

TO: MAYOR AND COUNCILLORS

FROM: CHEVRON GREEN BELT/ BUFFER ZONE ADVISORY COMMITTEE

SUBJECT: FINAL RECOMMENDATIONS REGARDING THE CHEVRON GREEN
BELT/BUFFER ZONE AREA

PURPOSE: To submit the 15 recommendations of the Advisory Committee for the consideration
of Council.

RECOMMENDATIONS:

1. THAT Council approve the 15 recommendations of the Chevron Green Belt/Buffer Zone Advisory Committee (refer *attached* Appendix #1).
2. THAT a copy of this Report be sent to the Parks and Recreation Commission.
3. THAT a copy of this Report be sent to Chevron Canada Limited, 355 N. Willingdon Avenue, Burnaby, B.C. V5C 1X4.

REPORT

1.0 BACKGROUND:

The Chevron Green Belt/Buffer Zone Advisory Committee has been working on the review of the Chevron Green Belt area plan that was prepared in 1975. The Committee worked within the mandate and the terms of reference for the study that was approved by Council on 1996 October 21. The Committee carefully reviewed all the available information and sent out a questionnaire in 1998 February to all the residents in the Heights area to solicit opinions from the Community regarding the buffer zone. The responses from the questionnaire, letters from the community and input from staff were utilized as a basis for considerable discussions regarding the boundaries of the buffer zone, the road patterns, the trail routing, the landscaping and use of the buffer zone. The Committee has endeavored to ensure the best possible relationship between the buffer zone and the adjoining neighbourhood. To this end several adjustments to the 1975 Plan are recommended.

The Committee has concluded that the original idea of having a passive green belt buffer separating the Chevron tank farm and the neighbourhood is still considered important in 1999.

<p>:COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIRECTOR FINANCE - DIRECTOR PLNG. & BLDG. - DIRECTOR PARKS, REC. & CULT. SERV.</p>

2.0 OPEN HOUSE PROCESS:

On 1999 May 26 the Advisory Committee presented 14 recommendations regarding the boundaries, roads and lanes layout and the landscaping of the Buffer Zone to an "Open House" that was attended by approximately 100 residents of the Heights. (Recommendation #15 has been added since the Open House).

The majority of the residents of the Heights area supported the recommendations of the Chevron Green Belt Buffer Zone Advisory Committee. This conclusion is based upon the written responses provided. There was concern expressed by some residents on Eton Street about traffic being retained on the street. There was a corresponding concern expressed by residents of Oxford, Cambridge and other east-west streets who questioned the impact of traffic on the neighbourhood if Eton were closed in line with the 1975 Plan.

A few residents expressed opposition to the buffer zone and indicated a preference to see the tank farm relocated as a long term objective. There was concern expressed about the buffer zone acquisitions by a number of the residents who presently live in some of the 20 remaining properties to be included in the buffer zone. These residents stated that they wish to be treated fairly when they sell and they wish to be able to live in their homes as long as they wish. Other Heights residents raised questions about the length of time it will take to complete the acquisitions.

The overall response in the community to the recommendations of the Chevron Green Belt/Buffer Zone Advisory committee recommendations has been positive with the exceptions noted.

3.0 SUMMARY OF THE KEY CONCLUSIONS OF THE CHEVRON GREEN/BELT BUFFER ZONE ADVISORY COMMITTEE:

The Advisory Committee has conducted a detailed review of the Chevron Green Belt Buffer Zone boundaries and has prepared a plan for the landscaping of the buffer. The Committee sent out a questionnaire in 1998 February and held an "Open House" on 1999 May 26 to obtain community views.

The Committee has concluded that the 1975 Buffer Zone boundaries should remain essentially unchanged except for the eastern area where the Committee recommends that Eton Street not be closed as envisioned in 1975, but be left open to traffic, rather than permitting the property line for Chevron to move south.

Mayor and Councillors

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The Committee has recommended that a Traffic Management Plan be conducted to address concerns identified by the Community about east-west traffic in the Heights area.

In the future, when major components of the Buffer Zone plan are to be implemented, the Committee requests that those affected be notified prior to the work taking place. The Committee requests that priority be given to implementation of the landscape plans for the vacant lands in the 4300 block of Eton Street.

The detailed recommendations listed from #1 to #15 are attached as Appendix I. The detailed comments from the Open House Questionnaire are attached as Appendix II.

