

January 15, 1974

A Public Hearing was held in the Council Chambers, Municipal Hall, 4949 Canada Way, Burnaby 2, B.C. on Tuesday, January 15, 1974, at 7:30 P.M. to receive representations in connection with the following rezoning proposals.

PRESENT:

Mayor T. W. Constable, in the Chair
Alderman G. D. Ast
Alderman A. H. Emmott
Alderman B. M. Gunn
Alderman D. A. Lawson
Alderman W. A. Lewarne
Alderman G. H. F. McLean
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 FIVE (R5) TO MULTIPLE FAMILY RESIDENTIAL DISTRICT THREE (RM3)

Reference RZ #52/73

- (a) Lots 1, 2, 3 and 4, Block 41 Part, D.L.'s 151/3, Plan 1925
- (b) Lot 5 Except Northwest 10 feet, Block 41 Part, D.L.'s 151/3, Plan 1925
- (c) Lot 6 Except Northwest 10 feet, Block 41 Part, D.L.'s 151/3, Plan 1925

(4369, 4377, 4385 and 4393 Maywood Street; 6659 and 6649 Telford Avenue -- Located at the Northwest corner of Maywood Street and Telford Avenue)

Mr. A. G. Borjesson, MacAulay, Nicolls Maitland & Co. Ltd. submitted a letter advising that his Company was in agreement with the prerequisites established for this rezoning and that he would contact the Planning Department to get precise estimates on the necessary work.

No one appeared in connection with this rezoning.

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

Reference RZ #63/73

Lots 5 to 9 inclusive and Lots 12 to 15 inclusive, Block 3, D.L. 68, Plan 980
(3846, 3856, 3866, 3876, 3886 Laurel Street; 3855, 3865, 3875 and 3885 Linwood Street, respectively -- Located between Laurel and Linwood Streets approximately 200 feet East of Smith Avenue)

Mr. R. Ian Birtwell, Housing Department, Greater Vancouver Regional District, wrote in connection with the prerequisite to the subject rezoning which would require a letter of undertaking that full municipal taxes, including school and local improvement levies, etc. would be paid in the normal fashion on the development proposed, commencing on January 1st of the year following the year in which the title is transferred.

Mr. Birtwell pointed out that his letter of October 25, 1973, to the Planning Department had stated that the eventual management will pay a grant in lieu of full municipal taxes and charges. He stated that the question had now been raised as to whether the grant will be equal to full municipal taxes, the point being whether the grant is based on municipal or provincial assessment. He has been assured by the Province that the standard practice is to use the municipal assessment. The Provincial Assessor's value is only used in those cases where local assessments are considered excessive. In Burnaby, for example, a grant equivalent to full taxes based on the Burnaby assessment is paid for the Hall Tower at Kingsway-Edmonds.

Mr. Birtwell advised that, based on the existing situation, he can therefore provide an undertaking that a grant equal to full municipal taxes, including school taxes, and local improvement levies, etc. would be paid in the normal fashion on the development proposed, commencing on January 1st of the year following the year in which title is transferred.

Mr. Bain, Bain, Burroughs and Hanson, Architects, advised the Hearing that the proposed 71 suite senior citizens Housing Project had been designed to take full advantage of the topography of the lot and the existing landscaping. With the aid of drawings and renderings, Mr. Bain outlined the salient features of the proposed development.

In reply to a question from Alderman Gunn concerning the problem of noise from the adjoining Drive In Theatre, Mr. Bain stated that this question had been carefully considered and he did not think that the problem was sufficient to require special treatment of the structure.

Alderman Mercier inquired as to insulation between the parking deck and the first floor of living accommodation.

Mr. Bain advised that a four inch layer of insulation would be provided on the ceiling of the parking deck.

(3) FROM SMALL HOLDINGS DISTRICT (A2) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Reference RZ #28/73

Lot 2, Block 4E½ of South Half, D. L. 4, Plan 11597

(9314 Lougheed Highway -- Located on the South side of Lougheed Highway approximately 318 feet East of Bell Avenue)

Mr. I. Switzer noted that the property in question had been included in the 1969 Apartment Study. He had acquired the land in 1972. The current proposal calls for one tower containing 84 two bedroom suites and 41 one bedroom suites for a total of 125 suites. Underground parking had been provided at a ratio of 1.5 spaces per suite and visitor parkings had been provided on surface. A set back from the Lougheed Highway of 230 feet had been provided and noise from the highway was not considered a factor.

