

AUGUST 7, 1973

A Public Hearing was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B. C. on Tuesday, August 7, 1973 at 7:30 p.m. to receive representations in connection with the following rezoning proposals:

PRESENT:

Mayor T. W. Constable, in the Chair;
Alderman E. L. Burnham
Alderman M. M. Gordon
Alderman W. A. Lewarne
Alderman J. L. Mercier
Alderman V. V. Stusiak

STAFF PRESENT:

Mr. M. J. Shelley, Municipal Manager
Mr. A. L. Parr, Planning Director
Mr. B. D. Leche, Municipal Clerk's Assistant

(1) FROM RESIDENTIAL DISTRICT TWO (R2) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Reference RZ #66/70

- (a) Lot 1 Sketch 12477, S.D. 5/6 Part, Blocks 1/4/6, D.L. 125, Plan 10378
- (b) Lot 1 Except Sketch 12477, S.D. 5E Part and 6, Blocks 1/4/6, D.L. 125, Plan 10378
- (c) Lot "A" Ex. Sk. 8843 and Except Sketch 4800, Block 5, D.L. 125, Plan 3347
- (d) Parcel 1 Explanatory Plan 8843, S.D. "A", Block 5, D.L. 125, Plan 3347

(5145 Loughheed Highway; 2023, 2043 and 2081 Springer Avenue -- Located on the Northwest corner of Springer Avenue and the Loughheed Highway)

Mr. Gerald Hamilton, Architect for Imperial Ventures Ltd., developers of the proposed project on the subject property addressed the Hearing and advised that he was present to answer any question that may arise with particular reference to parking and noise which were of concern to Council.

- (a) Parking - Mr. Hamilton appealed for reconsideration of Council's recent decision whereby the provision of two parking spaces per unit had been made a prerequisite of rezoning. He noted that present plans provide for the provision of 1.5 parking spaces per unit and produced results of an independent survey conducted in several other cities to support his claim that this ratio of parking spaces to the number of units to be constructed was sufficient to meet today's requirements. He questioned the economic viability of providing more parking spaces than actually required and wondered if the requirement for two parking spaces per unit was reasonable or necessary.

All parking is to be provided in underground facilities and the provision of the extra spaces required by Council would add an additional cost of approximately \$1,200.00 per unit to the overall cost of the project which would ultimately be passed on to the purchasers of individual units. The aim of the developer is to keep the final purchase price as low as possible.

In reply to a question by Alderman Burnham, Mr. Hamilton advised that it was anticipated that individual units would sell in the \$35,000.00 to \$45,000.00 range, depending on the height of the unit above ground level.

Under the present plan of providing 1½ parking spaces per unit, title to one parking space would be conveyed to the owner at the time of purchase of a unit and the balance would be managed by the Strata Corporation on a rental basis.

Alderman Mercier inquired as to whether the developer would be prepared to convey title to two parking spaces to the purchaser of a unit should the present decision of Council to require two parking spaces per unit not be changed. Under this scheme, should the owner not require two parking spaces the unwanted space could be controlled by the Strata Corporation as is now planned.

Mr. Alan Davies, on behalf of the developer, agreed that this would probably be acceptable.

Replying to a question from Alderman Stusiak, Mr. Hamilton advised that the population of the proposed project would be adult oriented with family accommodation being de-emphasized.

- (b) Noise - Mr. Hamilton noted that the development would comprise of two towers, the closest of which will be located 90 feet from the Lougheed Highway and the other approximately twice as far from the Highway. It is the tower closest to the Highway which is the cause of concern. He noted that if it had been possible to face the windows of the tower East and West the problem would be largely negated. However, it had been found that for aesthetic reasons, such as view, etc., it was more practical for the windows to face in a North-South direction. As one method of reducing the noise factor, it was planned to slant the front of all balconies to provide a buffer. Mr. Hamilton also noted that from a report submitted by Acoustical Engineering Ltd., the noise level at ground grade could be substantially reduced by the use of berms and fences.

