIL 05)  
(ITEM 10, REPORT NO. 33, 1982 MAY 17)

The Acting Municipal Manager has reviewed the file on this subject, particularly the points of view advanced by the Municipal Manager in Item 12, Manager's Report No. 23, Council Meeting 1982 April 05.

The Director Planning & Building Inspection now advises: "...it can now be reported that the use of Site 3 as a Highways Works Yard would have no ramifications on the land use of the George Derby Hospital lands between Highway No. 1 and the proposed Stormont-McBride connector because of the agreement reached for its use as open space". This effectively removes one of the Manager's main concerns expressed in the 1982 April 05 report to Council.

The Acting Municipal Manager does not recommend either Site 1 or 2 but does recommend Site 3, utilising the formerly expressed concept of "expanding" the Highway right-of-way at the Stormont Interchange.

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT Site 3 be designated to accommodate the Highways Works Yard subject to adoption of conditions a., b., and c. of Recommendation 3 of the Director Planning & Building Inspection.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 1982 AUGUST 11

FROM: DIRECTOR PLANNING & BUILDING INSPECTION OUR FILE: 13.221  
X. REF: 15.703

SUBJECT: RELOCATION OF MINISTRY OF TRANSPORTATION & HIGHWAYS WORKS YARD

RECOMMENDATIONS:

1. THAT notwithstanding the conclusion reached that the Highway Works Yard on Site 3 would have no ramifications on the negotiations with the Federal Government concerning the disposition and future use of the George Derby Lands, the Ministry of Transportation & Highways be advised that the three sites in the Stormont-Cariboo Area are not considered appropriate for the proposed development of a Highways Works Yard.
2. THAT should the Ministry prefer a location within this Municipality that it be requested to reconsider the proposed use of Municipal lands in the Norland-Darnley Avenue area for their relocated works yard as previously submitted to them by Planning Department staff given its appropriate industrial zoning and the unavailability of the Stormont-Cariboo sites.
3. THAT should Council agree to accommodate the Highways Works Yard in the Stormont-Cariboo Area, Site 3 be designated subject to:
  - a. The development criteria as outlined in the attached report (Attachment 2) dated 1982 May 10 be accepted by the Ministry of Transportation and Highways as a condition of the sale and development of the site.
  - b. The Legal and Lands Department be directed to negotiate the sale of the subject site to the Ministry of Transportation and Highways.
  - c. The Planning & Building Inspection Department be authorized to work with the Ministry of Transportation and Highways towards a suitable plan of development that would be the basis of a subsequent rezoning to CD (Comprehensive Development).

SUMMARY

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Council has previously considered 2 reports on the relocation of the Ministry of Transportation and Highways Works Yard. The information contained in those reports together with this report will now allow Council to make a decision on the proposed relocation.

REPORT

BACKGROUND

Council at its meeting of 1982 April 05, considered a request from the British Columbia Building Corporation, on behalf of the Ministry of Transportation, Communications and Highways seeking approval, in principle, to the relocation of their existing works yard at Canada Way and Willingdon Avenue to one of three proposed sites in the Stormont interchange area. The staff report addressing this request dated 1982 March 31 is attached and marked 'Attachment 1'.

At the meeting Council adopted the following:

1. THAT the staff determine the likely ramification of the development of Site 3 on the negotiations with the Federal Government concerning the disposition and future use of the George Derby Land; and
2. THAT the staff determine the related development criteria required to accommodate the Highway Works Yard on Site 3; and
3. THAT this information be reported to Council prior to a final decision being made on the use of Site 3 as a Highways Works Yard."

Council on 1982 May 17 received a report dated 1982 May 10 addressing the first two tasks for its information. The report concluded that there were potential ramifications on negotiations with the Federal Government. A copy of this report is attached and marked 'Attachment 2'.

STATUS

The Mayor and the Municipal Manager have subsequently met with the Honourable Paul Cosgrove, Minister, Public Works Canada, in an effort to settle the land use and disposition of the George Derby lands. Following this meeting the respective staffs have met on several occasions. The Federal Government has now confirmed that the portion of the George Derby Hospital lands between Highway No. 1 and the proposed Stormont-McBride connector will be considered as open space in the land use plan for the George Derby Hospital lands. This conforms to Municipal plans for the area.

Given the above commitment, the potential ramifications of the proposed Works Yard on land use negotiations between the Federal Government and the Municipality as outlined in Attachment 2 would not apply.

CONCLUSION

The Ministry of Transportation and Highways and the Municipal Council have now considered four potential sites for the Works Yard. One is on Municipal lands in the Norland-Darnley area, and three are in the vicinity of the Stormont interchange. As a result of the negotiations between the Federal and Municipal governments, and in response to Council's directive, it can now be reported that the use of Site 3 as a Highways Works Yard would have no ramifications on the land use of the George Derby Hospital lands between Highway No. 1 and the proposed Stormont-McBride connector because of the agreement reached for its use as open space.

With regard to the future negotiations on the disposition of the George Derby Lands, the use of Site 3 for a Highways Works Yard should not affect the Municipal proposal that has already been adopted by Council and forwarded to the Federal Minister of Public Works.

Notwithstanding the above, the Planning & Building Inspection Department is still of the opinion as outlined in Attachment 1, that an industrial rezoning of Site 3 to accommodate the Works Yard is inappropriate given the land use objectives and guidelines in the Stormont area.

The information contained in this report and Attachments 1 and 2 will now allow Council to make a decision on the proposed relocation of the Works Yard with reference to the following recommendations:

1. THAT notwithstanding the conclusion reached that the Highways Works Yard on Site 3 would have no ramifications on the negotiations with the Federal Government concerning the disposition and future use of the George Derby Lands, the Ministry of Transportation and Highways be advised that the three sites in the Stormont-Cariboo Area are not considered appropriate for the proposed development of a Highways Works Yard.
2. THAT should the Ministry prefer a location within this Municipality that it be requested to reconsider the proposed use of Municipal lands in the Norland-Darnley Avenue area for their relocated works yard as previously submitted to them by Planning Department staff given its appropriate industrial zoning and the unavailability of the Stormont-Cariboo sites.
3. THAT should Council agree to accommodate the Highways Works Yard in the Stormont-Cariboo Area, Site 3 be designated subject to:
  - a. The development criteria as outlined in the attached report (Attachment 2) dated 1982 May 10 be accepted by the Ministry of Transportation and Highways as a condition of the sale and development of the site.
  - b. The Legal and Lands Department be directed to negotiate the sale of the subject site to the Ministry of Transportation and Highways.
  - c. The Planning and Building Inspection Department be authorized to work with the Ministry of Transportation and Highways towards a suitable plan of development that would be the basis of a subsequent rezoning to CD (Comprehensive Development).



A. L. Parr  
Director Planning &  
Building Inspection

BLS:JSB/tgg  
attachment

c.c. Director Recreation & Cultural Services  
Director Engineering  
Municipal Solicitor

ITEM 19  
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ATTACHMENT 1

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RE: RELOCATION OF MINISTRY AND TRANSPORTATION, COMMUNICATION AND HIGHWAYS WORKS YARD

The Municipal Manager has been personally involved in the discussions between the Ministry of Transportation and Highways, B.C. Buildings Corporation and the Planning & Building Inspection Department regarding this matter.

