

SEPTEMBER 21, 1971

A Public Hearing was held in the Council Chambers of the Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Tuesday, September 21, 1971 at 7:30 p.m. to receive representations in connection with the following proposed amendments to "Burnaby Zoning By-law 1965":

PRESENT: Mayor R. W. Prittie in the Chair;
Aldermen McLean, Mercier, Ladner and Clark;

ABSENT: Aldermen Blair, Dailly, Drummond,
and Emmott;

HIS WORSHIP, THE MAYOR, first explained the purpose of the Public Hearing and the procedure which Council was required to follow in connection with rezonings. He also suggested the desired method for the public to express its views in regard to the proposed amendments.

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

Reference RZ #39/71

- (a) Lot 1 except North 140 feet and East 145 feet, Block "A", D.L. 8, Plan 5191
- (b) Lot 2 except North 140 feet, Block "A", D.L. 8, Plan 5191

(9727 and 9581 Casewell Street -- Located North of Casewell Street 120 feet East of Prichard Avenue)

Mr. U. Sporus, 9650 Lyndhurst Street, submitted a letter opposing the proposed rezoning from R2 to P3 unless the Corporation of the District of Burnaby guarantees proper fencing along the property line of the proposed park where this park borders on private property. This fence is to be installed at the expense of the Corporation.

Mr. Sporus pointed out that the proposed access to the planned park is from Casewell Street only. Children and other residents from the area North of the proposed park such as Noel Drive, Pritchard Street, Lyndhurst Street, Willoughby Street, would gain access to the park by trespassing through abutting private property unless this is discouraged by proper fencing. As this situation is created by the Corporation in case of rezoning, the Corporation must be held responsible for the cost of fencing, or any damage created from the resulting trespassing over the abutting properties.

(b) FROM SMALL HOLDINGS DISTRICT (A2) TO PARK AND PUBLIC USE DISTRICT (P3)

Reference RZ #40/71

- (a) Lots 8 and 9, Block 1, D.L. 14, Plan 3047
- (b) Lot 10 except Expl. Pl. 9817, Block 1, D.L. 14, Plan 3047

(9070 and 9050 Purkiss Street, 7072 Cariboo Road -- Located on the South-East corner of Cariboo Road and Purkiss Street with the exception of Lot "A", Expl. Pl. 9817, S.D. 10, Blk. 1, D.L. 14, Plan 3047)

Mr. C. Allsup, 7072 Cariboo Road, stated that he has sold his property at this address to the Parks and Recreation Commission approximately eighteen months ago.

The Municipal Land Agent has apparently failed to meet the conditions of the sale.

Mr. Allsup recommended that this rezoning be held in abeyance until such time as the points under discussion with the Land Agent are satisfactorily resolved.

Mr. Allsup stated that he did not object to the rezoning as such.

(c) FROM RESIDENTIAL DISTRICT ONE (R1) TO PARK AND PUBLIC USE DISTRICT (P3)

Reference RZ #41/71

Lot 4, Block "R", D.L.'s 85/79, Plan 11109

(5111 and 5121 Dale Avenue)

No one appeared in connection with this rezoning.

(d) FROM RESIDENTIAL DISTRICT ONE (R1) TO PARK AND PUBLIC USE DISTRICT (P3)

Reference RZ #42/71

Approximately the rear 140 foot portion of Lot 161, D.L. 85, Plan 37715

(5435 Sperling Avenue -- Located approximately 227 feet West of Sperling Avenue)

No one appeared in connection with this rezoning.

(e) FROM SMALL HOLDINGS DISTRICT (A2) TO PARK AND PUBLIC USE DISTRICT (P3)

Reference RZ #43/71

Lot 2, except Pcl. "A", Ref. Pl. 12540, Block 3, D.L. 14, Plan 3047

(9150 Christie Avenue -- Located at the South-West corner of Christie Avenue and Cariboo Street)

No one appeared in connection with this rezoning.

(f) FROM RESIDENTIAL DISTRICT FOUR (R4) TO PARK AND PUBLIC USE DISTRICT (P3)

Reference RZ #45/71

Lot 279, D.L. 129, Plan 38267

(5920 Sherban Court)

No one appeared in connection with this rezoning.

(2) FROM RESIDENTIAL DISTRICT FOUR (R4) TO RESIDENTIAL DISTRICT SIX (R6)

Reference RZ #46/71

- (a) Lot "A", Expl. Pl. 11824, S.D.'s 6/7, Blocks 34/36, D.L. 35, Plan 1370
- (b) Lot "A", Ref. Plan 8354, RSD West 2/3, S.D. 13, Blocks 34/36, D.L. 35, Plan 1370

(4578 and 4678 Smith Avenue -- Located at the North-East corner of Moscrop Street and Smith Avenue)

A petition bearing 102 signatures objecting to the proposed rezoning was received.

Mrs. E. Simpson, 3787 Moscrop Street, submitted a letter indicating that she had no objection to the subject property being rezoned from Residential District Four (R4) to Residential District Six (R6).

Jules J. Sinsler, 4575 Smith Avenue, submitted a letter also indicating that he was in favour of the proposed rezoning.

Mr. and Mrs. Nelson Gibbons, 3850 Moscrop Street, also indicated that they were in favour of the proposed rezoning.

Mr. C. C. Sutherland, 3820 Moscrop Street, requested information on the following points:

- (a) Parking arrangements.
- (b) Would proposed units be for rent or sale?
- (c) Sell price range.
- (d) The name of the developer.

The Director of Planning advised that a plan of development had not been submitted at this time. Parking arrangements, etc. would be covered by the plan of development. He advised that the developer was Burrard Brokerage Limited.

Mr. Gordon Kidd, Burrard Brokerage Ltd. advised that twenty units were planned for the one and one-half acre site. Price range would be from \$25,000.00 to \$27,000.00. He further advised that the units would have a full basement, two stories, and should not exceed a height of 24 feet.

Mrs. C. G. Harper, 3874 Moscrop Street, enquired if plans would be available for inspection by interested parties if the rezoning were to be approved.

The Mayor replied in the affirmative.

Mr. P. J. Turner, 4538 Lister Street, requested assurance that the traffic problems that may be created by this development had received full consideration.

(3) FROM RESIDENTIAL DISTRICT FOUR (R4) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3)

Reference RZ #48/71

Lots 1, 2 and 3, Block 77, D.L. 127, Plan 4953

(270, 290, 330 Ellesmere Avenue South -- Located on the South-East corner of Capitol Drive and Ellesmere Avenue)

Mr. K. E. Noble, 94 N. Ellesmere Avenue, enquired as to whether the developer would be required to improve the street in front of his development to its ultimate standard including curb and sidewalks. He considered this was necessary to eliminate parking problems and traffic congestion.