The Chevron Green Belt/ Buffer Zone Advisory Committee respectfully submits this report for the consideration of Council.

CHEVRON GREEN BELT BUFFER ZONE
ADVISORY COMMITTEE

Councillor Celest Redman, Chair

Angela Homer

Rosemary Kitching

Judi Marshall

Marguerite-Ann Pazdera

Evelyn Thorsteinsson

BR:hr:gk

Atts.

a:\Buffer Zone final report

Appendix 1 **Chevron Green Belt/Buffer Zone Recommendations**

Recommendation #1:

The Committee recommends that the 1975 boundaries of the buffer zone be adjusted at the eastern end to exclude from the exchange, the street allowances in the 4400 block and a portion of 4300 block of Eton Street.

Recommendation #2:

The Committee recommends that the 4300 and 4400 blocks of Eton Street be left open for use by neighbourhood traffic and to continue to provide access to the Chevron property.

Recommendation #3:

The Committee recommends that the land acquisitions of the remaining 20 private lots in this buffer zone envisioned in 1975 be completed.

Recommendation #4:

The Committee recommends in the long term after all the acquisitions in the western portion are completed, that the western side of the boundary be adjusted to provide for a new north-south lane from Yale Street to the lane north of Eton Street, to provide access to the streets and lanes in the 4100 blocks of Yale, Trinity and McGill Streets (refer to Sketch on Page 8).

Recommendation #5:

The Committee recommends, in conjunction with Recommendation #4, i.e. in the long term after all the acquisitions in the western portion have been completed, that the Carleton Avenue roadway in the McGill Park area be closed and converted to green space with the surface area to be specially treated to allow emergency and service vehicle access to the Chevron property (refer to sketch on Page 8),

Recommendation #6:

The Committee requests that Council evaluate the purchase process utilized by Chevron Canada Ltd. for the purchase of the remaining private properties in the buffer zone to ensure that it is fair and equitable.

Recommendation #7

The Committee concurs with Council's decision to prepare a traffic management plan for the area north of Albert Street between Boundary Road and Willingdon Avenue, to address the issues of commuter traffic, speed and volumes.

Recommendation #8

The Committee recommends that the bus continue on its present route.

Recommendation #9

The Committee recommends that the portion of the buffer area west of Carleton be preserved and enhanced as a natural area to provide habitat for birds and animal species, and as blocks of land become available, the landscaping be comprised of a mixture of mainly native trees, plants and grasses that incorporate the goals of providing habitat, screening of the tanks and preservation of views of the inlet.

Recommendation #10

The Committee recommends, as lots become available, that grading and grassing be done as a temporary measure until they can be incorporated into a larger area for final landscaping in accordance with the overall landscape plan for the buffer.

Recommendation #11

The Committee recommends that Rosser Street between Eton Street and the lane south of Eton Street and Cambridge Street lane be closed to consolidate the buffer zone along Eton Street.

Recommendation #12

The Committee advises that it endorses the decision of the City to designate the trail as part of the Trans-Canada Trail.

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Recommendations.....Page 3

Recommendation #13

The Committee recommends that the trail through the buffer zone be constructed as shown on the map on Page 7.

