

APRIL 9, 1975

A Special Meeting of the Municipal Council was held in the Brentwood Park Elementary School, 1455 Delta Avenue, Burnaby, B.C. on Wednesday, April 9, 1975 at 7:30 P.M.

PRESENT: Mayor T. W. Constable, in the Chair
Alderman G. D. Ast
Alderman A. H. Emmott
Alderman D. A. Lawson
Alderman W. A. Lewarne
Alderman G. H. F. McLean
Alderman J. L. Mercier
Alderman V. V. Stusiak

ABSENT: Alderman B. M. Gunn

STAFF: Mr. M. J. Shelley, Municipal Manager
Mr. A. L. Parr, Director of Planning
Mr. James Hudson, Municipal Clerk

His Worship, the Mayor, called the meeting to order and explained the rules of conduct which would prevail for this Special Meeting of Council which had been called to enable residents in Community Plan Area "D" to submit representations on the Proposed Amendments to Community Plan #9. Brentwood Apartment Study 1969, Area "D".

Mayor Constable then called upon the Director of Planning to give a brief run down on the background of this Community Plan and to point out the proposed amendments.

Mr. Parr, Director of Planning, with the aid of plans and sketches then explained to the meeting the proposals commencing with the first proposals which were in 1964 when Burnaby was first starting to get a reasonable amount of interest in apartments. The Planner referred by means of a diagram to the plan which was adopted in 1969 and then reviewed the new changes proposed for the Community Plan. The Director of Planning advised that there were three major community areas considered, namely, the Brentwood area being discussed this evening, the Lougheed Mall area and the area at Willingdon and Kingsway and that these three were considered to be major commercial areas with good transportation and with other community facilities. The Director of Planning made the point that high rise development and higher density is not permitted all over the Municipality but is just permitted in certain designated areas.

The Director of Planning then enumerated as to the proposed changes between the two plans as set out on the displayed drawings, advised as to the proposed closures of various streets and as to how the apartment residents will gain access from the major roads and reported that the attempt was to separate the residential streets from the proposed apartment development and that there is an additional park proposed.

Following the conclusion of the Director of Planning's remarks, His Worship, the Mayor, advised that he wanted to make clear to the people here that the Municipality did not have the right to expropriate under any circumstances, other than for public use, so that other than parks, none of these properties can be expropriated by the Municipality other than for parks or for other public uses.

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The following wrote requesting an audience with Council:

- (a) Mr. G. H. Skene, 4731 Ridgelawn Drive;
- (b) Mr. R. D. Stewart, 4760 Highlawn Drive;
- (c) Mr. D. C. Holmes, 1781 Delta Avenue;
- (d) Mr. G. A. Underhill, 4879 Loughheed Highway;
- (e) Mr. T. F. MacDonald, 4863 Brentlawn Drive, and petitioners;
- (f) Brentwood Park Ratepayers' Association: (1) Mr. D. C. Holmes, President

MOVED BY ALDERMAN LEWARNE:

SECONDED BY ALDERMAN AST:

"That the delegations be heard."

CARRIED UNANIMOUSLY

Mr. G. H. Skene, 4731 Ridgelawn Drive, then addressed the meeting and read his letter of March 21, 1975.

March 21, 1975.

Municipal Clerk,
Burnaby Municipal Hall,
4949 Canada Way,
Burnaby, B.C.
V5G 1M2.

RE: Item 20, Manager's Report 15, Council Meeting
March 3, 1975.

Dear Sir:

We received in the mail last night your proposal on the Brentwood Apartment Study 1969, Area "D" and it is obvious that Council must increase its ratio per acre in order to accommodate housing for the many that are without. I would specifically like to make a remark regarding sketch 3, area D, sites 12 & 13.

Having had considerable experience in dealing with the planning department in both Vancouver and Burnaby I strongly ask the Council give consideration to the following idea:

That the area east of Delta Avenue be handled as proposed and develop whatever type of housing you deem necessary. I however object strongly to you putting first class residential homes into a category you call "Long Range Expansion". This puts every resident and owner in a state of limbo because he does not know and neither do you how long is, "Long Range", and therefore would appreciate very much if you would either leave it out of your sketch or change the zoning now.

