

FEBRUARY 15, 1966

A Public Hearing was held in the Council Chambers, Municipal Hall, 4545 East Grandview-Douglas Highway, Burnaby 2, B.C., on Tuesday, February 15, 1966, at 7:30 p.m.

PRESENT: Reeve Emmott in the Chair;  
Councillors Blair, Corsble,  
Drummond, Herd, Hicks and  
McLean

ABSENT: Councillors Cafferky and  
Dally

His Worship, the Reeve, explained the purpose of a Public Hearing was to hear representations for or against a particular rezoning proposal or application and that the by-laws which follow the Public Hearing, generally at the next Council meeting, would, when finally adopted, bring the respective rezonings into effect.

In the interests of accommodating the largest group of persons present at the Public Hearing, it was decided to vary the Agenda and deal firstly with Items Nos. 10, 11 and 12 dealing with properties in the block bounded by Springer Avenue, Lougheed Highway, Delta Avenue and Halifax Street.

(10) FROM RESIDENTIAL DISTRICT TWO (R2)  
TO MULTIPLE FAMILY RESIDENTIAL DISTRICT FOUR (RM4)

- (a) Reference No. 52/65  
Lot 9 West 186.7 feet, Blocks 1/4 and 6, D.L. 125, Plan 3520
- (b) Reference No. 50/65  
Lot 9 Except West 186.7 feet, Blocks 1/4 and 6, D.L. 125, Plan 3520
- (c) Reference No. 53/65  
Lot 1 Except Easterly 93 feet and Except Explanatory  
Plan 15008 and Except Reference Plan 15201, Blocks 1/4 and 6,  
D.L. 125, Plan 3520;  
Parcel "B", Reference Plan 15201, Blocks 1/4 and 6, D.L. 125,  
Plan 3520;  
Parcel "A", Explanatory Plan 15008, S.D. 1, Blocks 1/4 and 6,  
D.L. 125, Plan 3520;  
Lot 1 East 93 feet, Blocks 1/4 and 6, D.L. 125, Plan 3520.
- (d) Reference No. 45/65  
Lot "A" Except Sketch 8843 and Except Sketch 4800, Block 5,  
D.L. 125, Plan 3347;  
Lot "A", Sketch 8843, Block 5, D.L. 125, Plan 3347.
- (e) Reference No. 46/65  
Lot 1 Except Sketch 12477, S.D. 5/6, Blocks 1/4 and 6, D.L. 125,  
Plan 10378;  
Lot 1 Sketch 12477, S.D. 5/6, Blocks 1/4 and 6, D.L. 125, Plan 10378.

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(10) Cont'd:

(f) Reference No. 16/66

The easterly portions of Lots 7 and 8, Blocks 1/4 and 6, D.L. 125, Plan 3520.

(That portion of Lot 7 extending to a depth of approximately 290 feet from Springer Avenue on its Northern boundary and 375 feet on its Southern boundary; that portion of Lot 8 extending to a depth of 375 feet from Springer Avenue on its Northern boundary and 450 feet on its Southern).

(All the above described properties are located within the block bounded by Springer Avenue, Loughheed Highway, Delta Avenue and Halifax Street).

(11) FROM RESIDENTIAL DISTRICT TWO (R2)  
TO MULTIPLE FAMILY RESIDENTIAL DISTRICT FIVE (RM5)

Reference No. 37/65

Parcel "A", Explanatory Plan 11866, S.D. 4 and 5, Blocks 1/4 and 6, D.L. 125, Plan 3520;

Lot 2, Blocks 1/4 and 6, D.L. 125, Plan 3520;

Lot 3, Blocks 1/4 and 6, D.L. 125, Plan 3520;

Lots 4/5, Sketch 11836, Blocks 1/4 and 6, D.L. 125, Plan 3520.

(Located within the block bounded by Springer Avenue, Loughheed Highway, Delta Avenue and Halifax Street).

(12) FROM RESIDENTIAL DISTRICT TWO (R2)  
TO PARK AND PUBLIC USE DISTRICT (P3)

Reference No. 16/66 (includes Item No: 10)

The Westerly portions of Lots 7 and 8, Blocks 1/4 and 6, D.L. 125, Plan 3520 -- comprising the remnants, less a 60-foot dividing road allowance, of the lots described in Item No. 10(f) above.