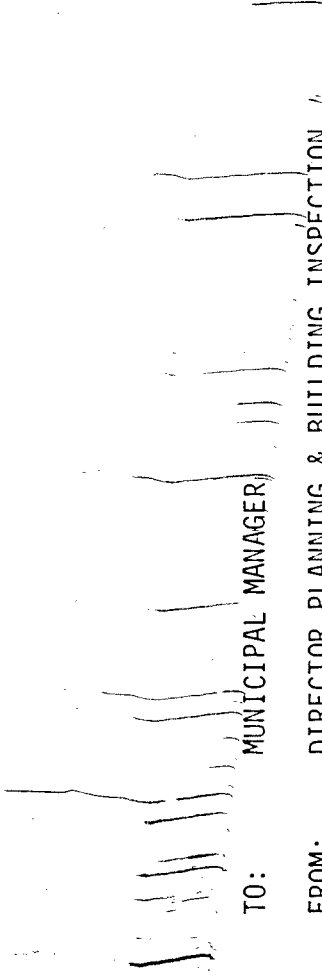
From a land use planning point of view, the Municipal Manager can support the Director Planning & Building Inspection point of view on the Stormont-Cariboo sites; but on the other hand the only general site that appears feasible from the Ministry's point of view is Stormont-Cariboo. The Municipal Manager is not prepared to recommend either Site 1 or 2 in this location, but would be prepared to consider Site 3, depending upon the development criteria. He is concerned with the ramifications of this development on the negotiations with the Federal Government concerning the disposition and future use of the George Derby Land and related development criteria, and this aspect will need to be examined. It is therefore suggested that we look at this request from the point of view of "expanding" the highway right-of-way at Stormont Interchange.

Once this information is received and the development criteria has been prepared, which should be by the end of April, the matter will need to be considered further by the Municipal Council. Rezoning will ultimately be required if the development is to proceed.

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the staff determine the likely ramification of the development of Site 3 on the negotiations with the Federal Government concerning the disposition and future use of the George Derby Land; and
2. THAT the staff determine the related development criteria required to accommodate the Highway Works Yard on Site 3; and
3. THAT this information be reported to Council prior to a final decision being made on the use of Site 3 as a Highways Works Yard.

\* \* \* \* \*

  
MUNICIPAL MANAGER

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

SUBJECT: RELOCATION OF MINISTRY OF TRANSPORTATION AND HIGHWAYS WORKS YARD

PLANNING DEPARTMENT  
1982 MARCH 31

RECOMMENDATIONS

1. THAT the Ministry of Transportation, Communication and Highways be advised that the three sites within the Stormont-Cariboo Area are not considered appropriate for the proposed development of a highways works yard.
2. THAT should the Ministry prefer a location within this Municipality that it be requested to reconsider the proposed use of Municipal lands in the Norland-Darnley Avenue area for their relocated works yard as previously submitted to them by Planning Department staff given its appropriate industrial zoning and the unavailability of the Stormont-Cariboo sites.
3. THAT in the event that Council decides to give further consideration to accommodating this use in the Stormont-Cariboo area, that no further consideration be given to sites 1 and 2 but staff be directed to prepare a full evaluation of site 3 with respect to development criteria and the likely ramifications on the negotiations with the Federal Government concerning the disposition and future use of the George Derby Land and related development criteria.

SUMMARY

ITEM 19  
MANAGER'S REPORT NO. 48  
COUNCIL MEETING 1982 08 23

ITEM 12  
MANAGER'S REPORT NO. 23  
COUNCIL MEETING 1982 04 05

The British Columbia Building Corporation, on behalf of the Ministry of Transportation, Communication and Highways, has written the Planning Department requesting approval in principle to the relocation of their existing works yard at Canada Way and Willingdon Avenue to one of three proposed sites in the Stormont interchange area adjacent to the Freeway. This report provides Council with background information to this request, assesses the works yard proposal with reference to development influences and recommends guidelines and against the establishment of the proposed yard in the area.

REPORT

In a letter dated 1981 June 24, the Minister of Transportation, Communication and Highways advised that Pacific Vocational Institute has asked the Ministry to move its maintenance yard and facilities from the present location occupying under two acres at Willingdon Avenue and Canada Way. The Minister indicated that he has agreed to this request on the stipulation that a new yard be located and completed before the present site was vacated.

The relocation criteria advanced by the Ministry stipulated an area of approximately eight acres to allow for future expansion that was both centrally located and on, or near a #1 Freeway interchange facility. On this basis, the Ministry suggested the relocation of the yard onto a site located in the Stormont Interchange area adjacent to the Freeway. The works yard would require an M2 (General Industrial District) or M3(Heavy Industrial) zoning category.

Municipal staff in responding to enquiries concerning the proposed development of lands within the Stormont Interchange/Cariboo Road area have consistently advised that industrial uses do not exist, or are planned for, in this sector of the Municipality and any industrial rezoning would be contrary to the Municipality's land use policies for the area. In addition, the sites in question are presently zoned A2 (Small Holdings) and are designated in Municipal plans for institutional and/or park purposes and therefore not appropriate for the subject use.

To assist the Ministry in its relocation efforts, staff suggested several areas in the Municipality with industrial zoning where such a use could be accommodated. A site which received serious consideration by the Ministry was Municipal land situated in the Central Valley in the vicinity of Norland Avenue and Sprrott Street. The proposed road pattern in the general area was subsequently adjusted to allow the yard site to be located further to the south to gain better soil conditions. However, after a review of this proposed site the British Columbia Building Corporation, property agent for the Ministry, advised that the Central Valley site was considered unacceptable due to its location, poor soil conditions and the lengthy time and costs involved in site preparation. Subsequently in a letter dated 1982 March 02 the Ministry requested that the Municipality give consideration to amending its land use guidelines in the Stormont Interchange area to permit the relocation of the works yard on one of the three following sites: (see attached Figure 1).

Site 1: This site is located on Cariboo Road, bounded by the 401 to the north and the railway and Brunette River to the east. It comprises eight acres, more or less, is known as the Mushrobb Farm property and is privately owned.

Site 2: This site is bounded on the east by Cariboo Road, on the south by Vista Avenue, and on the north by the Stormont interchange. Approximately eight acres are required for the proposed yard. This site is primarily owned by the Municipality of Burnaby with lesser amounts by the Province and private owners.

Site 3: This site is bounded on the west by the George Derby Hospital, on the north by the 401 Freeway, and on the south and east by lands forming part of the Stormont interchange. This site is also owned by the Municipality of Burnaby

The British Columbia Building Corporation has indicated that all three sites would be considered as potentially suitable for the new yard, however, their preference is for sites 3 or 1.

