

THE CORPORATION OF THE DISTRICT OF BURNABY

MINUTES OF THE PUBLIC HEARING HELD INTO PROPOSED ADOPTION OF
BURNABY ZONING BY-LAW 1965

A Public Hearing was held at the Kensington Junior Secondary School, 851 Kensington Avenue, North Burnaby, on Thursday, May 27th, 1965 at 7:45 p.m.

PRESENT: Reeve Emmott in the Chair;
Councillors Corsbie, Herd, Edwards,
Cafferky (7:55), Blair (8:10)

ABSENT: Councillors Dailly, Drummond and Hicks

His Worship, the Reeve opened with introductory remarks explaining the usual ground rules for submissions to Public Hearings whereby representations are heard from the public with regard to the proposed Zoning By-law, but that no decisions are made by the Council at a Public Hearing. The Reeve requested that submissions made be supported rather than repeated by individuals who wish to do so.

The Reeve then presented some background information on the Zoning By-law advising that two years ago a decision had been made to undertake a wholesale revision of the By-law. Changes had been necessary because of the new techniques and new uses for land, and the Planning Department undertook this major revision.

Normally, Public Hearings are held on amendments to a Zoning By-law. In this case, however, a new Zoning By-law was being passed to replace the old master By-law passed in 1948. The introduction would take place in two stages:

- (1) New Zoning Categories would be introduced with new regulations.
- (2) The new zoning categories created would be applied to the existing areas under the old Town Planning By-law.

The By-law, to this stage, represents a great deal of work by the Council sitting as a Policy/Planning Committee. The draft presented to the Hearing is the Fifth and Final Draft of the By-law. The By-law had received two readings and the Council proceeded to the Committee of the Whole stage of the adoption procedure so that further consideration could be given to the By-law prior to its Third Reading, reconsideration and final adoption. This action constitutes a declaration that the Council itself is substantially in favour of the By-law.

The purpose of the Public Hearing was explained further and it was submitted that this was not a bar from making further representations to Council at the time further consideration is given by the Council. The Council will give consideration to representations made at the Public Hearing and it may grant more time or may delete certain sections, or may rise and report the By-law complete.

Representations were then heard from those present.

Issie Feldstein presented a brief with respect to Lots 1 and 2 of Lot A, Blk. 1, D.L. 74S $\frac{1}{2}$, Group 1, N.W.D. Mr. Feldstein advised that this was a three street triangle property situated at the intersection of the Schou Street - Royal Oak Avenue - Grandview-Douglas Highway and that representations had been made to the Planning Department and assurances received that the zoning was three-storey commercial and the Building Department had given assurance that only one setback would be required, being a ten foot rear yard.

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Mr. Feldstein submitted that he had only recently learned of the passage of the new Zoning By-law which would, in effect, change the zoning to a more local commercial. Mr. Feldstein then went on to present argument on why the zoning should not be changed and requested that the zoning be broadened rather than restricted as proposed in the new By-law.

Burnaby Chamber of Commerce. Mr. Robert Colquhoun, submitted a brief on behalf of the Burnaby Chamber of Commerce advising that a good deal of study had been given to the By-law by a group of sub-committees of the Chamber and that continuous liaison had been kept with the Planning Department. There was agreement with the general objective of the By-law, however, certain restrictions were viewed with concern.

It was submitted that the present set-back requirements and loading zone requirements in Industrial Zones were more than adequate to assure proper land use and separation. However, parking requirements on main site prohibit the essential expansion possibilities. It was suggested that some means be found to assure that parking requirements off main site permit the removal of lot cover restrictions other than set-back, screening and loading zone requirements.

The Chamber quoted four clauses dealing with the control of noxious odours, noise etc. which it was felt were too general. Their recommendation was that these sections either be defined as to degree of nuisance, or at some future date be deleted altogether from the Zoning By-law and covered by appropriate definitive health or other by-laws to control specified nuisances.

The Chamber urged that it would serve the interests of all residents if the by-law were passed substantially in its present form as soon as possible. It was felt that the Council should exercise every effort to look into rezoning of areas for new uses that are proposed, such as High Rise Apartments, Row Housing, and Comprehensive Development.

Mr. D. Chapman of Chapman and Company Freight Lines - Kelowna, spoke advising their firm operated a branch from property on Vernon Drive in Vancouver. Approximately 50 people were employed. Their Company was looking for a new plant site and became interested in Burnaby. Land is a valuable asset and as their operation depended, to a large extent, on Freeway access, their Company was looking to land near the Burnaby Freeway. Their firm was not a land owner, at the present time, in Burnaby, but are interested in the restrictions contained in the new By-law, particularly with regard to Freight Terminals. The area in which they were interested was to be zoned M.1. under the new By-law which would not permit location of a truck terminal.

Mr. Chapman read a list of freight companies which had recently settled in the area and the last five read were in an area at present zoned M.1. It was submitted that truck lines and manufacturing concerns go hand-in-hand and it was suggested that the land along the Freeway in the vicinity of Willingdon Avenue should be zoned M2 to allow for the establishment of heavy truck terminals. Mr. Chapman cited that the closer truck terminals were to the Freeway the better, since there were certain obnoxious features about their business if it developed that heavy transports travelled through residential areas.