The Director of Planning advised that this was not a normal prerequisite to rezoning.

(4) FROM RESIDENTIAL DISTRICT FIVE (R5) TO SERVICE COMMERCIAL DISTRICT (C4)

Reference RZ #47/71

Lot "C" except the Southerly 125 feet parallel to Kingsway, Blocks 1/2, D.L. 97, Plan 15308

(6205 and 6213 Kingsway -- Located on the North side of Kingsway approximately 159 feet West of its intersection with Gilley Avenue)

Mr. Allen G. LaCroix of LaCroix, Stewart, Siddall and Taylor, Barristers and Solicitors, submitted a letter protesting one of the prerequisites set for this rezoning. The prerequisite in question is the requirement for a twenty-foot lane allowance at the North end of the property.

A copy of Mr. LaCroix's letter is attached to, and forms part of, these minutes.

(5) FROM RESIDENTIAL DISTRICT FIVE (R5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Reference RZ #29/71

Lot 1 North Half and South Half, Block 32, D.L. 34, Plan 3333

(5584 and 5550 Inman Avenue -- Located on the East side of Inman Avenue approximately 420 feet North of Kingsway)

E. A. Woolhether, 5516 Inman Avenue, spoke in opposition to the proposed rezoning. He was concerned that the present application was for only the one property and was of the opinion that the whole block should be rezoned at the same time. He stated that the value of his property would be jeopardized if the proposed rezoning was approved as presented. He also requested information as to whose property the road allowance would be taken from.

Mr. A. J. Fontaine, 5484 Inman Avenue, was also opposed to the rezoning. He stated that he had endeavored to rezone his property about eight years ago but had been rejected. He was of the opinion that the whole block should be rezoned or it should remain as it is.

Mr. Norman Jones, Architect for the proposed development, briefly described the proposed senior citizens high rise building. It is to be an eleven storey, 117 suite building, comprised of 111 bachelor apartments and 6 one-bedroom apartments. Mr. Jones produced a model of the building, together with artist's drawings. He stated that the Lindsay Avenue road allowance was not required in connection with this development but that the owners had agreed to dedicate the necessary allowance to facilitate possible future subdivision of neighbouring properties. Mr. Jones also stated that the building had been sited so as to create as little effect on the neighbouring properties as possible.

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Mr. J. E. Swanson, 1025 Wolfe Street, Vancouver, speaking on behalf of Mr. G. A. Bastien and Mr. H. Driscoll opposed the rezoning. He was concerned with the Lindsay Avenue Road Allowance and particularly the amount of Mr. Bastien's property that would be required for the cul-de-sac.

Mr. E. F. Burrows, 5415 Patterson Avenue, was also opposed to the rezoning. He pointed out that although he was not immediately adjacent to the proposed site and that he considered senior citizens housing to be a most worthwhile project, he felt that he would be affected by the rezoning. He requested that Council reconsider rezoning the whole area before one individual site.

Mr. I. A. Thomas, 5657 Patterson Avenue, stated that the proposed rezoning, if allowed to proceed, would have a definite devaluating effect on his property and that he was opposed to the rezoning of an individual site and considered that the whole block should receive simultaneous consideration.

Mr. G. J. Bastien, 5561 Patterson Avenue, was also opposed to the rezoning. He noted that the high-rise was located in the middle of the block and would have a detrimental effect on all surrounding properties. He was convinced that the whole area should be rezoned at the same time.

Mr. G. R. Driscoll also spoke in opposition to the proposed rezoning.

He was of the opinion that such a rezoning would have a devaluating effect upon his property. He agreed with the other petitioners that the whole block should be rezoned simultaneously.

Mrs. Ethel Nykiforuk, 5522 Inman Street, reiterated the remarks of the foregoing petitioners and maintained that the whole block should be rezoned simultaneously.

(6) FROM SERVICE COMMERCIAL DISTRICT (C4) TO COMMUNITY COMMERCIAL DISTRICT (C2)

Reference RZ #49/71

Lot 7, Blocks 1, 2 and 3, D.L. 94S, Plan 3754

(5276 Kingsway -- Located on the South side of Kingsway approximately 230' East of its intersection with Royal Oak Avenue)

Mr. J. Rickert, 20070 Fernridge Crescent, R.R.1, Langley, B. C. submitted a letter objecting to the proposed rezoning. He noted that, regarding the rezoning of Lot 7, Blocks 1, 2 and 3 on the South side of Kingsway that there is drainage going through said property which affects his property at 6586 Royal Oak Avenue and others.

Regarding the two lots on the South side of Grimmer Avenue now under the control of the Canadian Legion, Mr. Rickert noted that one lot is already used for parking purposes and has been for several years. Even with this lot in use there still isn't enough parking space. This has been a continuous problem for the surrounding area for many years.

Mr. Rickert contended that Grimmer Street could not handle an increase in traffic and that he certainly would not help to pay for a special highway for the Canadian Legion.

He noted that as long as establishments such as the Canadian Legion are centrally located in the midst of residential sites, there will always be a parking problem and unhealthy disturbances for the community residents.

He felt that should the zoning be allowed there would be a definite devaluation of surrounding properties and he for one objected very strongly to this.

Mrs. M. Quilley, 3743 Fir Street, Burnaby, B. C. submitted a letter in which she indicated she had no objection to the subject rezoning but was opposed to the rezoning of the two lots on the South side of Grimmer to Parking District (P8) by the Canadian Legion.

Mr. Gordon Steen, speaking for the developer, advised that the main purpose of the requested rezoning was to consolidate Lot 7 which at present has a C4 zoning with Lot 6 which presently has a C2 zoning. The zoning is requested in order to construct a professional office building on the two properties. Split zoning would create building siting problems as different regulations would govern each parcel.