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## 2.0 RELATIONSHIP TO SURROUNDING USES

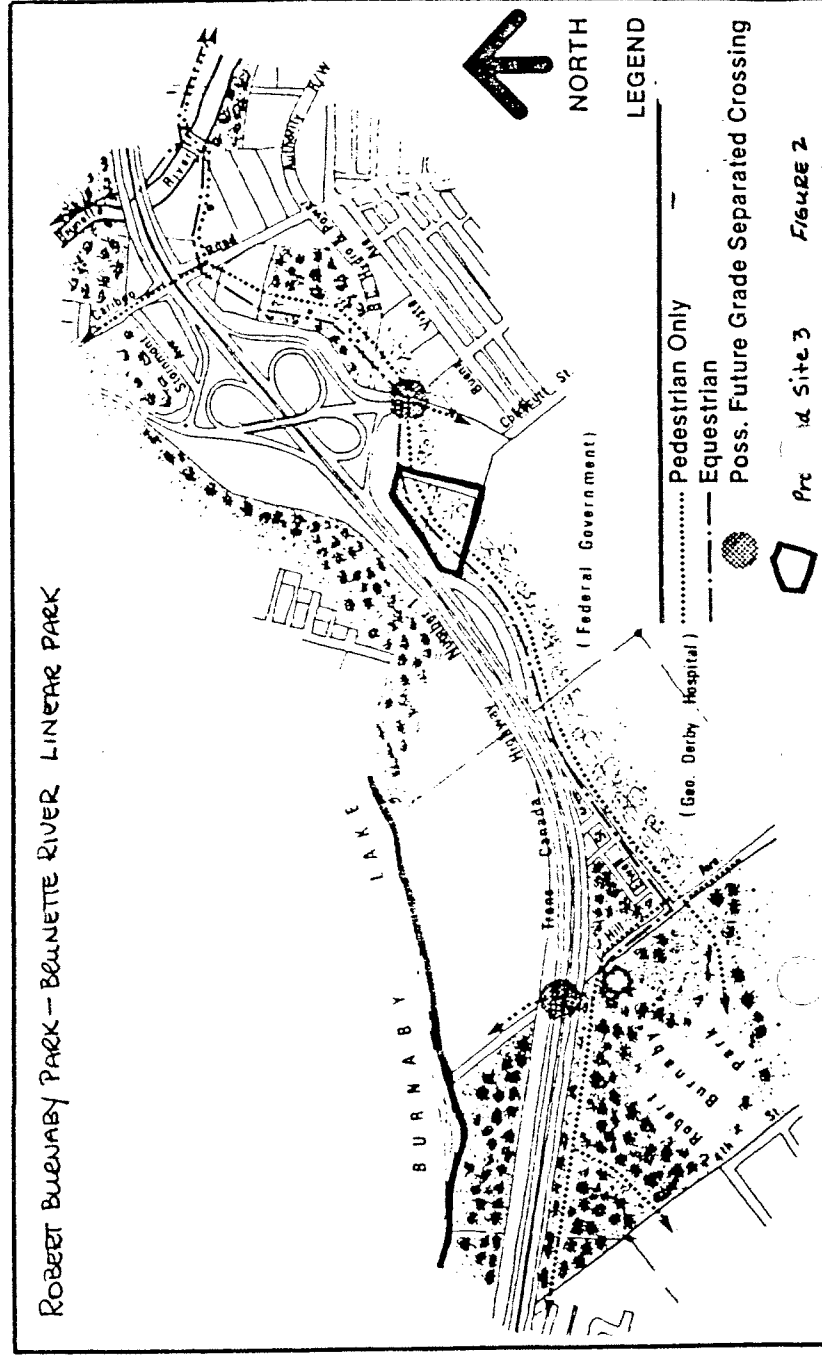
### 2.1 Cariboo Hill Study Area

At its meeting of 1982 January 04 Council adopted, in principle, the proposal to include provision for the establishment of certain institutional uses within the context of the Generalized Land Use Concept for the Cariboo Study Area as illustrated in Figure 1. Institutional uses provided for included churches, kindergartens, day care and day nurseries, day use religious study facilities, private schools and cultural and recreational facilities designed to serve the adjacent residential neighbourhoods provided for in the plan. Both sites 1 and 2, put forward by the Ministry as potential works yard locations, fall within this qualified institutional area as well as areas designated for public open space. These locations, at the northern edge of the Cariboo Hill area, represent a major entrance point with a high visibility profile from both the Freeway and Cariboo Road, as well as the future adjacent residential area. Staff would recommend, in the strongest of terms, against any amendment of the land use concept to allow the works yard use in this strategic location. More specifically, it is recommended that the Ministry be made aware that sites 1 and 2 are not available for the subject use on the basis of its relationship to the Cariboo Hill Land Use Concept.

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### 2.2 George Derby Lands

At its meeting of 1981 July 13 the Municipal Council resolved that the report "A Land Use Plan for the George Derby Hospital Lands" prepared by the George Derby Study Group be used for settling the disposition of the George Derby Hospital Lands. Within the report, four land use options were outlined based on three major site planning principles. In all four options, the lands on the north side of the proposed Stormont-McBride connector are designated for public open space / conservation purposes. Also designated for that use are the Municipal lands immediately adjacent to the George Derby Study Area that correspond to site 3 as proposed by the Ministry for development of their highways works yard. The subject Municipal lands and the George Derby lands North of the Stormont-McBride connector collectively provide the major public open space/conservation link between Robert Burnaby Park and the Cariboo-Brunette River public open space system as illustrated on Figure 2 below from the Burnaby Trail Study adopted in principle on 1980 January 14.



Since the completion of the tri-governmental Study Group Report, Federal staff have notified the Municipality that they were undertaking another study of the George Derby Lands with the intent of designating the area between the Freeway and the Stormont-McBride connector as an additional development area. It was at that time that Council requested the Federal Government to utilize the Study Group Land Use Report as a basis for settling the disposition of the George Derby Lands; to dedicate the lands between the Freeway and the Stormont-McBride connector for park; and initiate a rezoning of the proposed park lands to P3 (Park and Public Use).

It is on the basis of the land use guidelines, Council's previous actions, together with the possible implications on the negotiations with the Federal Government concerning the disposition of the George Derby Lands, that staff indicated to the Ministry it could not support the introduction of a highways works yard on the proposed site 3.

3.0 CONCLUSIONS

Municipal staff have offered every assistance possible to the Ministry in its endeavour to find an appropriate relocation site within the Municipality and as well has requested that it examine other possible options outside of the Municipality (e.g. Fraser Mills area in Coquitlam). It is unfortunate that the Ministry has been unable to select a site outside of the Stormont area as a result of its review. However, this fact has not altered the prevailing site conditions and proposed land use relationships for the area that has been the basis of our opposition to the proposed works yard use in this location. The principal arguments advanced by the Ministry for a site in this location has to do with relative centrality, the special highways related use, and development and operating cost advantages. While this department appreciates these concerns they, in our opinion, do not warrant revision to the existing Municipal land use objectives and guidelines in order to accommodate this large acreage proposed industrial use. Accordingly, staff recommends that the Ministry be advised that the sites within the Stormont-Cariboo area are not considered appropriate for the development of the proposed relocated highways works yard and that they be requested to reconsider the Norland-Darnley Avenue site given its appropriate industrial zoning and the unavailability of the Stormont-Cariboo sites.

Notwithstanding the above, should Council feel that there exists a Municipal responsibility to accommodate this use, despite the conflict with existing land use guidelines, the staff believe that, from a site planning viewpoint, site 3 offers the best opportunity to locate the facility. There are, however, serious concerns about the possible ramifications the subject use of this site could have on the negotiations with the Federal Government concerning the disposition of the George Derby Lands and the development by the Federal Government of those lands designated for park and under rezoning for park uses. In the event that Council decided to give further consideration to accommodating this use on site 3, staff would like the opportunity to report more fully to Council on these concerns and related development criteria associated with this site.