(Located in the Interior of the block bounded by Springer Avenue, Loughheed Highway, Delta Avenue and Halifax Street).

W. N. Papove, B.C.L.S., wrote with reference to Area "C" of the Brentwood Apartment Development (Ref. Nos. 50/65 and 52/65). Mr. Papove advised having considered the Planning Director's report on the study and expressed agreement with the plan subject to an opportunity for subsequent negotiation as a property owner in the area, particularly with regard to access provisions where certain revisions may improve the general situation.

Chivers Realty wrote expressing the following points with regard to Area "C" and Area "D":

Section "D" (Page 8) - Agreed.

Section "E" (Page 8) - The opinion was expressed that the roadway on the West of the site was not only unnecessary but could be an attraction for unwanted lost vehicle traffic and would increase the entry problem to the collector road to the South of the site. A 20-foot walkway giving access to the park and to the occupants of the North side of Halifax Street was suggested.

Section "F" - Agreed.

Section "G" - Concern was expressed that the loss of approximately 17,000 square feet of land at 1.2 ratio. - Future buildings would be reduced by almost 20,000 square feet. A traffic problem had occurred for Southbound traffic on Springer Avenue due to poor visibility and it was felt this would be aggravated by the intersection of the collector road.

It was also suggested that Springer alignment be left as it is and a truncation be taken to round the curve onto the collector road off Springer Avenue.

Section "H" - Agreed.

Section "I" - A request for information on whether or not this item referred to internal service installations was made and it was suggested that, if these services were meant to be installed on external roadways, then the Local Improvement procedure should be employed.

It was submitted that if the developers have to make a heavy initial investment in servicing before construction commences then this will raise the land value and will be a factor in setting rental income which would retire the cost.

Section "J" - Agreed to as a normal requirement for any construction of this type.

Dr. L. Busse of 4831 Ridgelawn Drive, spoke opposing the proposed rezoning of properties between Ridgelawn Drive and the lane to the South thereof.

His Worship, the Reeve, explained that these properties were not involved in this Hearing since there was no proposal to rezone these lands at this time.

Dr. Busse referred to the proposal to direct traffic onto Ridgelawn from the apartment area and felt that this traffic would create a hazard. It was considered there was already a hazard existing from traffic entering and leaving Drentwood Shopping Centre. The increased traffic will probably result in the widening of Ridgelawn and will affect assessment of the land. The view from the properties on the South side of Ridgelawn would be obstructed and consideration for such loss of view was questioned.

Dr. Busse presented a petition objecting to any proposed rezoning to Multiple Family of the area from Delta Avenue to Delta Avenue. (This petition was presented following the Public Hearing and did not form a part of the Public Hearing proceedings).

David E. Fishman and a number of other residents of the 4000 and 4700 Blocks Ridgelawn Drive, submitted a petition in which comments were expressed about the affects of the proposed high-rise development directly South of their property and how such development would affect properties on the South side of Ridgelawn more than they would properties on the North side.

The petitioners expressed general agreement to the proposals, however, provided:

- (a) That any work or improvements to Ridgelawn Drive be undertaken at the expense of the developer or the municipality;
- (b) That there be no increase in assessments on adjacent land so long as they are used as residential property;
- (c) That the plan proceed in accordance with the Planning Director's report of January 20th and that the North boundary be not moved from Ridgelawn Drive to the lane South of Ridgelawn Drive;

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- (d) That the general area bounded by Delta Avenue, Loughheed Highway, Beta Avenue and Ridgeland Drive be broken into suitably sized parcels for apartment development so that each may proceed to development individually and not hold up the whole.

Mr. David C. Holmes, resident at 1731 Delta Avenue, spoke in concurrence with the remarks of Dr. Busse. His home had been purchased because of the view on Delta Avenue. Mr. Holmes submitted that the view would be improved if the trees were removed on the site generally but the high-rise buildings would possibly affect the view later on. Traffic problems would be increased on Delta Avenue. School facilities, it was understood, would contain from 70 to 80 additional pupils. However, the children located in high-rise suites could be sufficient to overtax the school facilities and the schools would become inefficient and it may be necessary to construct new buildings.

In response to Mr. Holmes' query as to the adequacy of sewers, advice was given that the provision of sewer facilities was always a major concern of the Council and approvals are not granted unless such facilities are available.