(7) FROM HEAVY INDUSTRIAL DISTRICT (M3) TO GENERAL INDUSTRIAL DISTRICT (M2)

Reference RZ #59/71

- (a) Lot 4, Blk. "A", D.L. 162, Plan 7195 (5289 Byrne Road)
- (b) Lot 5, Blk. "A", D.L. 162, Plan 7195 (5317 Byrne Road)
- (c) Lot 6, Blk. "A", D.L. 162, Plan 7195 (5371 Byrne Road)
- (d) Lot 7, Blk. "A", D.L. 162, Plan 7195 (5389 Byrne Road)
- (e) Lot 4, Blk. 7, D.L. 162, Plan 3711 (5577 Byrne Road)
- (f) Lot 1, Blk. 6, D.L. 162, Plan 7064 (5675 Byrne Road)
- (g) Lot 2, Blk. 6, D.L. 162, Plan 7064 (5689 Byrne Road)
- (h) Lot 3, Blk. 6, D.L. 162, Plan 7064 (5711 Byrne Road)
- (i) Lot 4, Blk. 6, D.L. 162, Plan 7064 (5731 Byrne Road)
- (j) Lot 5, Blk. 6, D.L. 162, Plan 7064 (5755 Byrne Road)
- (k) Lot 6, Blk. 6, D.L. 162, Plan 7064 (5781 Byrne Road)
- (l) Lot 7, Blk. 6, D.L. 162, Plan 7064 (5811 Byrne Road)
- (m) Lot 23, D.L. 155B, Plan 26369 (5850 Byrne Road)
- (n) Lot 22, D.L. 155B, Plan 26369 (5820 Byrne Road)
- (o) Lot 24, D.L. 155B, Plan 34357 (5784 Byrne Road)
- (p) Lot 25, D.L. 155B, Plan 34357 (5744 Byrne Road)
- (q) Block 4, D.L. 155B, Plan 1248 (5670 Byrne Road)
- (r) Block 3, D.L. 155B, Plan 1248 (5550 Byrne Road)
- (s) Block 2, East 99', D.L. 155B, Plan 1248 (5450 Byrne Road)
- (t) Block 2, except Easterly 99', D.L. 155B, Plan 1248 (5420 Byrne Road)
- (u) Lot 1, D.L. 155B, Plan 1248 (5300 Byrne Road)

(a) No one appeared in connection with this rezoning.

(b) No one appeared in connection with this rezoning.

(c) No one appeared in connection with this rezoning.

(d) & (e)

Mr. David Roberts of the International Brotherhood of Painters and Allied Trades, spoke in opposition to the proposed rezoning. He was concerned that Johnson and Neven Ltd., by being placed in a non-conforming position, would be forced to curtail future expansion plans and that the proposed rezoning could even affect current operations. He was of the opinion that employment opportunities for his members could be seriously affected if any restrictions were placed on the future potential of Johnson and Neven.

Mr. Charles Johnson, President of Johnson and Neven Ltd. was also opposed to his Company being placed arbitrarily in a non-conforming position. He felt that such action would place the growth and existence of his Company in an intolerable position.

Mr. C. Sloan, Business Agent, Painters, Decorators and Paper Hangers Union, local 138 reiterated the remarks of Mr. Roberts as outlined above and expressed the Union's concern over the possible loss in employment should the business of Johnson and Neven Ltd. be placed in a non-conforming position.

(f) No one appeared in connection with this rezoning.

(g)

Mr. A. F. Dayton, 4537 Marine Drive, owner of the property at 5689 Byrne Road was also adamantly opposed to the rezoning. He stated that his business was such that to be placed in a non-conforming position would force him out of business.

(h) No one appeared in connection with this rezoning.

(i), (j) and (k)

Mr. and Mrs. G. B. Morris, 4312 Rumble Street, submitted a letter objecting to the rezoning of 5731, 5755 and 5781 Byrne Road.

(l) No one appeared in connection with this rezoning.

(m)

Mr. Bruce Macdonald Solicitor for Jackets Enterprises Ltd. and Associate Company, Ben's Truck Parts of Canada Ltd., presented a brief strenuously opposing the proposed rezoning of the property from the present M3 Heavy Industrial District to M2 General Industrial District.

A copy of Mr. Macdonald's brief is attached hereto and forms part of these Minutes.

Mr. Macdonald with the aid of a chart showing typical lines of sight from points on the South Slope, demonstrated that outdoor storage yards utilized by his Company would be effectively screened from the South Slope by the proposed warehouse building and would create no problems.

He also demonstrated with coloured slides the outlook in all directions from the Company's site and maintained that its operations would in all respects be compatible with its neighbours.

(n) No one appeared in connection with this rezoning.

(o)

Mr. Frank Windelman, General Manager, L. & M. Enterprises Ltd., 5784 Byrne Road stated that this property had been purchased specifically because of its M3 zoning. He was of the opinion that he would be unable to expand under M2 zoning and was therefore opposed to the rezoning.

(p)

Billan Enterprises, 5744 Byrne Road, was opposed to the proposed rezoning because he felt that would preclude any further expansion of his Company.

(q) No one appeared in connection with this rezoning.

(r) No one appeared in connection with this rezoning.

(s) & (t)

Mr. W. Schweitzer, President, Burnaby Lath and Band Co. Ltd., stated that his Company would be placed in the position in which it is impossible to maintain a proper environment for business growth. He advised that expansion that has already been carried out by his Company would not have taken place if they had been aware of any impending rezoning at that time.

(u)

Mr. S. Streiling, President, Streiling Lumber Industries Limited, 5300 Byrne Road, spoke in opposition to the proposed rezoning on the grounds that it would definitely preclude future expansion. Mr. Streiling noted that when he had purchased this property eight years ago it was a swamp and that a considerable amount of money had been expended to raise it to its present acceptable standards.

Mr. D. M. Herd, 5175 Clinton Street, suggested that the same end could be achieved without rezoning but with the provision of adequate screening and fencing.

Mr. D. Jamieson, 7995 Suncrest, asked why these particular rezonings were being considered at this time when the overall Big Bend Study was not complete. He suggested that the Big Bend Area should be treated as a whole and not on a piece-meal basis as it would appear to be doing.

Mr. Grant of the B. C. Hydro Industrial Development Department, stated that it was the opinion of his Department the existing Industrial Identity of the Big Bend Area should be retained.

A representative of C.P. Rail expressed support for the stand adopted by B. C. Hydro.

Mrs. McIntyre, 4888 Marine Drive, was opposed to the rezoning on the grounds that their property would suffer serious devaluation.

Mr. Henry Appell, President, Big Bend Property Owners Association, spoke in opposition to the rezoning. He stated that it appeared as though the municipality was intent on creating a large agricultural area in the Big Bend. His Association was against such rezonings and pointed out that agriculture could exist in an industrial area but that industry would not be permitted in an agricultural zone. His Association was of the opinion that the municipality should do all possible to encourage industry into the Big Bend Area.