JSB/nb  
att.

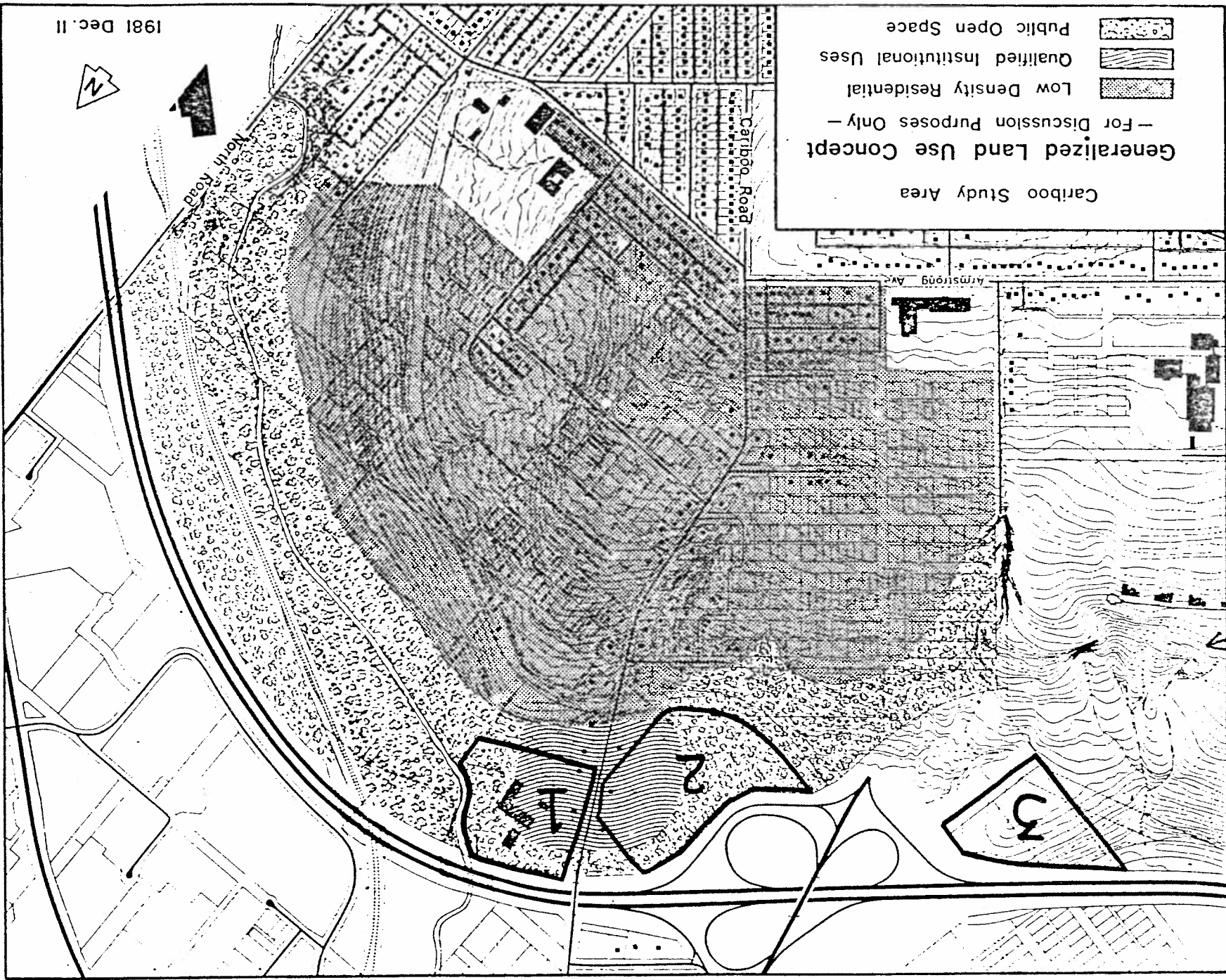
  
A. L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

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FIGURE 1 SITES PROPOSED BY MINISTRY OF HIGHWAYS FOR WORKS YARD





ATTACHMENT 2

RE: HIGHWAYS WORKS YARD  
STORMONT-CARIBOO AREA

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Attached for Council's background information is a report that was previously considered on 1982 April 05 (Item 12, Report No. 23).

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the report of the Director Planning & Building Inspection be received for information purposes.

\* \* \* \* \*

ITEM	19
MANAGER'S REPORT NO.	48
COUNCIL MEETING	1982 08 23

TO: MUNICIPAL MANAGER  
1982 May 10

FROM: DIRECTOR PLANNING &  
BUILDING INSPECTION  
Our File:

SUBJECT: HIGHWAYS WORKS YARD - STORMONT-CARIBOO AREA

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RECOMMENDATION

1. THAT this report be received for the information of Council.

SUMMARY

This report reviews the likely ramifications of the development of a Highways Works Yard at the southwest corner of the Stormont Interchange on negotiations with the Federal Government concerning the disposition and future use of the George Derby Lands. The report concludes that there are potential ramifications on negotiations with the Federal Government. In addition the report reviews what development criteria should be applied to the site purely from a site planning perspective in order to accommodate the proposed Works Yard.

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R E P O R T

I. PURPOSE

Council at its meeting of 1982 April 05 in considering the relocation of the Provincial Ministry of Transportation and Highways Works Yard adopted the following recommendations:

1. THAT the staff determine the likely ramification of the development of Site 3 on the negotiations with the Federal Government concerning the disposition and future use of the George Derby Land; and
2. THAT the staff determine the related development criteria (including environmental) required to accommodate the Highway Works Yard on Site 3; and
3. THAT this information be reported to Council prior to a final decision being made on the use of Site 3 as a Highways Works Yard.

Site 3 is illustrated on Figure 1.

The purpose of this report is to provide Council with the requested information in two parts. Part I will assess the likely ramification of the development of the proposed site on the negotiations with the Federal Government concerning the disposition and future use of the George Derby lands. Part II will evaluate the development criteria (including environmental) required to accommodate the Highways Works Yard on the proposed site purely from a site planning perspective

II. PART I - RAMIFICATIONS ON NEGOTIATIONS WITH THE FEDERAL GOVERNMENT

A. Background

To assess the ramifications it is necessary to review some of the background relating to our previous negotiations with the Federal Government.

Between 1976 and 1980 Burnaby was involved with the Federal and Provincial Governments in preparing a land use plan for the George Derby Hospital lands. The Federal Government had insisted on this joint study as a prerequisite for resolving the disposition of the lands.

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The joint study team satisfactorily fulfilled its mandate with the completion of their report entitled "A Land Use Plan for the George Derby Hospital Lands". This plan designated the land between Highway No. 1 and the Stormont-McBride connector right-of-way for public open space/conservation purposes. This includes the land proposed for the Highways Works Yard.

On 1981 August 11, Burnaby submitted a brief to The Honourable Paul Cosgrove, Minister, Public Works Canada, requesting that the land use framework as prepared by the joint study team be utilized as the basis for settling the disposition of the George Derby Hospital lands. More specifically, one request was for the Federal Government to designate the land between Highway No. 1 and the Stormont-McBride connector right-of-way for park purposes and enter into a long term lease with the Municipality at a nominal rate for the use and operation of the area as part of the Municipal park system. (Area B in Figure 2). The Municipality has subsequently initiated a rezoning of the Federal lands designated for park to P3 (Park and Public Use).