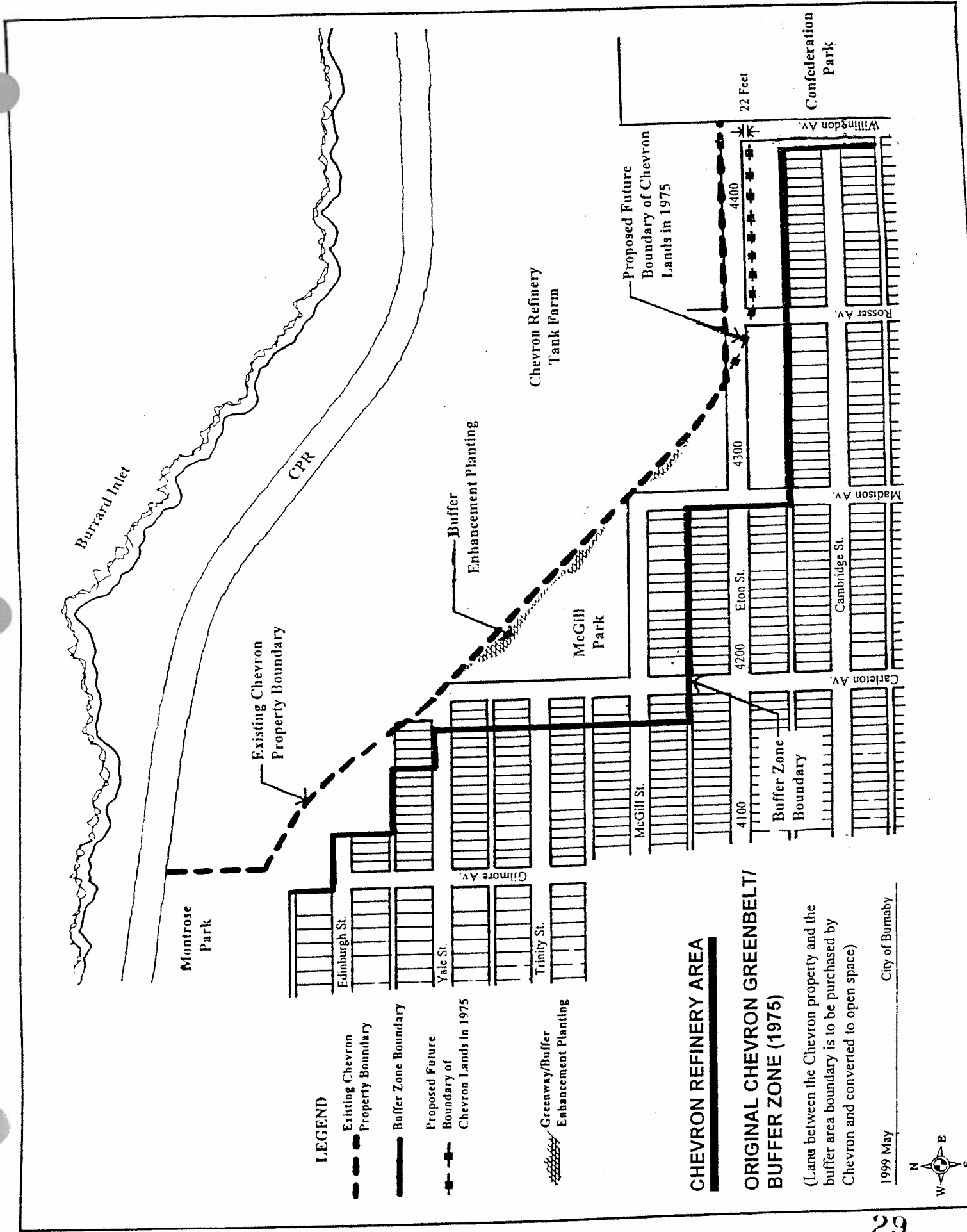
Recommendation #14

The Committee recommends that the trail, at its crossing point on Eton Street, can be defined using signage and, additionally, provide a visual narrowing of the roadway to slow traffic and to identify the trail.

Recommendation #15

The Committee recommends that the two lots along Willingdon Avenue (4471 Cambridge and 191 N. Willingdon) which Chevron has agreed to donate for the Trans-Canada Trail be incorporated with the existing Buffer Zone.

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LEGEND

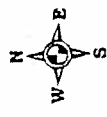
- Existing Chevron Property Boundary
- Buffer Zone Boundary
- Proposed Future Boundary of Chevron Lands in 1975
- █ Greenway/Buffer Enhancement Planting

CHEVRON REFINERY AREA

**ORIGINAL CHEVRON GREENBELT/
BUFFER ZONE (1975)**

(Lands between the Chevron property and the buffer area boundary is to be purchased by Chevron and converted to open space)

1999 May City of Burnaby



RECOMMENDATION	AGREE	DISAGREE	UNCLEAR	NO ANSWER	TOTAL
#1	38	11	1	12	62
#2	46	9	6	1	62
#3	42	5	7	8	62
#4	34	15	2	2	62
#5	35	10	6	2	62
#6	35	5	8	3	62
#7	51	2	7	2	62
#8	45	12	2	3	62
#9	48	2	4	8	62
#10	44	3	6	9	62
#11	36	12	5	10	62
#12	44	2	5	11	62
#13	42	3	9	8	62
#14	43	10	3	6	62
TOTAL	583	101	71	85	

Chevron Greenbelt Buffer Zone

Advisory Committee Open House 99/05/26