Mr. Angus Macdonald, Manager, Burnaby Chamber of Commerce, supported the remarks of Mr. Jamieson as outlined earlier in these minutes. Mr. Macdonald presented a brief on behalf of the Chamber but withdrew the brief prior to the conclusion of the Public Hearing.

Mr. J. Dixon of 4562 Marine Drive, opposed the rezonings as presented.

Mr. W. A. Meshen, 5070 Keith Street, enquired into the origins of the proposed rezoning and requested information on this subject.

Alderman H. G. Ladner briefly explained the history of the Big Bend problem and the action that Council had taken to implement corrective action.

Mr. Norman Neville, 8375 Nelson Avenue, owner of property at 4012 and 4032 Marine Drive, was opposed to the rezoning. He was critical that the Big Bend Area Study had originated as a result of complaints from the residents of the South Slope Area who had no direct interest in the Big Bend.

Mrs. G. Smith, 8638 Joffre Avenue, was also opposed to the rezoning.

Mr. S. S. Norlund, 8663 Ivy Avenue, also spoke in opposition to the proposed rezonings.

Mr. L. Wike, 4945 Marine Drive, stated that in his opinion land presently zoned for industrial use should not be rezoned A3 to permit truck gardening.

(8) FROM SMALL HOLDINGS DISTRICT (A2) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT ONE (RMI)

Reference RZ #35/71

(a) Lot 9 except Explanatory Plan 11295, Block 2, D.L.'s 44/78, Plan 3049

(b) Parcel "C", Explanatory Plan 9256 except Explanatory Plan 11295, S.D.'s 7/8, Block 2, D.L.'s 44/78, Plan 3049

(2756 Ellerslie Avenue and 6917 Loughhead Highway -- Located at the Northeast corner of the Loughhead Highway and Ellerslie Avenue)

Mr. E. W. Miles, 6954 East Broadway, noted that in the recommendations for this rezoning the municipality suggested that the North half of the road entering this subdivision from Eilerslie Avenue be constructed within the B. C. Hydro right-of-way. He strongly objected to such a plan because the prime residential area to the North of the B. C. Hydro Right-of-Way would be depreciated. It was his understanding that it was always the intention that the Hydro right-of-way would be left in its entirety as a buffer zone separating apartment property from single family dwellings to the North. He stated that as a resident of this area for 32 years he felt that he should have a voice in the zoning of this area and maintained that the complete Hydro right-of-way must be maintained as a buffer zone to provide the required amenities to the residential district to the North.

FROM RESIDENTIAL DISTRICT ONE (R1) TO NEIGHBOURHOOD INSTITUTIONAL DISTRICT (PI)

Reference RZ #38/71

- (a) Lots 1 to 4, Block "L", D.L. 91N part, Plan 1869
- (b) Lot 5, Plan 10599, Block "L", D.L. 91N part, Plan 1869
- (c) Lot 5 except Pl. 10599, Blk. "L", D.L. 91N part, Plan 1869
- (d) Lot 6, Block "L", D.L. 91N part, Plan 1869
- (e) A portion of the Humphries Avenue right-of-way lying adjacent to the above properties

(6519, 6529, 6539, 6549, 6561, 6559, 6569 Humphries Avenue -- Located on the Southerly side of Humphries Avenue approximately 155 feet West of Imperial Street)

Mr. Michael Wyler, Chairman of the Planning Committee of St. Alban's Anglican Church, presented a brief to the Hearing outlining the Church's stand on the proposed site. A copy of Mr. Wyler's brief is attached hereto and forms part of these Minutes. As requested by Council on August 30th, Mr. Wyler, also presented the results of a poll conducted by the Church to determine the opinions of those residing in the subject area regarding the location of a church on the site in question. Copies of the survey are also attached to these minutes.

Mr. Frank Marr, 6506 Malvern Avenue, submitted a petition signed by himself and six immediate neighbours to the proposed site indicating that they were opposed to the rezoning of the land.

A copy of Mr. Marr's petition is attached.

Mrs. J. E. Milliard, 7435 Imperial Street, was opposed to the rezoning mainly on the grounds of traffic that would be generated by the Church.

Mr. S. G. Sawchuk, 7443 Imperial Street was also opposed to the rezoning on the grounds of traffic problems that would be created by the Church.

Mr. John Kane, 7429 Imperial Street enquired as to the effect the building of a Church on this site would have on his taxes. He was opposed to the rezoning because he felt that it would cause devaluation of his property.

Mrs. Florence Gossain, 7351 Lincoln Avenue, and Mr. L. Ureghart, 7526 Imperial Street, spoke in favour of the proposed rezoning.

The meeting adjourned at 10:45 p.m.

Confirmed:

Certified correct:

MAYOR

CLERK

LACROIX, STEWART, SIDDALL AND TAYLOR

BARRISTERS AND SOLICITORS

ALLEN G. LACROIX
ALEXANDER B. STEWART
H. KEITH SIDDALL
JAMES P. TAYLOR

TELEPHONE 526-2866
7375 KINGSWAY
BURNABY 3, B.C.

September 13th, 1971.

Burnaby Municipal Council,
Burnaby Municipal Hall,
4949 Canada Way,
Burnaby 1, B.C.

Gentlemen:

RE: Rezoning #47/71,
Lot "C", Blocks 1 & 2,
D.L. 97, Plan 15308,
6205 and 6213 Kingsway,
Burnaby, B.C.

This matter comes to Public Hearing on September 21st, 1971. I am advised that Planning is requiring a twenty foot lane allowance at the north end of the property as a pre-requisite of the rezoning.

It is my understanding that the lane would not normally be required for C4 use, but would be required if the area was developed for apartments. Council has already seen fit to disallow apartment development immediately west of the subject property at Kingsway and Waltham. It seems unlikely that apartments will ever prevail in this area, in spite of the long term plans. In view of this it is difficult to understand the lane requirement.

It should also be pointed out that there are existing buildings in the proposed lane allowance. This may not have

Cont'd.....

September 13th, 1971.

Burnaby Municipal Council

RE: Rezoning #47/71, Lot "C", Blocks 1 & 2, D.L. 97,
Plan 15308 - 6205 and 6213 Kingsway, Burnaby, B.C.

been known to Council at the Meeting of August 9th, 1971. Surely my client will not be expected to remove a portion of his Motel Unit at a future time to accommodate a lane which may become necessary if apartments are built on adjacent property. This would be the effect of allowing the rezoning application with the lane allowance requirement proposed by the Planning Department.

