

FEBRUARY 1, 1966

An adjourned meeting of the Municipal Council was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, Burnaby 2, B.C., on Tuesday, February 1, 1966, at 8:00 p.m.

PRESENT: Reeve Emmott in the Chair;
 Councillors Blair, Corsbie,
 Dailly, Drummond, Herd, Hicks
 and Herd

ABSENT: Councillor Cafferky

MOVED BY COUNCILLOR DAILLY, SECONDED BY COUNCILLOR HERD:
"That the Council do now resolve into Committee of the Whole."

CARRIED UNANIMOUSLY

The report of the Planning Director dated January 20, 1966, entitled "Brentwood Area Apartment Development" was brought forward for consideration. This report is attached to and forms a part of these Minutes.

The Planning Director verbally presented a brief resume of the report and elaborated on the proposed street pattern for the general area of the proposed master plan.

After some discussion, it was:

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR McLEAN:
"That the recommendations of the Planning Director be adopted."

CARRIED UNANIMOUSLY

The Municipal Manager then brought forward the Planning Director's report on the rezoning of the area bounded by Springer Avenue, Broadway, Holdom Avenue and Lougheed Highway, save and except Parcel "A", Reference Plan 17221, S.D. 17, Blocks 1/4 and 6, D.L. 125, Plan 3520.

The report referred to the Public Hearing held in September, 1965, following which the Council had requested a report on the cost of providing sanitary sewer and storm drainage to the area.

- (1) Sanitary Sewer - The only property not served by sewer is the most Westerly lot (Lot 1, Blocks 4 and 5, D.L. 125). The extension of the sanitary sewer to serve this property is estimated to cost \$1,800.00.

It was recommended that the final reading of the By-Law to rezone Lot 1, Blocks 4 and 5, D.L. 125 from C5 to RM1 be subject the deposit of \$1,800.00 to cover the cost of sanitary sewer extension.

- (2) Storm Sewer - The Planner reported that the total cost of culverting the existing storm drainage ditch along the Lougheed Highway frontage of this area was estimated to be \$22,935.25. A sketch was attached which included a schedule apportioning this cost to the properties on a straight frontage basis.

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The Planning Director reported having reviewed the question of whether these costs should be a condition of rezoning in the light of the following factors:

- (a) It was unlikely that this storm sewer will be installed by the municipality due to the Provincial responsibility for maintaining the Lougheed Highway;
- (b) The area is presently zoned Tourist Commercial and development can take place under the existing zoning without the provision of a storm sewer; drainage going to the existing ditch;
- (c) With the exception of the most Westerly parcel, the rezoning of the area has been initiated by the Planning Department as a result of the Brentwood study.

It was submitted that points (b) and (c) above led the Department to the conclusion that the storm drainage costs should not be a condition of rezoning in this instance.

The consolidation of lots Sketch 12407, Sketch 9640 and Sketch 9639 as a condition of rezoning was noted due to the inadequate frontage of the existing lots.

It was recommended that the rezoning of this block proceed on an individual lot basis with the following conditions being attached to each rezoning:

<u>Legal Description of Property</u>	<u>Requirement</u>
Lot 1, Blocks 4 and 5, D.L. 125	Construction of sanitary sewer extension or the deposit of \$1,800.00 to cover such extension
Rem. "C", Blocks 4 and 5, D.L. 125	Nil
Rem. 19, Blocks 4 and 5, D.L. 125	Nil
Sk. 12407) Sk. 9640) Sk. 9639)	-- Consolidation into one parcel.
Rem. E $\frac{1}{2}$	Nil
Rem. 17	Nil

The Planning Director recommended that the Council proceed with the Amendment By-Laws but notify the owners of Lot 1 and Sketch 12407, Sketch 9640 and Sk. 9639 of the conditions that will be required to be met before the by-laws affecting their properties are finally adopted.

The Council was reminded that Mr. Nesbitt, owner of the remainder of Lot 19, Blocks 4 and 5, D.L. 125, upon which the Totem Motel was situated, had objected to the proposed rezoning.