Notwithstanding the Federal Government's previous commitment, the Minister responded by indicating that his Ministry was to independently conduct another study of the site. The primary intent of the study was to review the open space/conservation area between Highway No. 1 and the Stormont/McBride Connector for other uses.

#### B. Existing Situation

On 1982 April 27 Federal staff provided the Planning and Building Inspection Department with a copy of their revised plan for the George Derby Hospital lands. The main characteristics of the recommended option are:

1. The area north of Highway No. 1 is designated as a component of Burnaby Lake Regional Nature Park.
2. A more regular shaped hospital site is proposed.
3. The Stormont/McBride connection has been realigned to about Highway No. 1 then connect to Newcombe Street initially as a two lane road then ultimately as a four lane facility.
4. A total of 1,800 single family, townhouse, low rise and high rise residential units are proposed for the remainder of the site.

Some aspects of this plan are contrary to Municipal policies for the area and will be the subject of another report to Council in approximately one month.

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C. Ramifications

1. Ramifications on Future Use

It is apparent from the revised Federal land use plan that their intent to designate the area proposed and under rezoning for park (Area B) as developable residential lands is clear.

A works yard adjacent to the George Derby Hospital lands would be inconsistent with Council's request to the Federal Government that the land use framework prepared by the joint study team be utilized as a basis for settling the disposition of the George Derby Hospital lands. The Federal Government could argue that if the Municipality is prepared to sell some of its adjacent lands to the Provincial Government for a works yard that are also designated for park, then its own holdings should not be rezoned to P3 (Park and Public Use). Figure 3 illustrates the existing property ownership in the area.

2. Ramifications on Disposition

One of the purposes of the Federal land use plan is to assist the Federal Government in establishing a value for the George Derby lands. The Municipality in its brief to the Federal Government requested that the land between Highway No. 1 and the Stormont/McBride connector right-of-way be leased to the Municipality for park purposes at a nominal rate. The sale of Municipal land adjacent to the George Derby lands for a works yard may well indicate to the Federal Government the potential value of the land. Accordingly, it may be reluctant to enter into a long term lease at a nominal rate for the lands in question.

D. CONCLUSIONS

The likely ramifications of the development of the works yard on the negotiations with the Federal Government concerning the disposition and future use of the George Derby lands can be viewed from two perspectives.

From one perspective it is possible that the Federal Government may view the works yard proposal and its own plans for the George Derby lands as being quite independent, and further, that the works yard is an extension of the highways system as suggested by the Provincial Government. In such an instance there would be no ramifications to locating the works yard adjacent to the George Derby lands. On the other hand, the Federal Government could view the works yard as a weakening of the Municipal position and policies in the area. Accordingly, it could make a stronger case for the non-park development of its lands. It is our opinion that this is the more likely course.

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III. PART II - DEVELOPMENT CRITERIA FOR POTENTIAL ESTABLISHMENT OF HIGHWAYS WORKS YARD AT STORMONT INTERCHANGE (SITE 3)

This section addresses the development criteria required to accommodate a works yard site at the southwest corner of the Stormont Interchange from a site planning perspective.

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A. Assessment and Development Criteria

The assessment and development criteria pertaining to the works yard are made with reference to the following numerical notations which are shown on Figure 4.

1. The B.C. Hydro Transmission line right-of-way is cleared and provides a view corridor into the potential site from the eastbound lanes of the Trans Canada Highway. It will, therefore, be necessary to plant a landscape screen on the right-of-way adjacent to the site. The landscape material will require the approval of B.C. Hydro and will need to be of a type which is compatible with an overhead transmission line.
2. A major stand of coniferous trees is located in this area and would provide a major screening element for the site. The majority of these trees are outside of the proposed site, however, mature conifers are to be found within the site. These trees must be preserved and where appropriate, additional areas within the site must be heavily planted to mitigate the effects of an open cut in the landscape.
3. This area has a natural slope up into the site from the Highway and is relatively well treed. These trees are young, second growth alder which is an adequate screen while they are in leaf. However, they should be supplemented by additional conifers to provide year round screening.
4. This area is approximately 40 feet above the Freeway and consequently the width of the proposed park/buffer area could be reduced to 80 feet.
5. The area of the park/buffer in this vicinity needs to be maintained at approximately 150 feet as this area is quite susceptible to view from the Stormont overpass. The native tree cover is second growth alder which needs to be supplemented with conifers.

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6. Particular attention needs to be paid to this area between the potential yard site and the Stormont Connector as there is little difference in elevation between the two. Consequently, unless a good setback is maintained the yard site would be highly visible to this future major arterial roadway. Moreover, this area is traversed by a year round stream which should be preserved in its natural state. If the proposed southeasterly property line is planted with conifers, the existing tree cover coupled with the deep setback should provide sufficient screening.

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At the present time these lands are dedicated road right-of-way, however, they are obviously surplus lands which could be closed and deeded to the Municipality for park/buffer purposes. In our view it is essential that title be transferred to the Municipality to ensure that the natural amenities of these lands are preserved.

7. Access to the potential yard site would be from the proposed Stormont Connector and would need to be carefully designed to ensure that a view corridor is not opened up into the site. Therefore, the width of the parcel fronting onto the Stormont Connector needs to be approximately 100 feet to enable construction of a curvilinear access road with suitable landscape screening. The point of access needs to be at the southwest corner of the site to facilitate the preservation of natural land form and the watercourse described in Item 6. This will require the extension of the Stormont Connector approximately 900 feet.

A public access easement should be obtained across this access roadway to permit the public to gain easy access to the park areas on either side.

8. The major linear park connection between the George Derby lands and the Cariboo Area will require the provision of a pedestrian overpass on the Stormont Connector. We do not propose that this facility be provided at this juncture. However, if a works yard is established in this location, the future overpass would be best located at the southwest corner of the site as illustrated on Figure 4.

In view of the foregoing it would be appropriate if the Ministry of Transportation and Highways provided a commitment to fund 80% of the cost of constructing this overpass concurrent with the construction of the Stormont Connector. This cost sharing formula is the standard formula applied by the Ministry and was utilized for the construction of the Patterson Avenue pedestrian overpass at Marine Way.

9. The net site is approximately 8 acres (3.24 ha) which should be more than adequate to provide for the Ministry's present and future needs. The design considerations which have been identified provide for a site specific solution which could facilitate the establishment of a works yard at this location by mitigating its effect on the surrounding landscape. Certainly, if a decision is made to proceed with the development of a works yard at this site, then a comprehensive site plan should be prepared on behalf of the Ministry by an independent consulting landscape architect. This plan should be designed to minimize the impact of this facility by incorporating the criteria outlined in this report as well as any others identified by the consultant. A firm commitment from the Ministry of Transportation and Highways to fully implement the recommended mitigative measures would be essential.

B. Conclusions

While it is apparent that the location of a Works Yard at Site 3 will have an impact on the area, the foregoing development criteria illustrate the type of measures which could be employed to mitigate these effects. They should not be interpreted as providing the approval of the Planning & Building Inspection Department, tacit or otherwise, to the use at this location but rather as providing the basis for a site planning solution given a decision to recognize this use as an extension of the Trans Canada Highway road network.