To leave it in a state of limbo is of no advantage to either you or us and causes people to think that they are going to get moved whether they like it or not and also it brings professional speculators into the area who work on the emotions of people and buy their land for less than its real value.

I will be away for the next couple of weeks but I will be home in time for your April 9th meeting and will attend if at all possible.

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Hoping you will give this your consideration.

Yours truly,

"Gordon H. Skene"
4731 Ridgelawn Drive
Burnaby, B.C.

Mr. Skene advised that to the wording contained in the first paragraph of his brief he would like to add therein also sites 1, 2 and 3. Mr. Skene was of the opinion that all the good roads lead to the shopping centre and that an awful lot of people could be put in the area in the plan proposed. Mr. Skene requested that the Council leave the first class homes in the category they are in now and that Council should remember they are talking about people's homes and come up with a plan that does not include tearing down people's homes. In response to a question Mr. Skene advised that it was up to the Director of Planning to suggest as to the road patterns for the area. In response to a question Mr. Skene advised that he was not against the extension of Ridgelawn Drive through if Halifax Street and Delta Avenue will not be blocked.

Mr. R. D. Stewart, 4760 Highlawn Drive, then presented his brief.

Your Worship and Members of the Council.

Thank you for this opportunity to express our views and offer a counterproposal to the rezoning plan for our area, known as Community Plan Area D. At the outset, let me congratulate Your Worship for his somewhat negative reaction to the Greater Vancouver Regional District's proposal that Burnaby become an area of greater growth in population density than some other areas in the lower mainland. Unlimited and rapid growth at the expense of existing citizens and their homes is counter productive in a number of ways and it is therefore nice to see one of our leaders on television standing up for our rights.

Regarding the proposed rezoning and sketch #3, an amended version of Community Plan Area D, we observe the following salient features:-

- (1) A frontage road running from Bellwood to Brentwood Mall roughly adjacent to Lougheed.
- (2) The blockage of Halifax west of Springer at 2 points to cut traffic flow through the Brentwood Area.
- (3) The opening of Ridgelawn from Delta to Springer.
- (4) The closing of Delta just North of Lougheed.
- (5) Various rezonings to apartment, and in particular the block between Beta and Delta including both sides of Ridgelawn and the south side of Brentlawn.

It is the feeling of a number of citizens of the area that I represent here tonight, that this is a very cursory study; inadequate in its supportive data regarding existing and projected traffic flows; incomplete regarding the additional burden on existing school facilities and totally lacking as regards long-range objectives in planning this Town Center. I might add that at the public meeting held on April 23, 1974, many of our people expressed fears regarding existing traffic and potential school problems as well as the bad policy of setting a highrise right next to existing single family housing.

This revised plan is only a very superficial attempt to allay our concerns, with little apparent attempt to formulate a constructive and comprehensive plan for the area based on a proper set of up-to-date information.

We therefore felt that we should present not only our specific criticisms but also a constructive alternative to this plan, one which is not only aesthetically pleasing but economically and socially viable.

First the criticisms:-

(1) We are opposed to the rezoning of the Brentlawn - Ridgelawn - Beta - Delta area to apartment zoning of any sort. The original concept of the Brentwood Subdivision involved a number of concentric streets whose focal point was this school and adjacent park. Homes were constructed, purchased and maintained by its citizens for over 20 years in a style in keeping with this concept. The gradual erosion of this area by rezonings is totally unjustified. The existing housing is in excellent condition and this area could be easily kept in that condition for a hundred years under the present concept. Rezoning will not only take perfectly good existing housing out of plant but will have the effect of down-grading the pride in and standard of maintenance of adjacent remaining homes. We also feel that this "Long-Range-Expansion" Zoning is only a sop to citizens concerned with proper buffering between zones and does nothing in fact to provide a "pyramidal style" of increasing housing density.