MOVED BY COUNCILLOR CORSDIE, SECONDED BY COUNCILLOR HERD:

"That the Nesbitt property legally described Lot 19, except Sketch 12407, Blocks 1/4 and 6, D.L. 125, Plan 3520, be removed from the rezoning considerations within this area."

CARRIED UNANIMOUSLY

MOVED BY COUNCILLOR McLEAN, SECONDED BY COUNCILLOR BLAIR:

"That the remaining properties dealt with in the Planning Director's report on rezonings in this area be proceeded with in accordance with the schedule as detailed on Page 2."

CARRIED UNANIMOUSLY

The Municipal Planner submitted a report dated January 21st on an application by petition to rezone areas in the vicinity of Byrne Road from M3 to A1 or M4 (RZ #77/65). The Planning Director referred to a petition for rezoning submitted by residents of a section of the South slope who overlook the Big Bend area. These people were concerned, with some justification, that the type of industrial development in the Big Bend area will contribute industrial noise, smoke and odours to the area and detrimentally affect their present view.

The Planning Director reported that all land use proposals by their Department and by the Lower Mainland Regional Planning Board indicated the ultimate industrial use of the flats area while agriculture was considered a good interim use and a means of holding the land in large parcels for future industry. The majority of land in the Big Bend area was on readily treatable type peat and future transportation routes would considerably improve accessibility of the area. Development was slow at the moment but it was the opinion the area should be considered as a future major industrial complex and the development pattern should proceed accordingly.

Ultimately, only a strip of land between the relocated Marine Drive and the existing Marine Drive should act as a buffer between the industry and residential areas. Proposals have previously been made for a Golf Course and a district playfield in the Big Bend area which should be used to form a part of such a buffer strip along the South side of the existing Marine Drive if such developments continue.

Agricultural zoning might be proposed. However, this is not considered desirable until such time as the problems connected with kennels have been resolved and a new Kennel By-Law has been introduced. In addition to kennels, the A1 zone includes a number of other uses such as mushroom growing and the keeping of animals, which may not be desirable in close proximity to residential development.

For these reasons, the agricultural zoning was not recommended at this time.

In discussion, it was submitted that the petitioners were mainly concerned with the unsightliness of different used equipment and junk yards which were springing up in the flats area and it was suggested that the owners could be assured that tighter control of such businesses was now possible with the adoption of the new Zoning By-Law.

The Planner submitted that, while tighter controls were contained over the storage of used automotive equipment and junk yards, the storage of other materials in open yards was permitted under the new by-law and such yards could also be considered an unsightly nuisance.

His Worship, the Reeve, submitted that the Planning Director was seeking direction in regard to the land use for the area between Marine Drive and the B.C. Hydro-Marpole Line right-of-way.

MOVED BY COUNCILLOR CORSBIE, SECONDED BY COUNCILLOR HICKS:

"That the application be tabled pending the submission of a report from the Director of Planning following a land use study for the proposed buffer area between the existing Marine Drive and the B.C. Hydro-Marpole Line right-of-way."

CARRIED UNANIMOUSLY

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REZONING APPLICATIONS NOS. 1/65 and 87/64

The Planning Director reported that these two rezoning applications were tabled by Council on August 9, 1965. Studies had been conducted on these applications and it was recommended that the existing zoning be retained for the following reasons:

A. Reference 1/65

Application for the Rezoning of
Lot "C" of Lots 2/4, Block "A", D.L. 155B, Plan 21363, (4 acre parcel)
FROM HEAVY INDUSTRIAL (M2) TO AGRICULTURAL (A1)

This application was deferred by Council until a plan to relocate Marine Drive is finally determined. While this may not be resolved for some time, there are several other comments related to this application.

The property is presently being used for market gardening and this is permitted in the existing industrial area. The present rezoning application is being put forward so that the applicant can erect a residential building on the property. The intent of agricultural zoning for the Big Bend area is to preserve the area in fairly large parcels and discourage residential development, so that the land can be retained for future industrial development. Since the application involves spot zoning and a lot below the 5 acre minimum for agriculture, and since it is for the purpose of erecting a residential building in an area where such development should be discouraged, we feel that it should not be favourably considered.

MOVED BY COUNCILLOR CORSBIE, SECONDED BY COUNCILLOR DAILLY:

"That the application under Rezoning Reference No. 1/65 be not proceeded with at this time."