Figure 5 illustrates what the future land ownership position would be if the Works Yard were accommodated on the basis of the criteria outlined in this report.



A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

BL/PB/mcb  
Attachs:

ITEM 19  
MANAGER'S REPORT NO. 48  
COUNCIL MEETING 1982 08 23



Scale 1 = 200'  
1982 APRIL  
154

# POTENTIAL WORKS YARD SITE - SITE 3

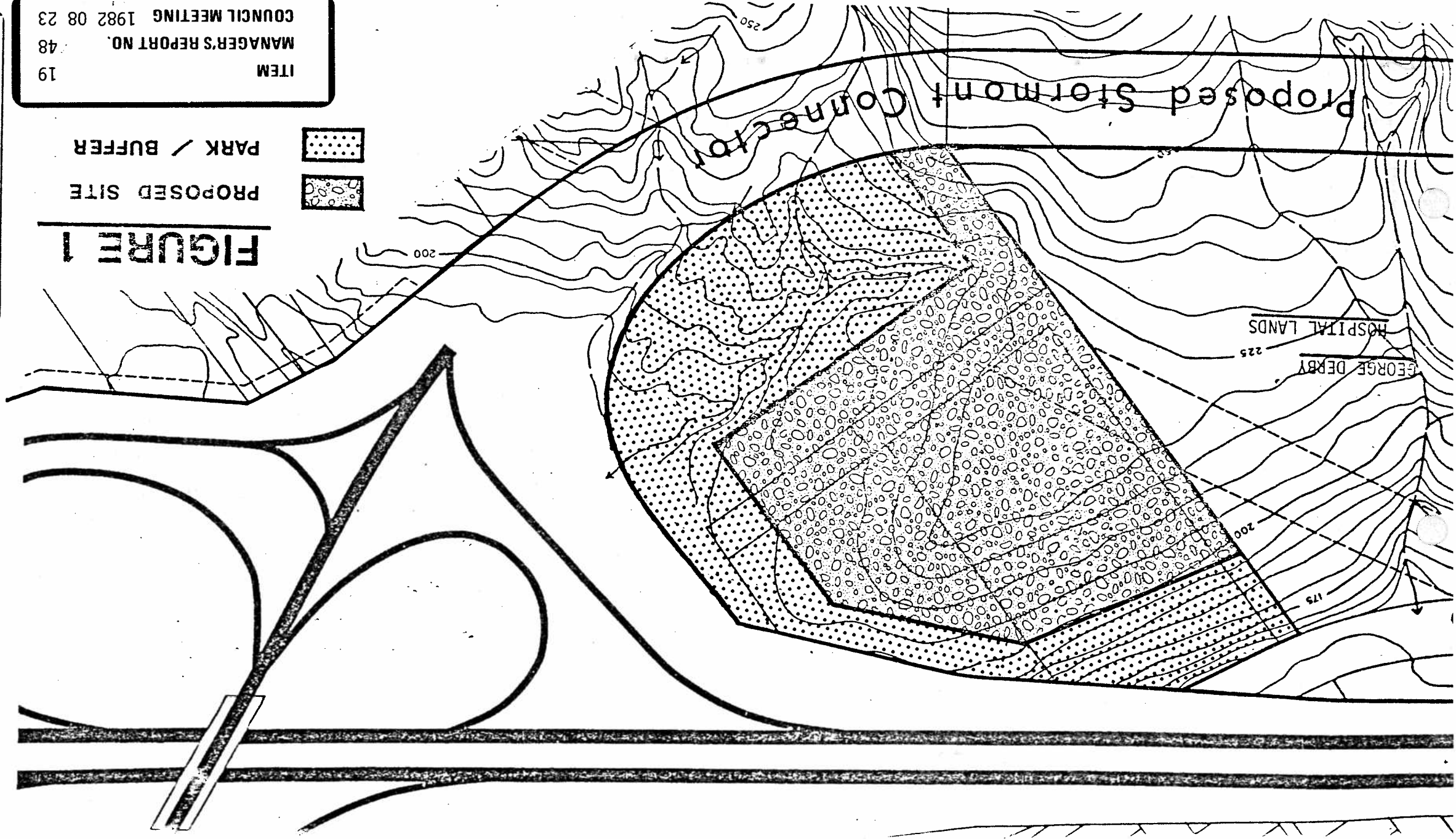
ITEM	10	33
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ITEM	19
MANAGER'S REPORT NO.	48
COUNCIL MEETING	1982 08 23

**FIGURE 1**

PROPOSED SITE

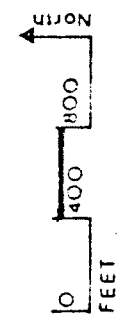
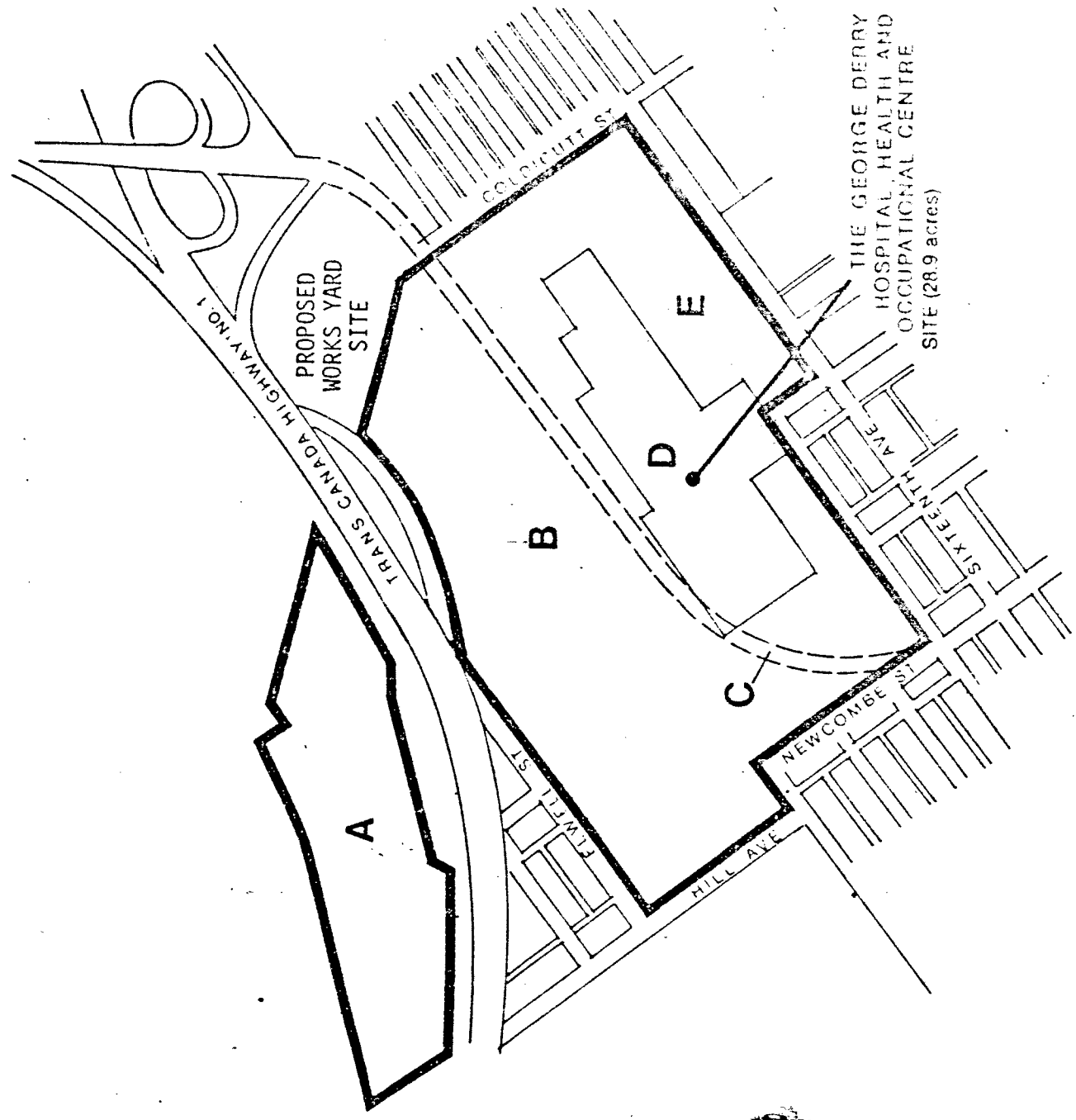
PARK / BUFFER