Mr. James R. Liddle, 5031 Halifax Street, spoke submitting that apartment developments in Areas "B" and "C" would rise to a height of 180 feet. It was suggested that there should be some intermediate type of rezoning which would result in a lower height of building. It was feared that the high buildings would create a shadow to those properties on the North side of Halifax Street.

Mr. Jacoby of Chivers Realty spoke in favour of the proposed high-rise apartment development for the area.

Mr. L. H. McLeod of 5015 Halifax Street, submitted that there was no need for high-rise developments on the North side of Halifax Street and it was preferred, from his view, that this area be developed with Single Family Residential buildings.

Mr. J. Causey, resident of 2010 Anola Place, questioned whether or not the development plans could be changed by the developers or by others. In reply, Mr. Causey was advised that, if rezoning takes place, then any building can be built on the land which falls within municipal regulations for that zone.

With regard to the roads in the area, it was submitted that the pattern of roads could be changed. The Council would not be enjoined to carry out the road pattern if circumstances in the public interest dictated that the present plan did not fit.

Mr. G. A. Underhill, as owner of property located at the North-West corner of Delta Avenue on Loughheed Highway, submitted that this plan involved his property and expressed opposition to any development that would in any way interfere with his present business. Mr. Underhill advised that he had no other objection provided there was no involvement of his property.

The Hearing then reverted to Item 1.

(1) FROM RESIDENTIAL DISTRICT TWO (R2)  
TO INSTITUTIONAL DISTRICT (PI)

- (a) Reference No. 93/65  
Lot "A" D.L. 3011, Plan 22622  
(Located on the South side of Kincaid Street  
approximately 132 feet East of Royal Oak Avenue).
- (b) Reference No. 104/65  
Lots 14 to 17 inclusive, S.D. 10, Block "K", D.L. 34, Plan 14245  
(Located on the West side of Willington Avenue between Drierwood  
Crescent and Wildwood Crescent).

Item 1(b): (Ref. No. 104/65)

A petition was presented by a number of residents on Wildwood Crescent, and Briarwood Crescent protesting the proposed rezoning on the grounds:

- (a) That the four lots in question would be removed from the Tax Roll;
- (b) That there is adequate representation in South Burnaby for some time to come;
- (c) That property values in the immediate vicinity would suffer;
- (d) Parking facilities will be inadequate and the movement of traffic will be impeded;
- (e) Noise factor would be generally objectionable.

A letter was read from Mr. and Mrs. E. Limin, 4443 Wildwood Crescent, objecting to the proposed rezoning on the grounds that parking and traffic problems would occur with the building of the Church on the property and on the grounds that the area is adequately served with churches at the present time.

Mary H. and R. Hatcher, 4458 Wildwood Crescent, wrote objecting to the proposal to construct a church on these lots on the grounds that the church to be located there were moving their headquarters from Victoria Drive in Vancouver which would mean additional traffic generated in the area through the Garden Village neighbourhood. A third church in the area was considered unnecessary and it was the understanding of the people in the area that these lots were to be used for residential purposes.

Mr. D. Pethwick, 4891 Willingdon Avenue, wrote as an adjacent owner also objecting on the grounds that there would be parking and traffic problems.

Mr. Charles Esslemont, 4467 Wildwood Crescent, wrote objecting on the grounds that assurances were given to the people in the area that this property would be used for residential purposes.

A representative of the Church of the Nazarene, 1375 Victoria Drive, Vancouver, wrote submitting that present facilities of the Church in Vancouver were inadequate and it was the intention of the Church to move to this new location. It was submitted that the Church would have to be built in accordance with the regulation and that adequate parking facilities would thereby be provided.

Mrs. Hatcher, 4468 Wildwood Crescent, submitted that there were three churches within a block. Willingdon Avenue was a bus route and there were complaints of cars already on Wildwood Crescent and this would further congest this street. Furthermore, there were no sidewalks.

A resident of 4435 Briarwood Crescent objected on the grounds of limited parking facilities and on the grounds of lack of access from Wildwood or Briarwood Crescent. There were no means of access at the present time except via a lane. There was no objection to churches as such but there was opposition expressed to the continual activities which are generated through the operation of a church.

A second spokesman appeared on behalf of the Church and submitted that the property had been studied very carefully and discussions had been held with Real Estate Agents who expressed favour to the property as a site for a church. Parking would be adequate because of the way in which the lots are situated. There is a lane at the rear and Briarwood Crescent and Wildwood Crescent would both give access. It was submitted that the Church would be asset to the neighbourhood whereas it was suggested that the present condition of this land depreciates values within the neighbourhood.