(2) We are opposed to the frontage road idea. No evidence of planning of how traffic is to disgorge from it onto Beta and the Loughheed has been shown. Indeed it appears that the planners want the traffic to disperse into the Brentwood Mall! There is also a considerable waste of land as our counter proposal will show.

(3) We are opposed to opening up Ridgelawn between Delta and Springer. This idea would merely aggravate an already serious problem of commuters using the Broadway - Halifax - Brentlawn Route as an alternative to the already over-crowded Loughheed Highway. Local citizens tell me that during the rush hour nearly 700 cars per hour pass the intersection of Halifax and Delta. Opening Ridgelawn and closing Halifax would only have the effect of shifting the traffic all onto Ridgelawn. The new apartment construction would increase it to intolerable proportions.

(4) Finally we are opposed to the construction of any type of apartment in area 7 of the revised plan.

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Now, Ladies and Gentlemen, if you will turn your attention to the screen, I will show you our alternative proposal, using this overhead projector. Please observe the following features:

(1) We propose the "trading" of area 7 for area 8 for park use. The areas of these 2 plots of land are roughly equal. However locating the proposed park in area 7 will serve as a buffer as well as a park for all the residents of the area. Socialologically I can see value in this location as a meeting place of the "long-time" residents of the Brentwood Community and the "newcomers" to our area.

(2) Notice also that a Buffer Strip of Park is extended down and across Delta below the existing housing on Ridgelawn to Beta and thence to the Loughsed. This strip, together with blockages on Halifax would essentially cut off commuter traffic from our subdivision but with little loss of land available for apartment construction.

(3) We propose the retention of the traffic light at Delta and construction of a new traffic light system at Springer in conjunction with apartment construction in area 4, 5, 8 and 6. Thus apartment traffic would use these locations as access to Loughheed Highway. An access road as an extension of Bellwood Avenue would further increase the options of future residents of area 4 to entrance onto Loughheed.

(4) Finally we propose that the upper parcel of area 4 of the plan be reserved for low profile development only. The remainder of the areas involved in the plan, due to the steepness of the contour in these areas, would be suitable for more intensive, high rise development.

Conclusions: - We suggest, Your Worship, that our proposal will do the following:

(1) It will block the bulk of commuter traffic from the Brentwood Area.

(2) It will preserve the integrity of the Brentwood Subdivision as originally planned 20 years ago.

(3) It will provide adequate park area which will not only provide a buffer between 2 architectural styles of homes but also a meeting place for the dwellers in both areas.

(4) It will make available for apartment construction as much or more land than previously planned. Some re-shuffling and trading of parcels will be necessary but weighing this against the potential loss to our community renders this problem insignificant.

(5) Finally, Your Worship, there are the matters of educational and general traffic needs of the area. With a total of some 1900 suites projected for this area, we must expect a vast increase in the size of this school. If only 10% of these 1900 suites have school age children, then at least 6 or 7 extra classrooms will be needed for this school. We hope that these rooms will be provided on time, as needed, so that no doubling up, shifts, or split classes will be foisted on a school whose standards up to this point have been so exemplary.

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As to general traffic needs, let it be stated that the Lougheed Highway is a major bottle neck to future development in North Burnaby. I am disappointed that a more detailed analysis of traffic problems in our area had not been done. If they were, it would show, I am sure, that the Lougheed is not adequate to handle east - west rush traffic. Hence the problems not only in Brentwood, but on other secondary roads to the east and including the Sullivan Heights Area. A thorough study of these traffic problems and strong representations to Victoria should be made as soon as possible to have the Lougheed Highway widened, possibly to 8 lanes.

I thank Your Worship and the Council for your attention to our problems and pray that you will act on our recommendations.