If a lane allowance is nonetheless deemed necessary it is much more logical to obtain the necessary lane access by proceeding in a straight line East along the edge of the School property. I suggest this alternative should be considered.

In conclusion I would request that Council see fit to allow the rezoning application without the lane allowance pre-requisite.

I am enclosing a sketch of the proposed development which I believe is satisfactory assuming the lane allowance is not required.

Yours truly,

LACROIX, STEWART, SIDDALL & TAYLOR.



Allen G. LaCroix

AGL/ljm
Encl.

BEN'S TRUCK PARTS OF CANADA LTD.,
JACKETS ENTERPRISES LTD.,
1575 Vernon Drive,
VANCOUVER, B.C.

Tuesday, September 21st, 1971

THE MAYOR AND
THE MEMBERS OF COUNCIL,
Municipality of Burnaby.

REFERENCE: RZ #59/71
Lot 23 of "B",
Block "A", D. L. 155A,
Plan 21363,
Corner of Byrne Road and
Meadow Avenue,
Preliminary Plan Application #1488.

The owner of the above property, Jackets Enterprises Ltd. and its associated Company, Ben's Truck Parts of Canada Ltd. strenuously oppose the proposed re-zoning of the property from the present M3 Heavy Industrial District to M2 General Industrial District.

Ben's Truck Parts of Canada Ltd. currently leases premises on Vernon Drive in the City of Vancouver where it has for the last ten years been engaged in the sale of new and reconditioned truck parts. Ninety-five percent of the Company's business volume is conducted out of its building. However, the size of some of the parts requires outside storage until sale or reconditioning for sale and those parts consist of axle assemblies, motors (in crates or on pallets), wheels, and crates containing parts; with the balance consisting of army surplus wheeled and tracked vehicles on hand for sale.

The property in question was acquired seven years ago for the purpose of developing an alternate site for the Company's business to be available when the lease of its present premises expires. This will occur in October of this year. In view of the delay which the Company has encountered in connection with its P. P. A. #1488 originally presented to your planning department early in May of this year, the Company has been obliged to negotiate a one year extension of its present lease at a rental of almost three times greater than the present rate.

The Company has for six years been engaged in obtaining fill for its property in order to enable construction thereon and now proposes to erect new facilities for its operation on the site which development is the subject of P. P. A. #1488.

The intended use of the property to be developed including the outside storage of used materials of the types listed above and the open storage shed facilities is consistent with the present M3 zoning. Ben's Truck Parts of Canada Ltd. has been advised by your Administrative Planner that, under the M2 zoning proposed, storage of used materials and equipment must be maintained within an enclosed building. This is not economically feasible in connection with their operation and such zoning change would effectively prohibit the proposed development.

Jackets Enterprises Ltd. intends to develop the balance of the site in the future with warehouse and storage facilities for the anticipated expansion of the business of Ben's Truck Parts of Canada Ltd. However, to be able to proceed with its primary development, it requires that the parcel presently proposed for development remain M3 so that outside storage of used materials in the categories set out above and open storage shed

facilities will be permitted.

We submit that the present operation of the Company will not produce or result in an untidy collection of junk or a "scrap yard" type of operation. The attached photo shows how outside storage is presently organized in the Vancouver operation. This can be confirmed by an inspection of the present operation on Vernon Drive, in the City of Vancouver. Furthermore, both Companies are prepared to provide adequate screening in addition to that which will be provided by the buildings proposed along almost the whole of the northerly boundary of the site. The angle of view from the south slope area is such that the buildings contemplated by P. P. A. #1488 will effectively screen nearly all of the outside storage area.

Ben's Truck Parts of Canada Ltd. presently employs from a minimum of ten to a maximum of twenty employees on a regular basis and while it desires to locate at Meadow and Byrne Roads it will obviously be obliged to re-locate unless the right to develop facilities in that location can be obtained or enforced. With the room for expansion which will be provided by this re-location, employment will be likely to increase to fifty or more permanent employees.

We submit that the proposed development requires M3 zoning. However, the proposed development is not an auto wrecking or junk yard or salvage operation and we submit that it will be a use within the high standards which Council is trying to achieve for the industrial land in the area.

Despite the willingness of Municipal Officials to review the situation with us and their consideration of our difficulties, the substantial delay which has already resulted from the deferring of P. p. A. #1488 has resulted in substantial expense and loss to us and we respectfully request the early assurance from this Council that the site which is the subject of P. P. A. #1488 will remain M3 in order to permit the outside storage of used materials and the development of open shed storage facilities.

ALL OF WHICH IS RESPECTFULLY SUBMITTED.

BEN'S TRUCK PARTS OF CANADA LTD.
JACKETS ENTERPRISES LTD.

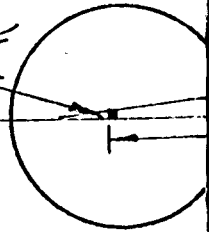
Per:



Solicitor for the Companies

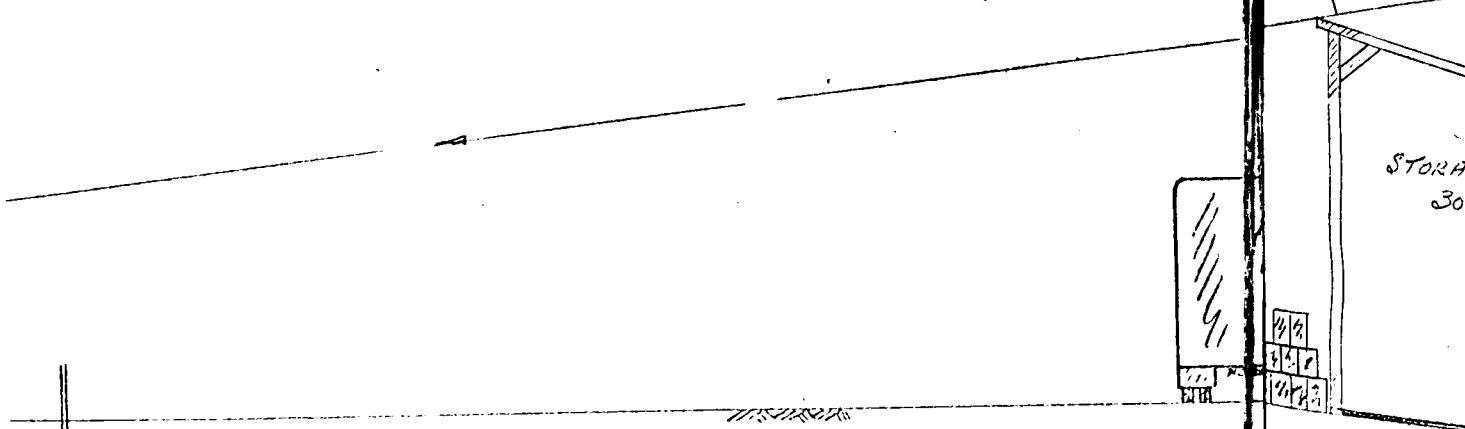
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BEN'S TRUCK
PARTS