Alderman Gordon noted that the noise levels on the upper floors did not appear to have received consideration and requested information as to whether the use of double glazing had been fully considered.

Mr. Hamilton replied that the question of double glazing had received first consideration. However, due to the expense involved and the fact that any advantage would be lost through open balcony doors and windows, no plans for double glazing had been included at this time.

Alderman Stusiak suggested that with the high cost of energy required for heating, etc., the provision of double glazing could probably result in considerable savings in operating expenses.

Alderman Lewarne stated that double glazing had been used to great advantage in the recent construction of a Senior Citizens' High Rise in North Burnaby.

Mr. Hamilton stated that in view of the comments made at the Public Hearing, the developer will seriously consider the use of double glazing on the South facade of the tower located closest to the Lougheed Highway.

(2) FROM RESIDENTIAL DISTRICT THREE (R3) AND MANUFACTURING DISTRICT (M1) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Reference RZ #22/73

Lot "A" Except the West 150 feet, Block 81, D.L.'s 122/3/4, Plan 3348

(4664 Lougheed Highway -- Located on the Southwest corner of Lougheed Highway and Beta Avenue)

No one appeared in connection with this rezoning.

(3) FROM RESIDENTIAL DISTRICT FIVE (R5) TO PARKING DISTRICT (P8)Reference RZ #17/73

Lots 22 and 23, Block 9, D.L. 122, Plan 1308

(4565 and 4571 East Pender Street -- Located on the North side of Pender Street 66 feet West of Alpha Avenue)

A petition was presented by Mr. M. Horton, 830 Alpha Avenue, signed by himself and 26 other residents of the area objecting to the proposed rezoning. The points of concern to the petitioners were as follows:

- (a) They felt that allowing McDonald's to develop the area in question for the purpose of enlarging their parking lot will greatly add to the current noise pollution currently borne by the residents of the area.
- (b) Since the opening of McDonald's the residents have suffered from the noise caused by teenage motorists with their "souped-up" autos and race track style driving.
- (c) McDonald's serves as a meeting place for hot rodders in the area. They hang around McDonald's until things become dull and then they leave in their autos and travel South on Alpha Avenue to Parker Street. This route is followed regularly, particularly at night, with horns blowing, engines racing, and tires squealing. In addition, a large number of noisy motorists travel North on Alpha Avenue to arrive at McDonald's.
- (d) It is unfortunate that a hard-core element of teenage drivers are attracted to McDonald's. This element has been on the increase and if the development in question is given the go ahead by the Municipality an increasing number of noisy teenage motorists will be attracted to the area.
- (e) The petitioners reserved their right to privacy and freedom from excessive noise. They already suffer the inconvenience of a High School in the immediate area and they objected to the compounding of their problems with the development in question.

Mr. B. Waywood, 4565 Pender Street, submitted a petition signed by 28 other residents of the area objecting to the proposed rezoning as they considered that the changes to the proposed type of operation is not conducive to a residential area because of the noise and pollution caused by automobile traffic and the possibility of unsanitary conditions being created by garbage accumulation. Also the use of the land would be minimized as it would only be in use a small part of the time, whereas residential property is in use 100% of the time.

Mr. McLeod, speaking on behalf of McDonald's Restaurants of Western Canada Ltd., noted that the present Drive-In Restaurant was in the process of being converted to a more predominantly "sit-down" type of operation in accordance with McDonald's current policy. He considered that the additional parking area was required for the new type of operation and that the enlarged parking facilities would provide a buffer zone between the restaurant premises and abutting residential property. He noted that McDonald's had accepted all four prerequisites to the rezoning stipulated by Council.

Mr. McLeod stated that with the "sit-down" type of operation planned for the site the average customer would spend a longer time on the premises and additional parking would be required.

Mr. McLeod further noted that McDonald's made every effort to ensure that litter from their premises did not create a problem in the neighbourhood. This was accomplished by a clean-up of the area on a regular basis.