"R. D. Stewart"

In response to a question Mr. Stewart advised that they were opposed to the Brentlawn-Ridgelawn-Beta-Delta area to apartment zoning of any sort and that what he was specifically referring to was the block between Brentlawn and Ridgelawn and also the south side of Ridgelawn and that it was not his intention to oppose apartment construction in the area to the south of the park strip and down lower on the hill and even a high rise would not cut too much of the suntrack from the existing houses on Ridgelawn because the building would be built considerably lower than the houses are on Ridgelawn.

In reply to a further question Mr. Stewart advised that the proposed long strip of park from Area #4 to Beta Avenue is to serve as a divider and that same is almost 100% vacant land and would be suitable for a park strip. Mr. Stewart advised that the Municipality had in Area #8 next to Beta Avenue projected for a park there and in lieu of that he would suggest leaving the existing houses there and have park running underneath that as a buffer zone and between that and any area that is rezoned for high rise facing on the Lougheed Highway and below the park strip. This would serve as a buffer strip and give additional suntrack and additional playing area for the apartments and any children that reside in the area.

In response to a further question Mr. Stewart advised that they are opposed to the idea of Ridgelawn being opened up and then blocking off Halifax as all that would happen under this proposal would be that the rush traffic would be transferred down from Halifax on to the Ridgelawn and then people will sift through especially during the rush traffic in the morning when the children are going to schools. The vehicles will hit Beta and go up to Brentlawn and then run down from Brentlawn towards Willingdon and then eventually they will sift on to Douglas Road. Mr. Stewart suggested that Ridgelawn not be opened up and leave Delta open down to Ridgelawn and from the north close it off with Brentwood Park from there on, but below the park strip leave Delta Road open so that people can get out of Areas #4, #3, #2 and #1 and on to Delta and into the Delta light and get access to the Lougheed Highway via the Delta light or alternatively via Springer where it is proposed that a light be installed.

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In response to a further question Mr. Stewart advised that the only people that would use Delta as an access on to the Lougheed from the north on the hill would be from the apartments in Area #4 and lower down in Area #3. Mr. Stewart advised that what he was trying to do was to create a maximum number of opportunities for people in the apartments to gain access to the Lougheed. Mr. Stewart advised that the proposal is that the upper part of parcel 4 be left as low profile and what is meant by that is no more than three storeys and felt that the number of cars was one of the big headaches and the number of children in the school was another headache, and that the low profile is proposed beneath the park area, being Area #7 and the lower two-thirds could go high rise.

Mr. D. C. Holmes, 1781 Delta Avenue, then presented his brief.

1781 Delta Ave.,
Burnaby 2, B.C.
April 4, 1975.

To: Mr. Mayor, Aldermen, Ladies and Gentlemen:

The following is presented by a Brentwood resident directly affected by the Proposed Amendments to Community Plan #9. Brentwood Apartment Study 1969, Area "D".

This is the third occasion I have voiced my objections to Council on various proposals re Community Plan Area "D". I appreciate this opportunity to register my disapproval of the present plan for the following reasons.

I The amendments dated February 25, 1975 and the note to the Municipal Manager from the Director of Planning dated February 12, 1975 lead me to expect that in the short term the present intolerable traffic situation at my corner would become further aggravated because of the increased traffic flow brought about by the proposed phased construction of Area #4. The solution to the traffic flow must be found before any further construction is allowed.

II Attached is a petition from some residents of the area bounded by Brentlawn, Delta, Ridgelawn, Beta.

This indicates to me that the majority of these residents do not wish to have their property rezoned in the long term to R.M. 3 or Park. If this is the case then the 'transition concept' as discussed previously at Council meetings has not been solved.

III The proposed R.M. 3 construction for the area to the immediate south and east of my residence will diminish my privacy, restrict my view, and limit the peace and quiet I would expect from the present single family residential zoning situation. As such, I must register my strong protest to the present proposed amended rezoning plans.

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IV It would be desirable for the Planning Department to work with a group of concerned citizens in order to develop a viable solution. Possibly a sub-committee from the Brentwood Park Ratepayers Association could be formed to get the citizens' input before the Planning Department drafts another proposal.

Respectfully yours,

"David C. Holmes" R.P.F., P. Eng.