(SEE DETAIL)

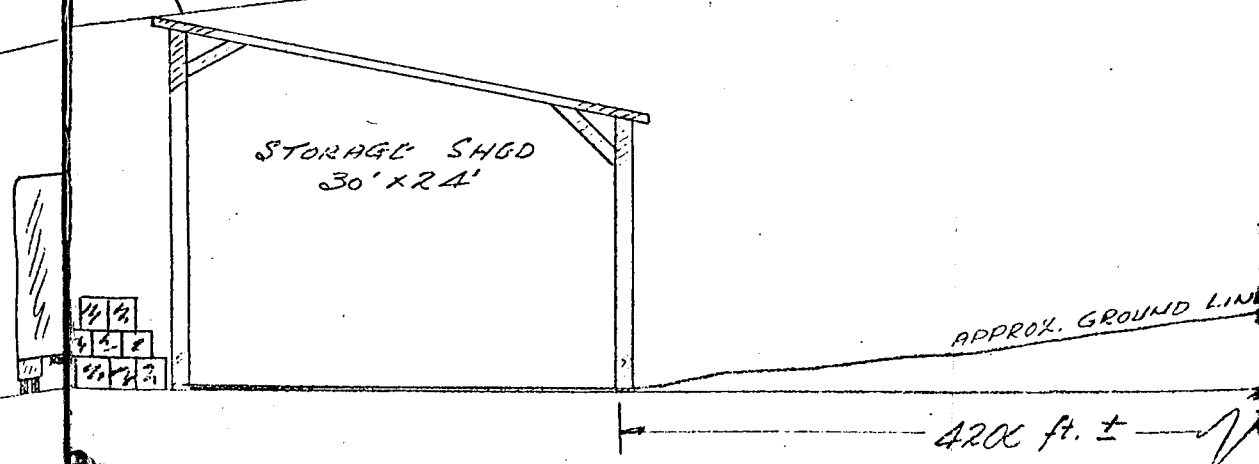
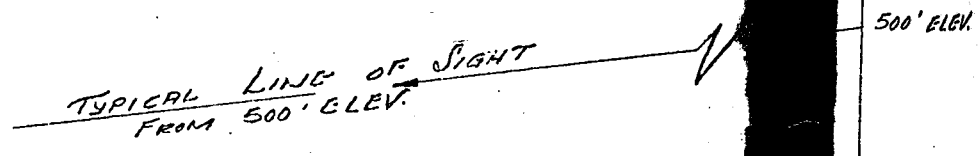
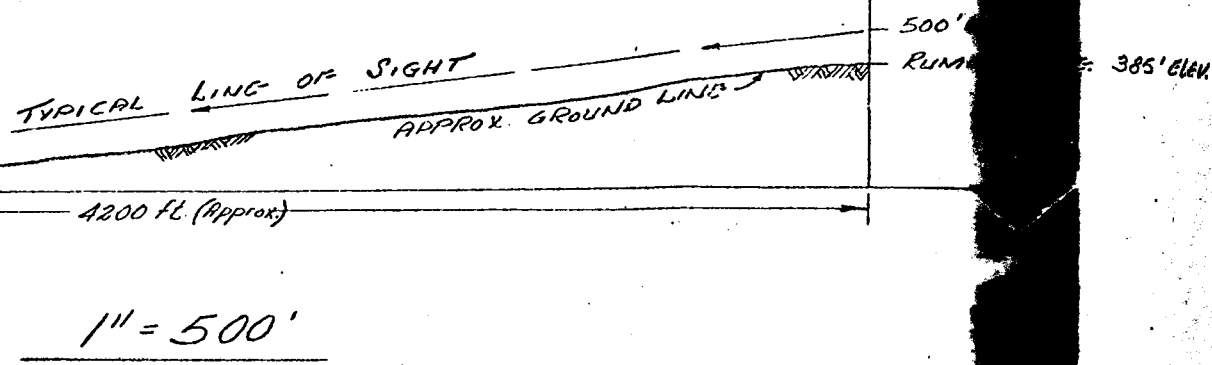
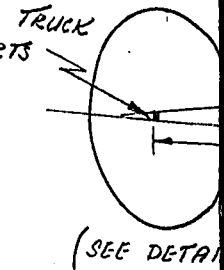
TRUCK



STOR
30

← YARD LIMIT

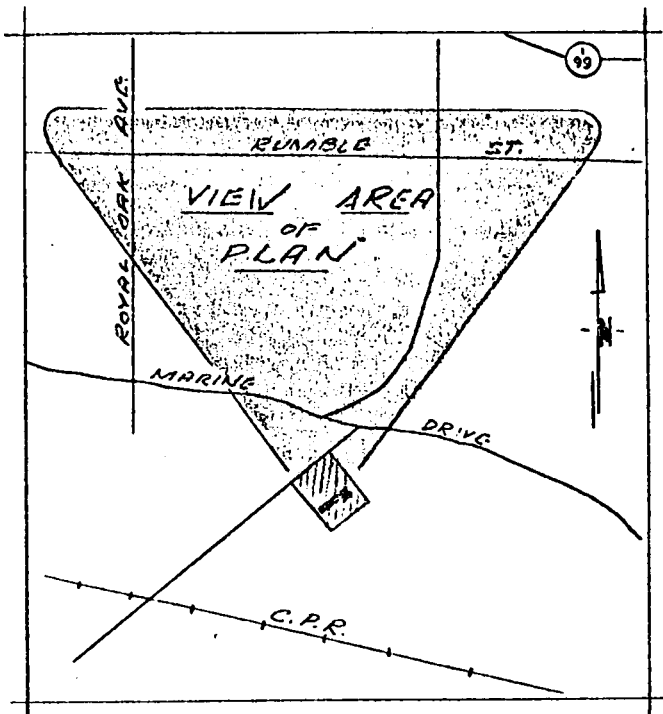
D



DETAIL
1" = 10'

PR
BE
OF
SOU

385' ELEV.