Alderman Gordon stated that it was his opinion that any problems being encountered in this area could not be blamed solely on McDonald's.

In reply to a question from Alderman Burnham, the Director of Planning advised that the North side of Pender Street between Willingdon Avenue and Alpha Avenue was considered suitable for an expansion of the commercial facilities on Hastings Street.

Mr. Parr also noted that access to the parking area would be from the existing crossing on Alpha Avenue and from the lane between Hastings Street and Pender Street. There would be no access from Pender Street.

Mr. W. Waywood, 4565 Pender Street, stated that he was opposed to the proposed rezoning. He stated that the present parking facilities at McDonald's were never utilized to capacity and he could see no reason for expanding at this time. He refuted the statement by Mr. McLeod that the litter from McDonald's was regularly cleaned up by the Company. He was of the opinion that the liveability of the neighbourhood had deteriorated. Mr. Waywood suggested that consideration of this rezoning should be deferred for one year.

Mr. S. D. McLeod, 4626 Pender Street, also spoke in opposition to the rezoning proposal. He stated that litter was definitely a problem and is getting worse. He pointed out that there were nine other eating establishments in the immediate area and could see no reason why McDonald's should be permitted to expand. Mr. McLeod suggested that a better solution would be for McDonald's to acquire the old Government Liquor Store on Hastings Street for their expansion.

Mr. Mike Horton, 830 Alpha Avenue, was also opposed to the rezoning. He stated that even with McDonald's renovations, the business at this point would remain predominantly a "drive-in" type of operation. He noted that the residents of the area had complained repeatedly to the R.C.M.P. about traffic problems in the area. He had been advised by Superintendent Lambert that the problems in this area were recognized by the R.C.M.P. and that, as a consequence, this area was one of the most heavily patrolled in the Municipality. However, enforcement was extremely difficult. Mr. Horton maintained that noise pollution in the area could only increase if McDonald's were allowed to expand. He reiterated the remarks of other speakers concerning the problem created by litter from McDonald's premises. He suggested that the problem did not exist before McDonald's established their present premises. As an indication of the dissatisfaction of neighbourhood residents, he drew attention to the fact that one property had changed hands three times in the last three years because the people concerned had been unable to stand the unsatisfactory conditions.

In reply to a question from Alderman Burnham, Mr. Horton advised that he had lived in the area since April, 1973.

Mr. James Foster, 4560 Pender Street, reiterated the remarks of the previous speakers insofar as noise and litter are concerned. He was of the opinion that some type of tax relief should be permitted area residents if present conditions continue or are expanded.

Mr. G. Ast, 1030 Gilmore Avenue, President, Capitol Hill Ratepayers' Association stated that he had been contacted by Mr. Waywood in connection with this rezoning proposal and that he and his Association supported the remarks of the previous speakers. Mr. Ast could see no reason for allowing expansion of parking facilities when the existing facilities were not fully utilized.

Alderman Lewarne suggested that it might be possible to restrict turns out of the parking lot to "left turns" only which would direct traffic back onto Hastings Street rather than South through the residential area.

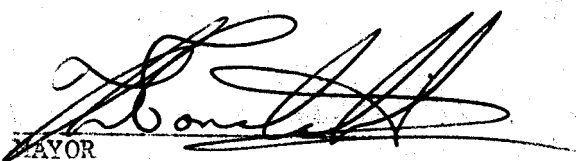
Mrs. Trudy Ellis, 4428 Union Street, stated that she thought it was a pity that in the name of progress a man's home could be here today and gone tomorrow.

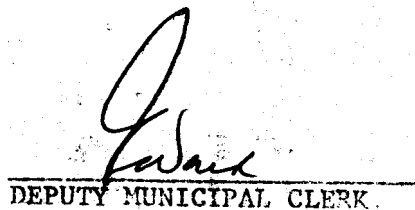
ADJOURNMENT:

The Public Hearing adjourned at 9:50 p.m.

Confirmed:

Certified Correct:


MAYOR


DEPUTY MUNICIPAL CLERK

BL:mc