Mr. D. C. Holmes, 1781 Delta Avenue, then presented a brief as President of the Brentwood Park Ratepayers' Association.

1781 Delta Ave.
Burnaby 2, B.C.
V5B 3G6
April 9, 1975.

Mr. Mayor, Aldermen, Ladies and Gentlemen:-

The following Resolutions are presented by the Brentwood Park Ratepayers Association. This was developed by 130 Ratepayers at a recent meeting and will be presented by Mr. D. C. Holmes, President.

See attached Resolution.

I would like to thank the Council for this opportunity to express our views on the Proposed Amendments to Community Plan #9 - Brentwood Apartment Study 1969, Area "D".

It is our earnest hope that a solution can be found that will prove to be satisfactory to the community as a whole.

Area numbers in this presentation refer to those shown on Community Plan Area "D" amended February 1975.

The Association strongly recommends that the Proposed Amendments to Community Plan #9 by the Planning Dept. dated February 25, 1975 be revised after further study.

Respectfully yours,

"D. C. Holmes" R.P.F., P. Eng.
President, Brentwood Park
Ratepayers Association.

RESOLUTION #1

The Association feel that areas 12 and 13 should continue to be zoned residential, i.e. R3 because:-

- (a) the present houses are of a "substantial" construction.
- (b) it would be out of "character" for the Brentwood area to have this area zoned RM3.

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RESOLUTION #2

(a) The Association feels that the immediate south side of Ridgelawn should continue to be zoned residential single family dwelling for the same reason as Resolution #1.

It should be deleted from the 1969 high density proposal.

(b) Both Ridgelawn and Brentlawn should remain separate from the multiple family dwelling traffic system.

(c) Delete existing proposal of a frontage roadway till further study can be made on the traffic on Beta and other proposed roadways.

RESOLUTION #3

The Association feels that Area #8 adjacent to Beta Ave. is not suited for a Park:-

(a) because it is adjacent to very busy streets.

(b) it is on a steep sidehill.

(c) it is divided into two small areas by a busy frontage road. This could constitute a serious safety hazard.

RESOLUTION #4

For your consideration:-

(a) RM3 south of the walkway in areas 1, 2 and 3.

(b) a park north of the walkway and south of the existing lane in areas 1, 2 and 3.

NO RM3 DEVELOPMENT UNTIL THE TRAFFIC PROBLEM AND PARKING IS RESOLVED.

RESOLUTION #5

North half of area #4 and block #7 to be a Park and easterly area #8 to be RM5.

South half of area #4 to be RM3.

Construction of this development to be deferred until the traffic problem is resolved.

RESOLUTION #6

The Association would like some FIRM assurance as to the solution of the following community problems resulting from this proposed rezoning:-

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- (a) School facilities at Brentwood and Alpha
- (b) Hospital facilities
- (c) Fire fighting equipment
- (d) Road maintenance on Beta
- (e) Off street parking problem to be resolved

Who pays for this?

Will it affect the Association members?

At the Association meeting the following motion was passed:-

That Council set a fee structure in the Land Use Contract to Developers to include in the cost of any new development proposals, the cost of services such as sewers, schools, roads, parks, parking and any other services affecting the community.

RESOLUTION #7

The Association would like to be put on your mailing list for all items that would affect it.

Hopefully this will improve communication.

In response to a question to Mr. Holmes as to whether he was aware that the Planning Department had a program whereby a community organization for a fee of \$25.00 obtain any information and plans of changes in that area, to which Mr. Holmes replied that he was not aware of this program. In response to another question as to whether he was aware that there was a levy on this type of development to provide park facilities, et cetera, and that land developers are expected to provide most of the services to which Mr. Holmes referred in his brief, Mr. Holmes replied that he was aware that he believed it was \$940.00 for three bedrooms and \$960.00 for something or other in the high rise, but there is doubt in his mind that when the last two were put there in Areas #9 and #10 that a levy was made. Mr. Holmes suggested that it might be worthwhile to include a cost of living clause in the \$940.00 charge. The meeting was advised and it was pointed out to Mr. Holmes that this levy had just recently been introduced by by-law in Council.

