

Monday, April 30, 1956.

A Public Hearing was held in'to applications for rezoning the following properties, in the Council Chamber, 1930 Kingsway, on Monday, April 30th at 7.15 p.m.

Present: Reeve MacSorley in the Chair; Crs. W.P.Philps, Charlton, Drummond Hean, Hughes, F.Philps and Morrison.

(a) Lots "B" "C" "D", S.D.30/32, Blk.19, D.L.27, Plan 1077..

Situated on the North-westerly corner of 16th Avenue and 2nd Street From Residential to Gasoline Service Station.

His Worship, The Reeve called for representations in connection with the rezoning of the property noted in Item A.

The Burnaby Parent teacher Council wrote protesting the rezoning of this property on the grounds that an increased traffic hazard would result impairing the safety of school children attending Second St. School.

Second Street, Parent-Teacher Association protested the proposed rezoning on the grounds of potential traffic hazard and the encroachment of commercial development in an area which it was considered would depreciate the school properties as well as other fast growing residential properties in the surrounding district.

The Burnaby School Board submitted a letter of protest against the proposed rezoning.

The Town Planning Commission submitted a report on the proposed rezoning concurring with the report of the Planning Engineer which report recommended that the application be rejected on the grounds that 16th Avenue designed to become a through traffic artery would be serviced adequately by service station facilities at 6th Street and Newcombe Street where a potential service station site was located, and further that the development on the subject site would be prejudicial to the Second Street School.

The applicant appeared and presented a Petition signed by a number of property owners in the immediate vicinity of the proposed site expressing favour to the rezoning of the property. The applicant contended that the erection of a modern gasoline service station would not depreciate the value of surrounding residential properties, giving typical examples of similar situations within the City of Vancouver. The applicant also submitted that it was planned to provide a buffer zone to separate the two residential properties adjacent to the gasoline service station site.

A spokesman for the Second Street Parent-Teacher Association spoke and elaborated on the protest of their organization.

A representative of the Central Ratepayers' Council spoke in protest of the proposed rezoning submitting that the property was of shallow depth forcing any buildings to be erected thereon to be located close to the inside property line.

His Worship the Reeve called for representations on the proposed rezoning of property noted in Item (b).

The Burnaby Parent Teacher Council wrote submitting a protest to the proposed rezoning on the grounds that the safety of school children attending Douglas Road school would be impaired by the location of a service station on this property.

The Burnaby School Board submitted a protest on the grounds that the existing traffic situation in the vicinity of this school would be worsened by the location of a service station on the property, and further that it was considered the general encroachment of commercialization in the vicinity of schools was undesirable.

The Valley View Kindergarten Association expressed opposition to the rezoning as proposed on the grounds that the safety of pre-school children travelling to and from the Kindergarten in the area would be impaired.

The Division Engineer, Department of Highways forwarded a copy of a letter written by the District Engineer during 1955 protesting the location of a gasoline service station on the subject property due to

the grade angle of the intersection and the effect which additional enterprises on the Grandview Highway would have on the traffic situation.

A spokesman for the Douglas Road P.T. A. presented a brief opposing the gasoline service station on the grounds that safety of school children would be impaired and that the situation would establish a mental hazard to the school children caused by noise emanating from the station which would disrupt the situation of the children during school hours. The spokesman also submitted that the proposed development would be objectionable from an esthetic viewpoint, submitting that the site could be used for some purpose other than a gasoline service station which would better enhance the general landscaping of the area in question.

Colin D. McQuarrie, Barrister and Solicitor, spoke representing the applicant and submitted that in his opinion the location of a service station on the subject property would not worsen the existing traffic situation, pointing out that the station would be of a modern structure with sufficient open space to allow visibility from all angles. The Solicitors rebutted arguments relative to noise submitting that there would be no squealing of brakes or motor noise emanating from the station. The Solicitor advised further that an extensive fill was necessary to make the property suitable for development and that in view of this factor only a commercial enterprise could afford the expense involved. Furthermore, the introduction of this type of development would be of benefit to the community from a business and service standpoint.

The Town Planning Commission submitted a report on the application mentioned in Item (b) referring to a report on a previous application for similar rezoning of this property, whereby the Commission recommended the rezoning not be approved, due to the close proximity of Douglas Road School, the adverse alignment and grade of Grandview Highway west of the property and the accompanying traffic problems which it was considered would arise. The Commission drew to the attention of the Council that an application had been made by the solicitor for the applicant to the Town Planning Board of Appeal and that Board had rejected the appeal.

The Public Hearing then closed.