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In answer to a query as to whether the new Church would cater to the neighbourhood in which it was located, the response was that there was some uncertainty about the present premises in Vancouver and the movements of the congregation.

Mr. Harold Polednik, 3530 Kalyk Avenue, spoke reiterating previous arguments that there were sufficient churches in the area and that an additional church would mean further loss in revenue due to exempt taxation on church property.

A resident of Bond Street suggested that there were a number of people already living in Burnaby who would participate in the church activities at this location and who were previously going to the Vancouver church. Their movements to this site together with the movements of other members of the congregation who live in Vancouver would force a parking problem.

Another query was raised by Mrs. Hatcher as to whether or not the parking lot would be paved and in answer, it was submitted that the area would be paved and the Director of Planning pointed out that the regulations provide that parking areas for church properties must be paved.

Item 1 (a): (Reference No. 93/65)

A representative of the Mormon Church spoke in favour of the rezoning advising that the property had been bought originally with the intention of building a church. Plans had been before the Planning Director for some time prior to the 1965 Zoning By-Law having been adopted and it was considered that re-application for rezoning was a formality. A building costing between \$300,000.00 and \$400,000.00 was to be erected and would take approximately 30% of the land. The remaining area was to be used as a parking lot which would be paved. Reference was made to another Mormon Church on the Lynn Valley Road which could be viewed.

(2) FROM RESIDENTIAL DISTRICT FOUR (R4)  
TO INSTITUTIONAL DISTRICT (P1)

Reference No. 81/65

Lot 7 Except Plan 20554 and Except Part on Plan 22266,  
Block 91, D.L. 127, Plan 4953.

(Located on North-East corner of Hythe Avenue and Capitol Drive).

There were no representations for or against this rezoning.

(3) FROM RESIDENTIAL DISTRICT FIVE (R5)  
TO INSTITUTIONAL DISTRICT (P1)

(a) Reference No. 89/65

Lots 18 and 19, Block 1, D.L. 27, Plan 697

(Located on the South-West corner of 11th Avenue and 2nd Street)

(b) Reference No. 76/65

Lots 24 and 38, Block 6, D.L. 28, Plan 24032

(Lot 24 is located on the North side of 12th Avenue approximately 297 feet West of 4th Street.

Lot 38 is located on 13th Avenue immediately North-East of and adjoining Lot 24).

(c) Reference No. 106/65

Northerly portion of Lot 4E $\frac{1}{2}$ , D.L. 68 N.E., Plan 3431;

Lot 5, save and except its South-West corner, D.L. 68, Plan 3431;

Lot 6, D.L. 68, Plan 3431.

(Located on the South side of Grandview-Douglas Highway approximately 376 feet East of Curle Avenue).

Item 3 (a): (Reference No. 89/65)

Reverend G. J. Ferris, 8094 - 11th Avenue, spoke advising there was a church already established on this property and that it was planned to build a new church and remove the old.

Mr. Johnston, property owner at 11th Avenue and 2nd Street, expressed favour to the proposed rezoning.

Item 3 (b): (Reference No. 76/65)

Mr. T. E. Jevne, 6586 Dunblane, Secretary to the Normanna Rest Home, attended and presented a letter over the signature of the Chairman and the Secretary of the Rest Home expressing agreement to the consolidation of the two subject lots with Lot 39 being the main site of the Rest Home.

There were no further representations for or against this rezoning.

Item 3 (c): (Reference No. 106/65 -- NOW Application No. 18/66)

The Municipal Clerk reported that the original application on this property had been withdrawn in favour of a different application for development of a Psychiatric Treatment Centre. It was reported that, while there was a change in the type of institute to be placed on this land, the zoning for the new type institute was the same as that required for the use proposed under the previous application, i.e. a Senior Citizens' Home. It was suggested that since the type of institution to be developed on this property was to change over that which had been publicized that the application should be withheld and reconsidered.

MOVED BY COUNCILLOR BLAIR, SECONDED BY COUNCILLOR CORSBIE:  
"That this matter be tabled for consideration by the Council in view of the change in institutional use proposed."