Mr. G. A. Underhill, 4879 Lougheed Highway, did not appear to present his brief as had earlier been indicated.

Mr. T. F. MacDonald, 4863 Brentlawn Drive, then presented his brief.

THE ADVERSE AFFECTS OF IMPLEMENTING
THE PROPOSED AMENDMENTS TO COMMUNITY PLAN #9
DATED FEBRUARY 1975
BRENTWOOD APARTMENT STUDY 1969, AREA "D"

PREPARED FOR

HIS WORSHIP THE MAYOR AND COUNCIL
THE CORPORATION OF THE DISTRICT OF BURNABY

BY

Terrance F. MacDonald
2nd Vice-President
Brentwood Park Ratepayers Association
4863 Brentlawn Drive
Burnaby, B. C.

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4863 Brentlawn Drive,
Burnaby, B.C.
V5C 3V4
9 April, 1975

The Mayor and Council,
Corporation of the District of Burnaby,
Burnaby Municipal Hall,
4949 Canada Way,
Burnaby, B.C.
V5G 1M2

Your Worship and Council:

Proposed Amendments to Community Plan #9 -
Brentwood Apartment Study 1969, Area "D"

I am opposed to the Director of Planning's recommendations outlined in his amended report of February 1975.

I am one of 29 residents, on the north side of Brentlawn Drive between Delta and Beta Avenues, who submitted their Petition to your office on 4 April 1975 opposing any Comprehensive Development proposed on Sites 12 and 13. I am also one of 240 residents of this area who signed a Petition, opposing Rezoning Proposal #5/73; a proposal to rezone Site 7 from Residential District Two to Comprehensive Development.

I must say, I am disappointed that the above rezoning proposal is still being held in abeyance and, that I am most dismayed at the recommendations proposed in the Community Plan amended February 1975.

The recommendations contained in the amended Plan are unreasonable. Our RIGHTS of PEACE and ENJOYMENT would be denied the residents of this area if the proposed Plan is adopted.

For this reason, and my explanations contained in the following report, I urge Your Worship and Council to reject the Director of Planning's recommendations.

Yours very truly,

"T. F. (Terry) MacDonald"

C O N T E N T S

- A. Loss of Marketable "View Lot" Feature
- B. Loss of Privacy
- C. Undesirable Affects on our School and Park Facilities
- D. The Inadequacies of the Proposed Traffic System
- E. The Need for Community Participation

Appendices

Appendix A - Vehicle Traffic, 11 March 1975
7:00 a.m. to 9:00 a.m.

Appendix B - Vehicle Traffic, 11 March 1975
4:15 p.m. to 6:00 p.m.

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A. Loss of Marketable "View Lot" Feature

The present marketable "view lot" feature would be destroyed by comprehensive development adjacent to our single family dwellings.

We must point out that the residents on the north side of Brentlawn Drive considered the benefits provided by the enjoyment of a view, in their choice to reside in this area.

The ability to sell our homes, as expediently as experienced up to now, will be governed not by the area in which we presently reside, but by the area of which we would be adjacent to.

The loss of this view would be a direct infringement on our Rights of Peace and Enjoyment.

B. Loss of Privacy

The construction of apartment dwellings immediately adjacent to our single family dwellings would be a direct infringement on our Rights of Privacy.

Not only that, if at a moment a resident was unguarded, and their privacy was invaded, the embarrassment would cause stress and ill peace of mind.

C. Undesirable Affects on our School and Park Facilities

The parent's concern for our children's Rights of Safety and of Peace and Enjoyment is always uppermost in our minds.

The Brentwood Park Elementary School classrooms are fully occupied.

The historical slowness in the construction of added school facilities along with the increase in the student population as a result of the proposed comprehensive development, would create an unenjoyable environment and cause undue stress to our children.