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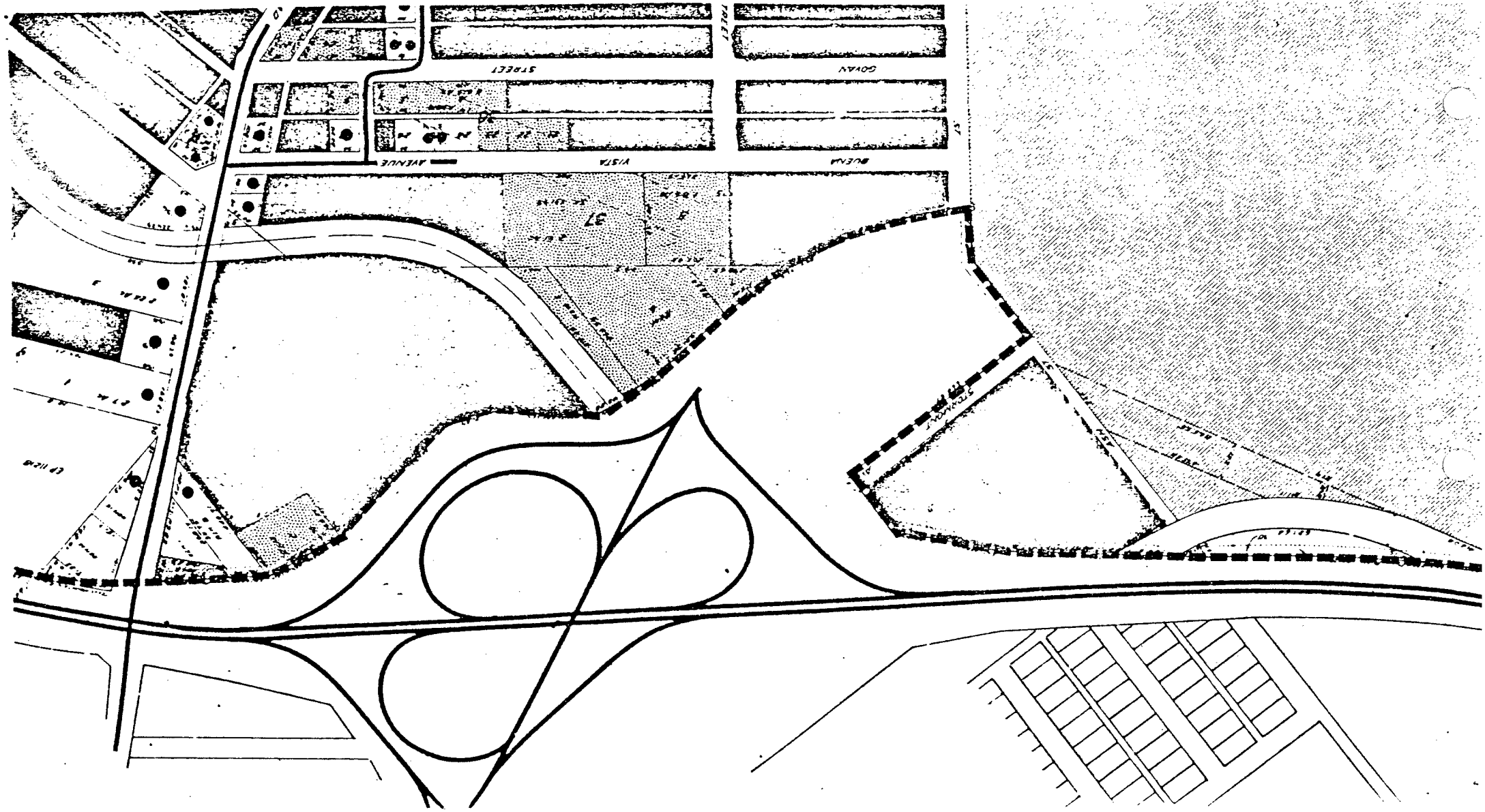
THE GEORGE DERRY HOSPITAL LANDS

FIGURE 2

# EXISTING PROPERTY CONFIGURATIONS & OWNERSHIP

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156  
 Federal Land  
 Provincial Land  
 Municipal Land



Scale 1" = 200'  
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**FIGURE 3**