CARRIED UNANIMOUSLY

(4) FROM RESIDENTIAL DISTRICT FIVE (R5)  
TO MANUFACTURING DISTRICT ONE (M1)

Reference No. 98/65

- (a) Portions of Lots 2 to 12 inclusive, Block 22, D.L. 53, Plan 3037
- (b) The whole of Lot "A", Block 22, D.L. 53, Plan 3037
- (c) Block 23, D.L. 53, Plan 3854
- (d) Lot "B", Block 24, D.L. 53, Plan 4007
- (e) Lots 4E $\frac{1}{2}$ , 5 to 10, 11E $\frac{1}{2}$ , "A" E $\frac{1}{2}$ , Block 24, D.L. 53, Plan 3037

(Located between 14th and 15th Avenues West from 16th Street. The proposed rezoning affects the two complete blocks immediately West from 16th Street and also the South-East portion of the adjacent block which flanks 19th Street).

A letter was read from the Dominion Construction Company Limited which indicated that the Company was in agreement with the conditions outlined in the report of the Planning Director with reference to this proposed rezoning.

Mr. A. Winch, 7093 Stride Avenue, spoke submitting that his property was situated one block away from the proposed industrial estate and also that there was a school across the road from his property which was closer to the industrial land. It would be necessary to cut through park land at the rear of the school to provide access for the industrial estate. Previously, the area was zoned for residential purposes; however, the Safeway development had moved in and the park area had been moved to its present location. It was felt that a park next to a school was a good situation. However, rail access into the area would have to cross

19th Street and skirt the park. There was one track across 19th Street now which was a "dog-leg" road; this, in itself, created a traffic hazard and the advent of new industry will mean more trains in and out of the area. Present industries in the area have not kept the rear of their premises in good condition. The extension of the Canada Safeway Plant on 15th Avenue has created a solid mass of concrete as a view for the residential properties on Stride Avenue.

There were no other representations for or against this rezoning.

(5) FROM NEIGHBOURHOOD COMMERCIAL DISTRICT (C1)  
TO MANUFACTURING DISTRICT ONE (M1)

Reference No. 110/65

Lots 16 to 19 inclusive, Block 7, D.L. 70W $\frac{1}{2}$  of E $\frac{1}{2}$ , Plan 1397  
(Located on North side of Grandview-Douglas Highway approximately 198 feet East of Willingdon Avenue).

A letter was read from Mr. Peter Baker expressing full agreement with the recommendations regarding consolidation of these lots.

There were no further representations for or against this rezoning.

(6) FROM SMALL HOLDINGS DISTRICT (A2)  
TO HEAVY INDUSTRIAL DISTRICT (M3)

Reference No. 8/66

Part of Parcel 12, Explanatory Plan 21981, Except Plan 27965,  
Block "K", D.L. 59, Plan 16869  
(Located at the North-West corner of the Lake City Industrial Zone,  
affecting approximately 2.3 acres.

A plan prepared by David H. Burnett & Associates, dated September 22,  
1965, illustrating the extent of the land involved, may be inspected  
in the Planning Department).

There were no representations for or against this rezoning.

(7) FROM NEIGHBOURHOOD COMMERCIAL DISTRICT (C1)  
TO RESIDENTIAL DISTRICT FOUR (R4)

Reference No. 68/65

Lots 10, 11, 12, S.D. "B", Block 4, D.L. 38, Plan 2545.  
(Located on North-East corner of Barker Avenue and Moscrop Street).

Mr. G. F. M. Coady, 4219 Moscrop Street, owner of Lot 10, expressed favour with the rezoning proposal.

Mr. Raymond J. Wright, 4584 Barker Avenue, requested that the rezoning to residential be implemented. It was submitted that, if a store were built upon this property, it would only develop into a place where students and children would congregate and this would be considered undesirable. Mr. Wright was the owner of an adjoining property and he would view the back of any store developments on these lots.

Mr. C. F. Leigh, 4461 Halley Avenue, spoke in concurrence with the remarks made by Mr. Wright.

There were no further representations for or against this rezoning.



(8) FROM HEAVY INDUSTRIAL DISTRICT (M2)  
TO RESIDENTIAL DISTRICT FIVE (R5)

Reference No. 66/65

Lots "C" and "D", Block 28, D.L. 117E $\frac{1}{2}$ , Plan 19931, Save and Except the North-Easterly 60 feet of the triangle formed by the said lots.

(Located on the South-West corner of Douglas Road and Grant Street).

There were no representations for or against this rezoning.