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR HERD:

"That the rezoning under Application identification No. 1/65 be tabled pending preparation and presentation of the land use study by the Planning Department on the buffer area between Marine Drive and the B.C. Hydro-Marpole Line right-of-way."

CARRIED UNANIMOUSLY

B. Reference 87/64

Application for the Rezoning of
Lot 5, Block 10, D.L. 173, Plan 1034
FROM AGRICULTURAL (A1) TO INDUSTRIAL (M3)

The existing industrial type of use consists of a woodworking business carried on in two very small buildings which are on the same lot as the residential building. The two small buildings are each about 300 to 400 square feet in area and of poor quality.

The applicant wishes to expand his woodworking shop, but the proposed addition is not permitted by the Zoning By-Law in an industrial area unless the residence is removed. There is no point, therefore, in spot rezoning the property to M3. If there is any extension of the non-conforming use, (i.e. permission by the Zoning Board of Appeal) it is preferable that it be done within the existing agricultural zone.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR DAILLY:

"That the rezoning under Application Reference No. 87/64 be tabled pending preparation and presentation of the land use study by the Planning Department covering the buffer area between Marine Drive and the B.C. Hydro-Marpole Line right-of-way."

CARRIED UNANIMOUSLY

SIX FOOT LANDSCAPED STRIP REQUIREMENT FOR PARKING AREAS: BY-LAW NO. 4742

Section 6.15 (3) (b) of the "Burnaby Zoning By-Law" (page 28) requires that any parking area, loading area or display yard be separated from an adjoining lot in a residential district, whether or not a street or lane intervenes, by a 6-foot landscaped strip. Screening is also called for, except where a display yard adjoins a street.

A review of a number of plans which have been submitted to this Department for Preliminary Plan Approval indicates that this landscaped strip requirement appears to be creating problems in cases where apartment developments are separated by a lane from an adjoining residential use. The necessity of providing this 6-foot strip adjacent to the lane makes it difficult to meet the off-street parking requirements, particularly on smaller lots.

The fact that screening which has to be supplemented by landscaping is also required along a lane, has caused us to review the necessity of providing a 6-foot landscaped strip in addition to screening.

It is recommended that Clause (3) of Section 6.15 of the "Burnaby Zoning By-Law" be amended in order to remove the requirement of providing a 6-foot landscaped strip where a parking area, loading area or display yard adjoins a lane. Screening of course, where the parking area adjoins a lot in an A, R or RM District, would still be required.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR HICKS:
"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

OUTSTANDING APPLICATIONS FOR REZONING

Since bringing forward reports on all outstanding applications for rezoning other than apartment, two additional applications have been received. We are therefore submitting reports on these two applications in order that they can be considered in conjunction with those going forward to the next Public Hearing:

- (1) Modification of the West boundary of the North-Central Industrial area.
FROM SMALL HOLDINGS (A2) TO INDUSTRIAL (M3)
- (2) D.L. 14, Block 3, Parcel 1, Except Sketch 10174 and
D.L. 14, Block 3, Parcel 1, Sketch 10174, Plan 3047.
FROM SMALL HOLDINGS (A2) TO INDUSTRIAL (M1)

(1) West Boundary, Lake City Industrial Area - Reference No. 8/66

The West boundary of the Lake City Industrial Area between Broadway and Loughheed Highway was described in the old Town Planning By-Law as the top of the bank. This line was not defined by survey.

Recent subdivision activity in this area has resulted in the delineation of the top of this ravine and it is therefore desirable to amend the official zoning map to reflect this new information.

Recommendation

It is recommended that the M3 Industrial zone be extended to coincide with the West boundary of Lots 35 and 36, D.L. 59, Plan 28938, as shown on plan prepared by David H. Burnett and Associates, dated September 22, 1965.

MOVED BY COUNCILLOR HERD, SECONDED BY COUNCILLOR McLEAN:
"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

- (2) Application for rezoning - Reference No. 6/66
D.L. 14, Block 3, Parcel 1, Except Sketch 10174 and
D.L. 14, Block 3, Parcel 1, Sketch 10174, Plan 3047
FROM SMALL HOLDINGS A2 TO INDUSTRIAL M1

The subject properties are located on the North-West corner of Cariboo Road and Stormont.