An addition to the Brentwood Park School could be constructed, but, the addition would occupy present playground and park facilities! These facilities would be further diminished by enlarging the parking facilities to accommodate the additional teaching staff required.

The proposed construction of a park adjacent to Lougheed Highway and Beta Avenue is a matter of great concern. The fact that the park is abutted to a freeway and bisected by what will seemingly be a very busy street creates alarm. Also, in that the park would be adjacent to a public parking area, the element exists that our children would be exposed to the advances of undesirable persons.

Children will use a park regardless of the location. A park should be located in an area where all members of the community may enjoy it. But, a park must be located in an area where proper supervision can be maintained.

It is our responsibility as parents to ensure that our children's Rights of Safety and Rights of Peace and Enjoyment are protected.

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D. The Inadequacies of the Proposed Traffic System

A traffic survey conducted Tuesday, 11 March 1975 at the intersection of Halifax and Delta showed that:

- a) between 7:00 a.m. to 9:00 a.m., of the traffic that travelled westerly along Halifax onto either Brentlawn or Ridgelawn, 95% came from Springer Avenue.
- b) between 4:15 p.m. to 6:00 p.m., of the traffic that travelled easterly along Halifax from either Brentlawn or Ridgelawn, 82% continued onto Springer Avenue.
- c) the total traffic at subject intersection during the above hours numbered 1,740 vehicles.

It is my opinion that the proposed traffic system will only relocate the above through traffic:

- a) onto Taralawn and Dellawn affecting those residents;
- b) from Brentlawn (between Willingdon and Beta) to Beta to Ridgelawn, and from Brentwood to Ridgelawn, affecting all the residents along these routes;
- c) from Brentwood onto Frontage Road affecting the future residents.

We have a serious traffic problem at the moment. Our streets, designed and constructed for residential local traffic, are being used as alternates to avoid the main arteries.

If the Director of Planning's traffic recommendations were implemented, the present through traffic along with the additional apartment traffic, because of the inadequacies of the intersection at Beta and Lougheed; the unsafe aspects of an intersection at Springer and Lougheed; and the excessive traffic on Lougheed Highway, our residential streets will be turned into virtual freeways.

The traffic system, and the effects of noise pollution, would be a direct infringement on our Rights of Safety and Rights of Peace and Enjoyment.

E. The Need for Community Participation

We are bewildered as to why all residents of this area were not provided proper Notice of this Special Public Meeting by the District of Burnaby.

It can be appreciated that the Municipality co-operates by providing every opportunity for those immediately affected to voice their opinions but, this matter, and the various aspects I have discussed, affects all residents of the area.

This matter is of vital importance to us.

Our homes are of substantial quality and worth. Our homes are well maintained. The amenities in our community have been acquired because of full community participation.

We should not now be forced to conform to a comprehensive development adjacent to us, but request we be allowed to participate in the

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development of the adjacent area to conform with us - a safe, peaceful, and enjoyable place to live.

APPENDIX A

VEHICLE TRAFFIC - 11 MARCH 1975

7:00 a.m. - 9:00 a.m.

Brentlawn - Halifax at Delta Intersection

Halifax onto Brentlawn	-	355	
Halifax onto Ridgelawn	-	<u>97</u>	
Total			452

Brentlawn onto Halifax	-	49	
Ridgelawn onto Halifax	-	<u>17</u>	
Total			66

Delta Southbound	-	158	
Delta Northbound	-	<u>89</u>	
Total			<u>247</u>

<u>TOTAL</u>			<u>765</u>
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7:10 a.m. - 8:30 a.m.

West on Halifax

Northbound on Springer to Halifax	295
Southbound on Springer to Halifax	<u>28</u>

<u>TOTAL</u>	<u>323</u>
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% of Vehicles from Springer onto Brentlawn and Ridgelawn

Total Halifax to Brentlawn & Ridgelawn = 452 cars
Average cars per minute = $452 \div 120$ minutes = 3.8 cars/minute.

Total Springer onto Halifax = 323 cars
Average cars per minute = $323 \div 80$ minutes = 4 cars/minute.