(9) FROM SPECIAL INDUSTRIAL DISTRICT (M4)  
TO COMMUNITY COMMERCIAL DISTRICT (C2)

Reference No. 97/65

Lot 9E $\frac{1}{2}$ , Except East 33 feet and Except Plan 16571 and Except Plan 24586, Block 3, D.L. 206, Plan 1071.

(Located on the South-West corner of Hastings Street and Grove Avenue).

The Municipal Clerk read a note received as a result of a telephone message from a Mrs. E. M. Anderson, 6574 Hastings Street, speaking on behalf of Mr. George W. Edwards, 6624 Hastings Street, submitting that Mr. Edwards was out of town and had no knowledge of the application. However, it was submitted that Mr. Edwards had objected to a similar proposal some time ago on the grounds that his property is zoned Light Industrial and if the application went forward he may not be able to expand his present garage business under the C2 zoning.

It was pointed out that Mr. Edwards was an abutting owner and was not involved in this rezoning to C2 category.

(13) FROM RESIDENTIAL DISTRICT FIVE (R5)  
TO MANUFACTURING DISTRICT (M1), INSTITUTIONAL  
DISTRICT (P1) AND CEMETERY DISTRICT (P4)

AND

FROM CEMETERY DISTRICT (P4)  
TO MANUFACTURING DISTRICT (M1)

Reference No. 7/65 & (#66/64)

Portions of Lot "A", D.L. 73, Plan 17737.

(Located on the South-West corner of Grandview-Douglas Highway and Westminster Avenue, with a frontage on the Highway of about 900 feet. The area involved is approximately 30 acres: 22 acres immediately South of the Highway and tapering down to the South-West are proposed for rezoning from R5 to M1; about 2.8 acres in the South-East corner of the site are proposed for rezoning from R5 to P1; approximately 1.2 acres are proposed for rezoning from R5 to P4 and .7 of an acre from P4 to M1.

A drawing of the proposals can be viewed at the office of the Planning Director.

A petition was received from Mr. D. Mossop and a number of others rebutting point by point the information presented to the property owners resident in the neighbourhood adjoining the land to be rezoned. This information was disseminated by a representative of the developer, the Dominion Construction Company.

The following points were made:

- (i) Re the dedication of land by the developer for a main North-South Road to angle through the property - It was commented that this road would cost Burnaby over \$50,000.00 and for the time being would serve only the proposed industrial tenants.
- (ii) To prevent industrial traffic on nearby residential streets, Westminster Avenue would be blocked off from the West and from Grandview-Douglas Highway. It was commented that this would create three deadend streets and two deadend lanes thus spoiling a good road system. Normal access to the North and West for residents of Laurel and Fulwell Streets would be blocked off, local and service traffic would thereby be doubled on Laurel Street. A West access to the Laurel Street-Grandview-Douglas Highway intersection would become hazardous.
- (iii) The area in question is logically industrial rather than residential. It was commented that industrial zoning would completely "mix up" the area. The Provincial Vocational property was on the West and was attractive and an asset. The cemetery lay to the South and to the East solid residential. To the North, across the Grandview-Douglas Highway, land is zoned industrial but, with two exceptions, it is used for single family residential.
- (iv) The residential area to the East of the property in question is a marginal one. The comments refuted this statement entirely and pointed up the well kept and landscaped properties convenient to services and facilities - close to the Vocational Institute, the swimming pools, high schools and the new skating rink. Public transportation served the area and sewers have just been laid. The property would enjoy a good view of the North Shore mountains. No homes are for sale in the area.
- (v) The area in question is not suitable for residential development. It was commented that for the same reasons that the adjoining residential area was desirable, the subject property was logically suitable for housing.

A further petition was submitted by Mr. F. H. Olson and 15 others opposing the rezoning on the grounds that:

- (a) It would depreciate value of the nearby residential property and make it a less desirable neighbourhood. Each home owner would suffer a monetary loss.
- (b) The present atmosphere of the nearby residential area would be destroyed.
- (c) Traffic would be increased and create hazards for children.
- (d) The influx of industrial development would create a slum out of the adjoining residential area.
- (e) The buildings would be barren boxlike structures and the 20-foot landscaped areas in front of the buildings would do very little to beautify the structures.
- (f) The prisonlike fences and other unattractive attachments which go with such buildings would not add to the beauty of the area. At night, industrial fixtures such as blinking neon signs would detract from the residential atmosphere.
- (g) Possible use of the neighbourhood streets for all day parking for the employees would be a detriment.
- (h) Additional noise would be created by the traffic and machinery.

