

NOVEMBER 12, 1957.

A Public Hearing was held in the Committee Room, Municipal Hall, 4000 Grandview Highway, on Tuesday, November 12, 1957 at 7.15 p.m. to consider applications for rezoning:

PRESENT: Reeve C. W. MacSorley in the Chair; Councillors W.P. Philips, Brown, Morrison, Hughes, Hean, F. Philips.

The following applications were considered:

- (1) Lot "A" Block 3 D.L.68, Plan 10962 - FROM LOCAL COMMERCIAL TO RESIDENTIAL MULTIPLE FAMILY TYPE 111

No one appeared in opposition to this application.

- (2) Lots 33, 34 and "F", Ref. Plan 14186, Blocks 1 to 5, D.L.159, Plan 1219 - FROM RESIDENTIAL SINGLE FAMILY TO COMMERCIAL.

Mr. Robert Edwards, Barrister and Solicitor, appeared on behalf of the applicants and contended that the reports of both the Town Planning Commission and Planning Engineer stated that no use whatsoever other than for park purposes could be made of the subject property. Mr. Edwards advised that the owners of the property are precluded from proceeding with their initial development plan for a golf driving range because of the condition of the soil. Mr. Edwards further contended that the argument of the Planning Engineer regarding the sewage disposal problem was invalid inasmuch as use of the property as presently zoned would create an equally serious drainage problem, and further that if the golf driving range development was proceeded with, traffic attracted as a result would be in a congested form, whereas a gasoline service station development would not attract traffic so erratically. Mr. Edwards further explained the modified application to rezone only a portion of the entire tract for gasoline service station use, with the balance to be acquired by the Corporation for use as a park site, stating that this would not only provide recreational and playground facilities for children in this area, but would also provide a more desirable means of access for children attending the school lying to the east of the property in question and would therefore serve the best interests of the community at large. Mr. Edwards described the type of construction which would be required if a golf driving range were established, submitting that such structures and appurtenances would have a great deal more nuisance value to nearby residents than the location of a gasoline service station at the extreme southerly end of the property and that as this is the point which is furthest removed from the residences, no or very little detrimental affect would accrue to property owners in the immediate vicinity. Mr. Edwards added that the owners of property on Keith Street, which abuts the northerly edge of the subject property were aware, or should have been of the situation respecting the status of the property under application when building their homes, and in this connection pointed out that the Central Mortgage and Housing Corporation must not have considered the establishment of a golf driving range to be depreciative to property values, especially those on Keith Street, and contended that the alternative application for gasoline service station use of a portion of the entire parcel would remove almost every objection, valid or otherwise, which the residents have had when the golf driving range was contemplated. Mr. Edwards inquired as to whether the Special Committee which had been appointed to explore the many facets relating to this application had reached a decision and was informed that the Committee had met and would be submitting a report to the Council at such time as the application reached the By-law stage. Mr. Edwards concluded that the evidence produced by the Committee should be an important determining factor in dealing with the application.

Mr. Gordon Wilson appeared and presented a Petition signed by a number of property owners in the vicinity of the property under application opposing the proposed rezoning on the grounds that establishment of any type of commercial enterprise would aggravate the existing hazardous traffic situation for children attending the Glenwood Elementary School, and further that the creation of another Highway to the south of Marine Drive would relegate Marine Drive to the role of a residential street with the result that any commercial enterprises on Marine Drive would lie directly in the middle of valuable residential property and would undoubtedly compel owners of such premises to forego normal maintenance and thus depreciate the value of property in this area. The petitioners further submitted that the present commercial operation at the foot of Gilley Avenue is already attracting undesirable activities and that there is every likelihood a further extension of commercial development would worsen the situation by attracting similar undesirable activities. The petitioners also contended that the subject property lies in a natural drainage basin and that the water course traversing it receives drainage from a large area to the north and that this factor alone should lead Council to prohibit the erection of any structures which might aggravate or hinder the natural drainage outlet. Mr. Wilson added that there is at the present time a sufficient number of service station sites in the immediate area which would adequately serve not only the interests of the community but the motoring public as well, and contended that the application at hand was made for the purpose of relieving the owners of a situation in which they are placed by virtue of their inability to utilize the property for the original purpose.

The Hearing then adjourned.