The Planning Director pointed out that Freightways may be permitted in the M1 zone but these are designed primarily for small trucks and would not include the truck terminal. The Director of Planning explained that the land along Willingdon Avenue in which the Chapman firm was interested was a gateway to the commercial areas to the north and south and that it was felt desirable that the M1 zoning

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should apply. An M2 area had been established behind the M1 area in the general vicinity of Willingdon Avenue and the Great Northern Tracks. Mr. Chapman submitted that a recent strike in the industry had resulted in an increase of 80 cents an hour to trucking firm employees over a period of two years. Economics dictated that trucking companies must be located centrally and this was considered to be an ideal site. Mr. Chapman requested that Council reconsider the proposed establishment of an M1 zone along Willingdon Avenue in the vicinity of the Freeway to M2 to allow for heavy trucking terminals.

Mr. MacCarthy, 5470 E. Hastings Street

Mr. MacCarthy asked if the By-law being presented to this Hearing was the same as that presented to the four Public Hearings recently.

It was explained to Mr. MacCarthy that the submissions made at those Public Meetings had now been incorporated into the Zoning By-law, the Fifth Draft of which was before the Public Hearing tonight.

The Planning Director read a list of the changes made as a result of the Public Meetings and which had been incorporated into the By-law.

Burnaby Hotel, 7610 Kingsway (at 14th Avenue)

Mr. Indridson appeared and presented a letter objecting to the proposal to rezone their land to CM4 since the percentage of land coverage allowed would only be 40% and it was submitted that the CM3 zoning was more appropriate in that Hotel operations could not easily be moved in the same manner that drive-in restaurants or gasoline service stations could, these types of business being located in the general neighbourhood of their hotel, in the same zone.

Mr. Indridson advised that there were two small areas, similar in size to their commercial property, approved recently within the block at the rear of their Hotel. It was felt that that part of their property zoned commercial running 184 feet along 14th Avenue and 215 feet along Kingsway, from the present Commercial Zone is subdivided into the CM3 and CM4 categories.

Mr. George Westover, Government Road, suggested that as a matter of record (possibly outside the scope of this Public Hearing) he would like to object to the amount of traffic and the type of traffic using Government Road, which according to the tabloid recently circulated will be travelling through an R1 Zone under the new By-law. Mr. Westover noted the location of this high class residential zone, between two industrial zones, and that a good deal of heavy traffic travelled along Government Road. It was felt that there should be a road connecting the two manufacturing districts within the general area, to drain off heavy vehicular traffic.

It was pointed out that the Council had endeavoured in the past, with varying success, to change the zoning in this area, in the interests of protecting residential amenities. The matter of traffic was under consideration by the Engineering Department.

Mr. J. R. Logan, 7051 Barnet Road

Mr. Logan commended the staff and the Council on presentation of the By-law, recognizing the tremendous amount of work necessary to bring down such a document. Mr. Logan commented that the land use coverage in the RM4 district was only from 10 to 12 percent. For apartment developers this was a strong economic factor, and it was submitted the percentage should not be less than 20. It was pointed out that this factor was 30% in the old By-law, however, it was admitted that with the bonuses for underground parking, etc. contained in the new By-law the percentage could run as high as 15.

Mr. Raymer, Government Road

Mr. Raymer spoke following the comments of Mr. Westover with regard to

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the Government Road area and requested information on a proposed East-West Road in the vicinity of Winston Street to drain off industrial traffic. Mr. Raymer was advised that an industrial road was planned in this area, but that acquisition of the right-of-way depended on financial factors which must be handled gradually.

Mr. Whitehouse

Mr. Whitehouse advised he was the owner of industrial and commercial land, however, he had been away from the municipality and he was not familiar with the content of the by-law. Mr. Whitehouse asked whether there were any major changes in the zoning pattern under the new By-law and in reply Mr. Whitehouse was advised that because of the magnitude of the By-law it was not possible to advise him about his properties, particularly, and due to the universal effect it is possible that some properties could become non-conforming. However, the Council and the Planning Department have both attempted to not bring about major changes in zoning of properties.

His Worship, the Reeve, explained the processes for rezoning applications in the event that any property owner wished to make an application for rezoning under the new By-law.

Mr. Bill Elliott - North Vancouver

Mr. Elliott questioned the 50% restriction on buildable area in the M1 zone. It was pointed out that under the former By-law a developer could build to the side lines and front line with only a 10 foot rear yard requirement. It was submitted by the Planning Director that one of the purposes of the new By-law was to upgrade standards of development in the municipality, and this was the reason for the somewhat tighter restrictions.

Mr. Lees - 4247 Lougheed Highway

Mr. Lees spoke as owner of property at 4742 Lougheed Highway pointing out that the property under the new By-law would be zoned M1. Under this zoning his commercial development at this address would become non-conforming. Mr. Lees asked that a suitable zoning be adopted which would provide that his business on the property would be a conforming use.

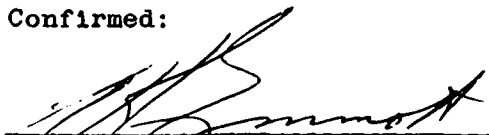
Mr. Miller

Mr. Miller advised that he was the owner of property with a mixed residential-commercial use and he questioned his particular situation under the new Zoning By-law. Mr. Miller was advised that if his property was of a mixed use at present, part of the use would be non-conforming, and this same situation would very likely apply under the new By-law.

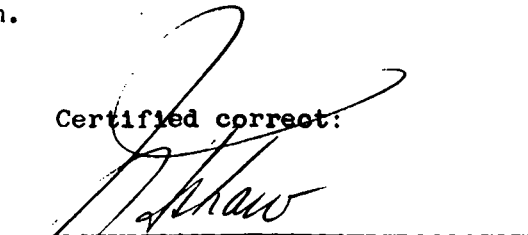
There were no further representations.

The Hearing adjourned at 9:30 p.m.

Confirmed:


REEVE

Certified correct:


CLERK