500' ELEV.

KEY MAP
1" = 2000'

PROFILE VIEW OF
BENS TRUCK PARTS
OF CANADA LTD. SITE
FROM
SOUTH SLOPE AREA

MUNICIPALITY OF BURNABY

PUBLIC HEARING SEPTEMBER 21st, 1971

REZONING OF PROPERTY ON HUMPHRIES STREET

D.L. 86 TO A CHURCH SITE ZONE P.1

A BRIEF PRESENTED BY THE

PARISH OF ST. ALBAN THE MARTYR

The Mayor and Aldermen:

Council will recall that the matter of a church site in this part of Burnaby has been under active discussion for over three years with the Planning Department, and that the need for a site was first established in 1960. At that time, the Diocese of New Westminster analysed the growth patterns and physical needs of all parishes, and tentative agreement was reached with the Municipality to provide a church site for a relocated St. Albans in the vicinity of Imperial and Walker.

The first site proposed, and brought to a public hearing last May, was on Morley Street. The main objections raised at that time by the local residents were traffic access, and usage of the property during the week. Council decided not to permit the rezoning of this parcel.

In proposing this alternate site on Humphries, due account has been taken of these factors.

The site is half a block from Imperial, and at this point, Humphries is one of the main exits from the residential subdivision being developed in D.L. 86. This particular junction of Humphries and Imperial will also be the main access to the proposed recreational park to be developed on the side of Humphries opposite that proposed for the church. We are advised by the Municipal Traffic officer, Mr. Bacon, that traffic on Imperial averages 5,000 vehicles a day, and is gradually climbing. We would, therefore, consider that any objections to this site on the grounds of traffic access would be unrealistic, as the amount of traffic, at any time during the week, generated by a church, would have little bearing on the total traffic situation.

The second objection previously raised, that of usage of the property, cannot, we consider, be a cause for complaints, as the site is opposite the proposed park, and could not under any circumstance be considered more of a nuisance to neighbours than the activities to be undertaken in the park.

We confirm our concept of church activity does involve usage throughout the week, and that it is not properly fulfilling its task without such usage, but we would emphasize that:

- a) This is to serve the residential community
- b) It does not create a problem but tends to solve one
- c) If these facilities are not available, either the community (i.e. the Municipality) must make space available, or a problem is created by default, and
- d) It is very important for the aged and the young that facilities be available within walking distance, which means they must be provided within residential areas to serve the maximum population.

When this site was first brought before Council, it was suggested by some Aldermen that a straw vote be obtained to ascertain the views of the neighbours.

We prepared the following petition, which was submitted to the adjoining residents on Imperial and Malvern, together with a map showing the overall locality. These were left for review for at least a week, so that due thought could be given before signing.

The Petition reads:

PROPOSED CHURCH SITE - HUMPHRIES STREET

St. Alban's Anglican Church, presently located on the corner of Canada Way and 19th Street, needs to relocate, because:

- a) The buildings are old and unsuitable for the type of usage presently undertaken, and are not suited to major renovations,
- b) the noise on Canada Way now disrupts the services and other programs,
- c) the site is too small for adequate parking, and development,
- d) the cost of heating is high, affecting the extent to which Church finances can be used for work in the Community, and
- e) the buildings present problems of security.

The proposed site on an extension of Humphries Avenue in the South-West corner of land being developed by the Municipality in District Lot 86, has been suggested for the following reasons:

- a) The site is centrally located in the whole parish, and will be close to developing single family and multi-family areas in the central part of the Municipality.
- b) It is close to traffic arteries - Canada Way and Imperial - so that traffic to the site will not affect neighbouring residential streets.
- c) Humphries Avenue at this point is proposed as our access to the residential development in D.L. 86, and also to the proposed park. If traffic generated by a church is considered to present a potential problem, the same consideration would apply to the development of park facilities.
- d) The proposed site is separated from all adjoining residential properties by:
 - a lane and B.C. Hydro R.O.W. to houses facing Imperial street
 - a lane to houses facing Malvern Avenue (these properties are deep, with the houses close to Malvern Avenue), and
 - a projected treed walkway (linking Morley Street with the park) to proposed sites to the North-West.
- e) The frontage on Humphries faces the park.
- f) The policy of St. Alban's would be to retain, as much as possible, the existing trees as an additional buffer to adjoining properties.
- g) Usage of the site by groups during the week would present no greater traffic and noise problems than that generated by the park, and also by the nearby Morley Street School as it may affect residents on Malvern Avenue.

In summary, a church site must be located within a residential area, because it serves the Community, and should be within walking distance for the young and aged. A location on a busy street limits the effectiveness of its programs for worship and community functions. A church must be part of a Community, not set apart from a Community.

In choosing this proposed location, every consideration has been given to alleviate the potential traffic and noise problems as they may affect the neighbours. Certainly, the conditions generated by the Church usage would not under any circumstance be any worse than those created by the proposed park.

St. Albans plays an active part in providing facilities and programs for the benefit of the Community. We solicit the support of local residents in this work, and would undertake on our part the responsibilities of good neighbours.

Of the twelve adjacent properties, two are owned by B.C. Hydro for their R.O.W.

Six neighbours signed the petition in favour of the proposed site.

Four neighbours signed in opposition. Of these four, three live on Imperial and objected on the grounds of traffic. We consider the points made earlier are sufficient to discount this as a valid cause for complaint. The fourth objection was made by the owner on the corner of Malvern and the proposed walkway extension of Morley. This would be the most distant neighbour, and he may be concerned by the proximity of the walkway. This has little bearing on this application, as the walkway is proposed as an access to the park.

We have also petitioned residents on Morley, Gordon and Buckingham who previously objected. We obtained 28 signatures in favour of the proposed site on Humphries.

In addition, we canvassed our parish members during the summer. 140 out of 147 family units were in favour. They represent between 500 and 600 people. The remaining families on the parish roll, representing a further 300 people, were not available.

An analysis of our parish lists indicate that 70% of the total members live within one mile of the proposed site.

In summary, we consider that:

- a) sufficient support has been obtained to justify the rezoning application,
- b) the proposed site corrects the apparent deficiencies expressed regarding the Morley Street property,
- c) there is a moral obligation to assist the relocation of St. Albans after many years of discussion and negotiation.
- d) The two parishes of St. Alban and St. Columba have been combined. One property has already been sold. These two properties will be placed on the tax rolls for one not presently taxed, and
- e) A more suitable building can be provided to better serve the community than that presently used by St. Albans.