The Planner observed that this property would lie alongside the major road connecting the Stormont Interchange with Gagliardi Way and that once this connection was made substantial changes would be made in the alignment and grade of Cariboo Road, the nature of which would depend on the ultimate alignment and design of the Stormont-Gagliardi Way connection. Changes in land use patterns can be further reviewed at that time.

Secondly, it was submitted that the Department was currently reviewing land use patterns in the whole area in view of the road connection problems noted herein and the introduction of the large Loughheed Shopping Centre in the adjacent area.

It was recommended that this application for rezoning for industrial use not be favourably considered for the reasons noted.

MOVED BY COUNCILLOR HICKS, SECONDED BY COUNCILLOR DAILLY:
"That the recommendation of the Planning Director be adopted."

CARRIED UNANIMOUSLY

Application for the rezoning of Lots 6, 7, 8 and 9, Block 2, D.L. 119, Plan 4307
FROM RESIDENTIAL R5 TO COMMERCIAL C3 (Reference No. 5/66)

Item No. 9 of the Manager's Report No. 5, dated January 28th, on this subject was brought forward for consideration in conjunction with the application. This report indicated that following earlier considerations of this report, discussions had been held with representatives of the Mohawk Oil Company who indicated that a search of the area had been made for a suitable service station site which, it was submitted, must be located on either Loughheed Highway or Willingdon Avenue. Sites which meet their needs and reflect the Corporation's goals do not appear to be available.

The Company is prepared to abide by the Planning Department's recommendation as their obvious interest is in providing an outlet for their products. The coin operated car wash is of secondary interest and they are prepared to attempt to locate this use elsewhere if permitted to construct the service station on the Willingdon Avenue location.

It was recommended that, following discussions with the applicant, the Council adopt in principle the idea of comprehensive development zoning on Lots 8 and 9 for service station use. Creation of a suitable plan would then be worked out with the applicant by the Planning Director.

Discussion ensued on the advisability of a service station development being permitted in this choice section of a C3 zone. It was felt that a higher use of this property was in the public interest in view of its proximity to the Brentwood Shopping Centre and the comprehensive commercial plans for the area generally. A suggestion was made that the regulations pertaining to C3 zones might be amended to permit service station use only where such use is included with a Shopping Centre.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR DAILLY:
"That the Planning Director be asked to report on the advisability of introducing an amendment to the C3 zone regulations to permit service station use only where such use is included with a Shopping Centre."

CARRIED UNANIMOUSLY

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MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR DAILLY:

"That the application of the Mohawk Oil Company for rezoning Lots 6 to 9 inclusive, Block 2, D.L. 119, Plan 4307, to Commercial C3 be rejected."

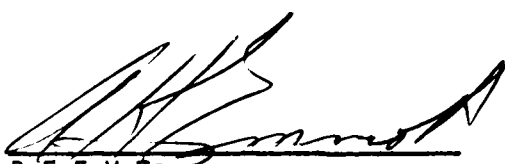
CARRIED

COUNCILLORS CORSBIE & DRUMMOND -- AGAINST

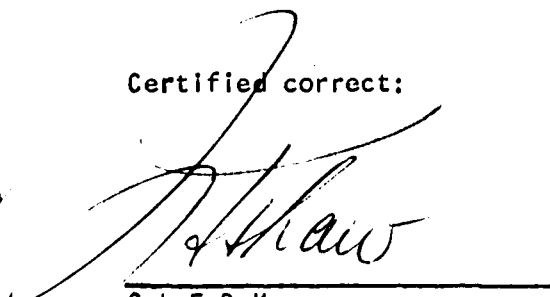
It was the decision of the Council to hold a Public Hearing on February 15, 1966, at 7:30 p.m. at the Municipal Hall for the purpose of dealing with all outstanding rezoning applications and recommendations of the Planning Director which had been approved for further consideration.

The meeting adjourned at 10:00 p.m.

Confirmed:


R E E V E

Certified correct:


C L E R K

JHS/dew