It was pointed out by the petitioners that there was already available industrial land in other parts of the municipality.

Mr. and Mrs. J. Saunders wrote protesting the proposed rezoning of this land for industrial purposes on the grounds that:

- (i) There would be a traffic hazard created;
- (ii) Their property was purchased after investigations revealed that the surrounding area was also zoned residential.
- (iii) The drabness of the concrete buildings would not blend with the existing surroundings.
- (iv) The residential properties would decrease greatly in value.

The writers stressed the suitability of the area in terms of its closeness to shopping centres, recreational centres, the Municipal Hall and Burnaby General Hospital. Mention was made of the large expenditure towards the major road which would not be made use of for some years and it was also pointed out that the new educational facilities in the municipality would generate a need for residential accommodation for students and faculty and this was one reason why residential areas and their expansions should be given equal consideration with manufacturing and industrial areas.

Mr. G. H. Dird, 4942 Fulwell Street; and Mr. W. F. Davies, 4938 Fulwell Street; Mr. D. G. Short of 4912 Hardwick Street, and Mr. T. A. Lumb of 4939 Hardwick Street, spoke in opposition to the proposed rezoning of the land for industrial purposes.

Mr. Sutcliffe, representative of the Dominion Construction Company, spoke following the reading of the petition and submitted that it was the Company's feeling that it would be the neighbourly and responsible thing to do to visit the neighbours and present for their consideration certain features of the proposed development and this had afforded the opportunity for the residents to present arguments.

Mr. Sutcliffe pointed out that the M1 zoning was a high type of industrial zoning and their Company had three companies in putting office buildings and works buildings into the subdivision. Plans were available to illustrate the type of development which was similar to that along the Grandview Highway West of Boundary Road. In the case of the Vancouver development, there were residences directly across the street and values did not decline following the influx of industry. As a matter of fact, new houses had been built in the area.

It was proposed that the area to be zoned P1 would form a buffer between the industrial and residential area. This would form a good transition space. The property slopes sharply to the West and North, the total fall being 50 feet. Under the Residential Five zoning, residences could be built to a height of 35 feet, whereas the M1 zoning would permit buildings of no more than 40 feet in height. The rapid drop off of the land should allow for building construction which would not affect the view of the residences. It was likely that the types of buildings to be installed would be lower in height than the dwellings in the area.

With regard to servicing requirements, it was pointed out that the Company was required to pay for the services themselves including pavements. Regarding the cost to the municipality, it was submitted that all costs would be levied against the Company until the spine road is installed,

Industrial property does make a sizeable contribution in the form of taxes and additional industrial taxes would lessen the burden on residential taxes. The existing zoning surrounding the land was M1 to the North, the B.C. Institute of Technology and Vocational complex to the West, to the South was cemetery and to the East would be the P1 (park) buffer zone.

Mr. Frank Olson, 5009 Laurel Street, objected to the proposed rezoning.

Mr. H. Moore, 4909 Fulwell Street, pointed out that previous applications for other than residential zoning had been turned down and that there was no more reason to grant the zoning now than before. The area is suitable for homes and the industrial development proposed would do nothing to help people in the area.

Mr. George Sexsmith of the Dominion Bridge Company spoke briefly, and with regard to the road into the area.

The Hearing was advised that the application had been before the Council previously. It had not been turned down but had been withdrawn.

ITEM "D" -- LANDSCAPING REQUIREMENT

"To consider an amendment to Clause 3 of Section 6.15 of the By-Law which requires a 6-foot landscaped strip where a parking area, loading area or display yard adjoins a lane. The amendment to be considered is that the requirement be removed from the By-Law."

Mr. Fred Pavan, 6390 Aubrey Street, spoke in favour of the proposed landscaping requirement.

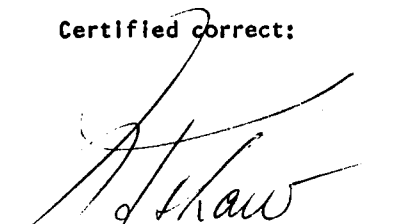
There were no further representations for or against this change.

The Hearing adjourned at 9:20 p.m.

Confirmed:

Certified correct:

  
REEVE

  
CLERK