We, therefore, request favourable consideration be given to this rezoning application.

ST. ALBAN THE MARTYR - BURNABY

Summary of Results of Petition re Proposed Humphrey St. Site

A. IMMEDIATE NEIGHBOURS

6 in favour.
4 against
2 Properties owned by B.C. Hydro.

2 of those against are on the corners of Humphrey and Imperial. Reason given was traffic. However, these properties will be affected in any event by use of the proposed park, and by use of Humphries as an exit from this subdivision. Traffic on Imperial already averages over 5000 vehicles per day, according to Municipal Traffic Officer, Mr. Bacon. Under the circumstances the effect of a neighbourhood church on traffic patterns will not be significant.

B. OBJECTORS TO PREVIOUS SITE ON MORLEY ST.

28 residents on Morley, Gordon and Buckingham have assented to this proposed site on Humphries St. These people are not members of St. Alban's Church.

C. PARISH MEMBERS

140 out of 147 family units contacted were in favour. They represent between 500 and 600 people. The remaining families are on the Parish List, representing an additional approximate 300 people, were not available. 70% of the total parish roll live within one mile of the proposed site.

Appended is a copy of the petition and a map of the area.

One set of the signed petitions are submitted herewith.

September 20, 1971
South Burnaby, B.C.,

The Corporation of the District of Burnaby,
Municipal Hall,
4849 Canada Way,
Burnaby 2, B.C.

Gentlemen:

Re: Reference Rezoning #38/71

We the undersigned owners of property abutting the proposed
Church Site DL 91 do oppose the rezoning of this land.

- ① Frontman 6506 MALVERN AVE S. Burnaby
- ② ~~James Andrew Thomson~~ 6502 Malvern, Bny 1.
- ③ Beverly Griffiths John Griffiths
7425 Imperial St Burnaby B.C.
- ④ J. L. Hume Mrs. Joan Hume
7429 Imperial St. South Burnaby, BC
- ⑤ Gordon Clavin 6520 Malvern ave.
- ⑥ Mrs. J. ...
7443 Imperial S. Burnaby 1 BC

CANADA WAY

MORLEY STREET

GORDON AVE

PROPOSED DEVELOPMENT OF D.L. 833

PROPOSED PARK TO BE DEVELOPED FOR ACTIVITIES

PROPOSED CHURCH STG.

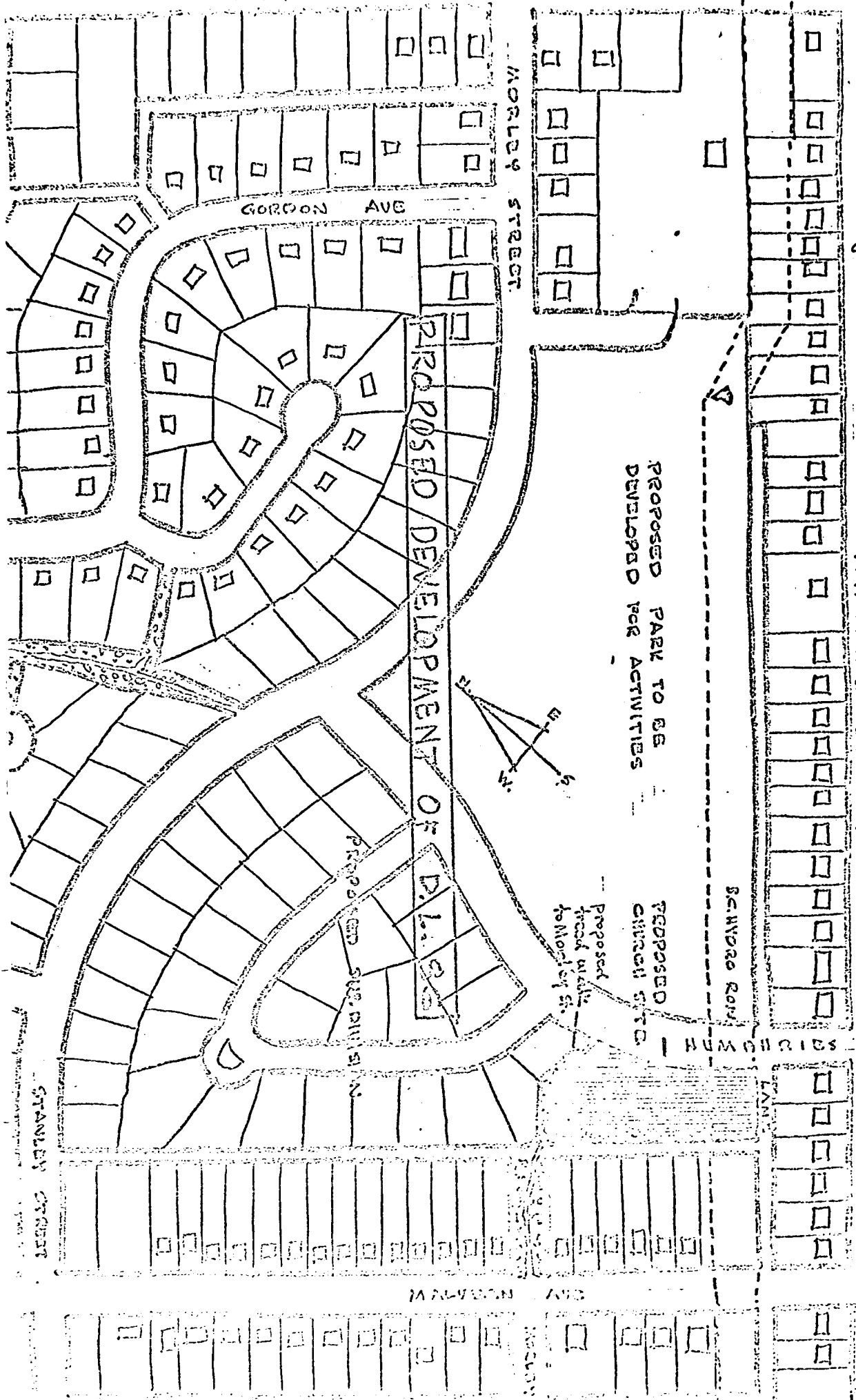
Proposed track with to Morley St.

SCARBORO ROW

PROPOSED SUB-DIVISION

STANLEY STREET

MALVERN AVE



PROPOSED CHURCH SITE * HUMPHRIES STREET

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