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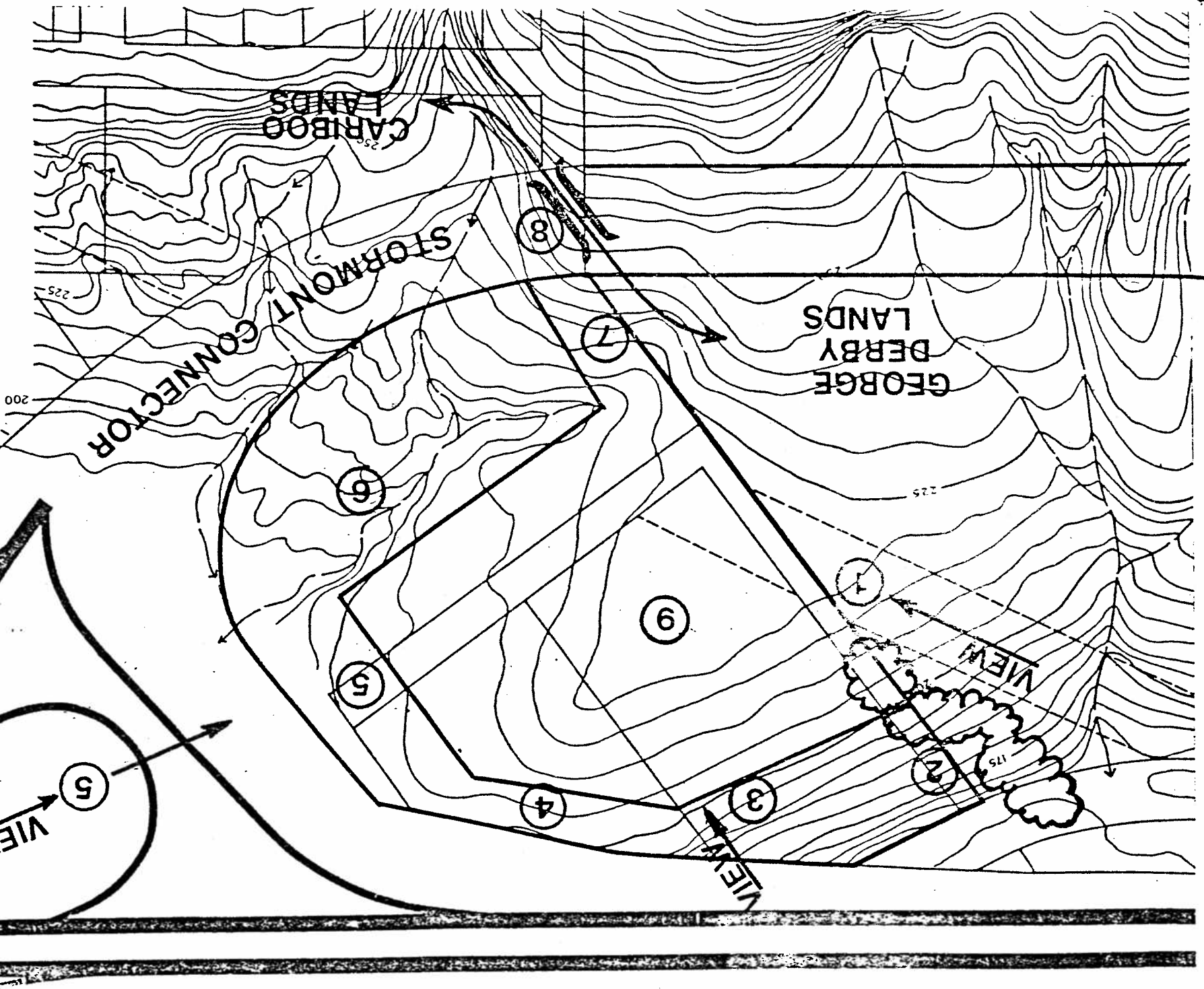


FIGURE 4

# DEVELOPMENT CONSIDERATIONS

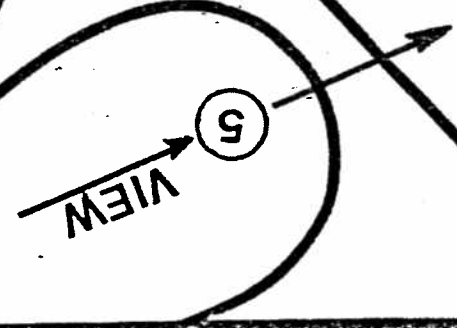
③ REFER TO PART II OF REPORT FOR DETAILED DESCRIPTION OF DEVELOPMENT CONSIDERATIONS

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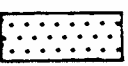


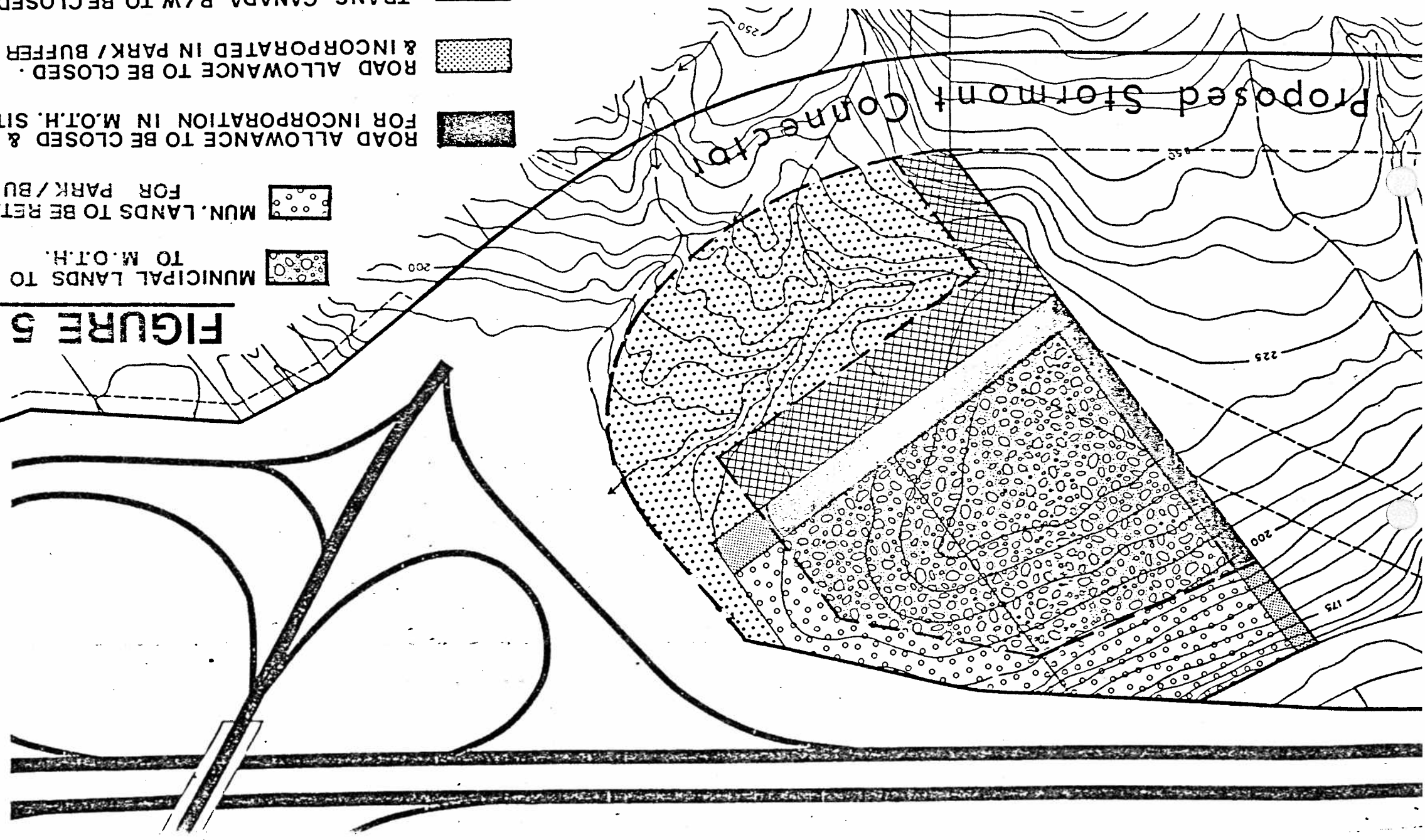
1982 APRIL Scale 1" = 200'

# DISPOSITION OF LANDS

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-  MUNICIPAL LANDS TO BE SOLD TO M.O.T.H.
-  MUN. LANDS TO BE RETAINED FOR PARK/BUFFER
-  ROAD ALLOWANCE TO BE CLOSED & SOLD FOR INCORPORATION IN M.O.T.H. SITE
-  ROAD ALLOWANCE TO BE CLOSED & INCORPORATED IN PARK/BUFFER
-  TRANS CANADA R/W TO BE CLOSED & INCORPORATED IN M.O.T.H. SITE
-  TRANS CANADA R/W TO BE CLOSED & DEEDED TO BURNABY FOR PARK/BUFFER



## FIGURE 5

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