

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.

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TO: MUNICIPAL MANAGER
FROM: DIRECTOR PLANNING & BUILDING INSPECTION
SUBJECT: RELOCATION OF MINISTRY OF TRANSPORTATION, COMMUNICATION
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

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 Mushroom 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.

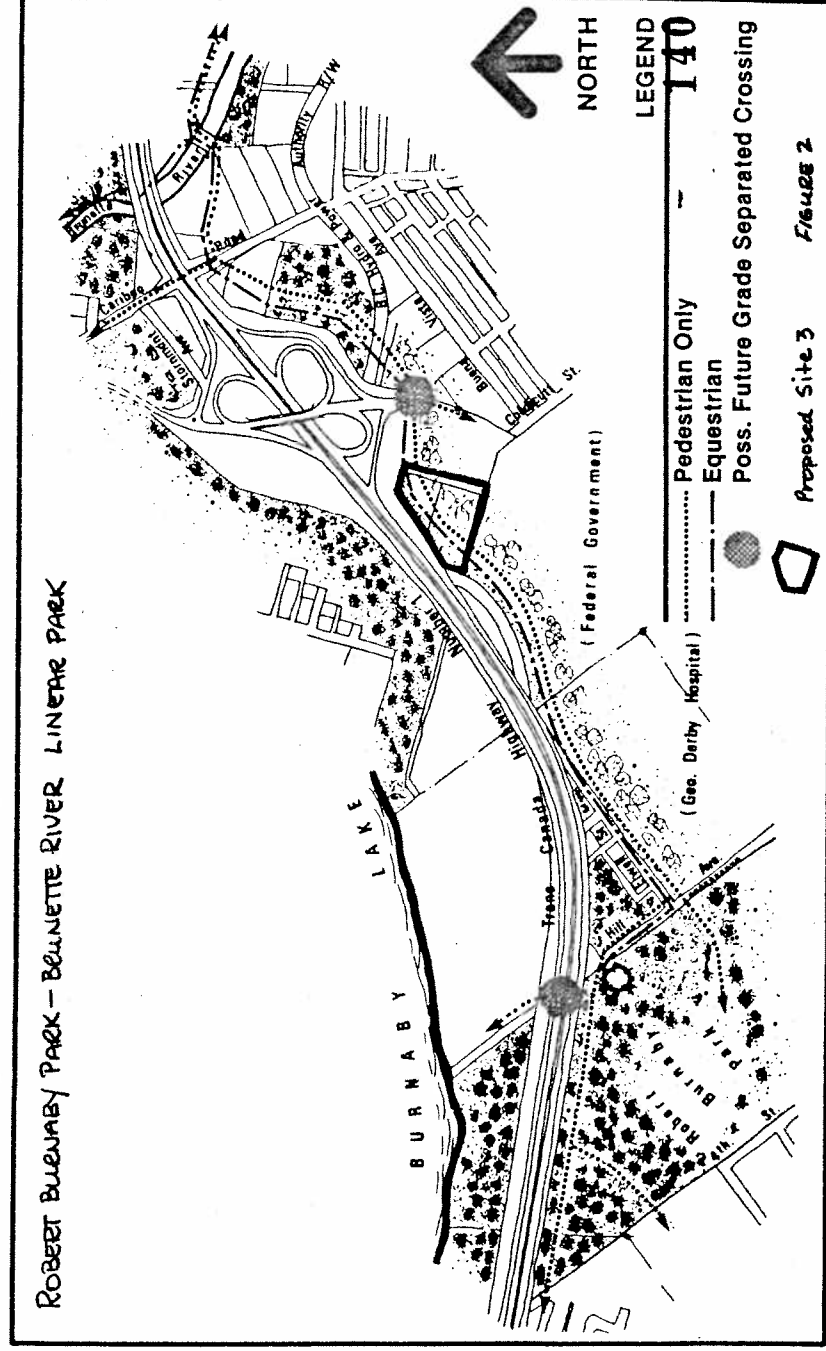
2.0 RELATIONSHIP TO SURROUNDING USES

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.

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

FIGURE 1 SITES PROPOSED BY MINISTRY OF HIGHWAYS FOR WORKS YARD.