% of Vehicles to Brentlawn and Ridgelawn
 $3.8 \div 4 \times 100\% = 95\%$
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APPENDIX B

VEHICLE TRAFFIC - 11 MARCH 1975

4:15 p.m. - 6:00 p.m.

Brentlawn - Halifax at Delta Intersection

Brentlawn onto Halifax - 395
Ridgelawn onto Halifax - 185

Total 580

Delta Southbound - 113
Delta Northbound - 147

Total 260

Halifax onto Brentlawn - 78
Halifax onto Ridgelawn - 57

Total 135

TOTAL 975

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4:30 p.m. - 6:00 p.m.

East on Halifax

To Woodway 68
To Springer 410

TOTAL 478

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% of Vehicles from Brentlawn - Ridgelawn to Springer

Total Brentlawn - Ridgelawn to Halifax = 580 cars
Average cars per minute = $580 \div 105$ minutes = 5.5 cars/minute.

Total Halifax onto Springer = 410 cars
Average cars per minute = $410 \div 90$ minutes = 4.5 cars/minute.

% of Vehicles to Springer
 $4.5 \div 5.5 \times 100\% = 82\%$
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In response to a question from His Worship the Mayor, the Municipal Clerk advised the meeting as to how this meeting had been advertised, namely, that some 342 letters had been circulated to the owners and occupiers within the area as shown on a sketch plan which had been approved by the Council at a regular meeting held on March 10, 1975 and attached to these notices was Item 20 of the Municipal Manager's Report No. 15 which was before the Council Meeting of March 3, 1975.

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In response to a question Mr. MacDonald advised that, speaking for the residents of the particular area in which he had acquired the petition on their behalf that, they are opposed to direct development across the street, that is immediate development across the street, from them and they are also opposed to high density development which would create high towers which would block their view. He would not be able to speak on their behalf as to what type of development they actually want to see in that specific area as to whether they would want to see only residential dwellings or a low rise dwelling or not. Mr. MacDonald further advised that he was opposed to the total Community Plan. Mr. MacDonald stated in submitting his brief he was representing himself and the petitioners.

MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN AST:

"That the Planning Director be directed to meet with the representatives of the Brentwood Park Ratepayers' Association to the end of coming forward with a report to Council."

CARRIED

CONTRARY: ALDERMAN MERCIER

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN LEWARNE:

"That the area shown as the Long Range Expansion Areas #12, #13 and #12 be deleted from the plan."

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN AST:

"That the foregoing motion as MOVED by Alderman Mercier and SECONDED by Alderman Lewarne be referred to the Council Meeting when the Director of Planning brings forward the recommendation of the Brentwood Park Ratepayers' Association and the Planning Department of The Corporation of the District of Burnaby."

CARRIED

CONTRARY: ALDERMEN LEWARNE
AND MERCIER

MOVED BY ALDERMAN MERCIER:

SECONDED BY ALDERMAN LEWARNE:

"That the Planning Department be directed to consider the trading of the site known as #8 on Bellwood Avenue with the site known as #7 on Halifax Street and Delta Avenue."

CARRIED UNANIMOUSLY

His Worship, the Mayor, expressed appreciation for the turn out this evening and particularly thanked those who had made presentations for the excellent presentations submitted this evening.

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MOVED BY ALDERMAN EMMOTT:

SECONDED BY ALDERMAN AST:

"That this meeting do now adjourn."

CARRIED UNANIMOUSLY

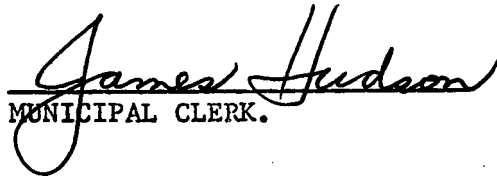
At 9:30 P.M. the meeting adjourned.

CONFIRMED:

CERTIFIED CORRECT:



MAYOR



MUNICIPAL CLERK.

JH/lc