The Council for the Owners of Strata Plan N.W. 92, submitted a letter objecting to the proposed rezoning. The following is the substance of that letter:

"The Owners Council Strata Corporation N.W. 92, on behalf of 123 owners, objects strongly to the proposed rezoning at this time and without further study of the long term impact on environment, health, and safety of citizens, traffic pattern and flow and long and short stay parking. Once the decision is made the results will be irreversible and will be borne by the citizens who live in this area. It is considered that the 100 owners of Phase 2 of Loughheed Estates, which is directly abutting the proposed highrise, who bought and are presently buying their condominium homes, should also have an opportunity to be heard.

The Planning Department based its recommendation on Community Plan "H", high density apartment development approved by Council in July 1970, which goes back to a previously completed rezoning plan, R.Z. #46/68.

6 and 4 years ago condominium development in British Columbia was a new concept, untried and very little understood. The above recommendations were for the development of rental apartment blocks and did not consider the requirements for self-owned condominium apartments.

The premise which allowed for the previously adopted zoning became invalid when the developers changed their plans from a rental to a self-owned condominium housing development.

The petitioners therefore feel justified in requesting a re-examination of the plans for the Comprehensive Development District in our area. We are asking that the special requirements of condominium development be considered as well as the wishes and aspirations of the owners. High density areas are definitely not the place where a homeowner wants to live because of the social implications and the very nature of asphalt and concrete jungles. Condominium homeowners provide at their own expense recreational facilities within their developments which the Municipality provide for other citizens from general revenues, they are also required to maintain and to provide landscaped areas and extensive off street parking. These requirements do not apply to a rental development. It follows, therefore, that zoning requirements for condominiums should take cognizance of the different nature of this novel type of home ownership development.

N.W. 92 had to provide 650 square feet of green open space per suite. We ask that the same standard should be applied for all future condominiums in our immediate area.

N.W. 92 Phase 1 and Phase 2, Acquarius Gardens and other developments in the immediate area are low rise, apartment type buildings. It was requested that the character of the area be maintained and that future buildings be of the same type and architecture.

We recommend that a traffic flow study for Carrigan Court and the intersection of Carrigan Court and Government Road be made before the approval of any development which will add hundreds of vehicles to an already congested street. Car traffic from the proposed highrise will enter Carrigan Court beside a fire lane, beside a guest parking lot and exit to N.W. 92, and a few feet away from the Acquarius Gardens driveway. This will not only compound a serious traffic problem but also constitute grave health and safety problems through the aggregation of hundreds of additional cars and trucks. The traffic flow study will have to take into consideration that Acquarius Gardens rental apartments do not have adequate play areas for children. These youngsters rollerskate and drive their bikes and tricycles on Carrigan Court adding to the safety hazards. Any suggested increase in traffic on this residential cul-de-sac will significantly increase this hazard.

The owners of Strata Plan 92 further request that the parking problem be thoroughly investigated and solved before any more demands on already absolute inadequate space are allowed to develop. At the moment cars and trucks are parked on vacant lots east of Carrigan Court, opposite N.W. 92. When Acquarius Gardens was built, no provisions for adequate parking were made and no provisions for long stay parking of recreational vehicles were made in N.W. 92 and Acquarius Gardens, guest parking is wholly inadequate. To add to an already intolerable situation the proposed high rise does not provide 1.5 owners and .2 guest parking space. To reach these requirements 13 more spaces will have to be added to the suggested 12 above ground. This demand will cut back severely on landscaped green space to the detriment of appearance and minimum environmental requirements.

During construction, and this may take up to two years before completion, Carrigan Court will be used by heavy equipment, trucks of all sizes including cement trucks in line-up, and in addition construction workers and personnel involved in this construction will use this cul-de-sac. This traffic will block this small residential street completely.

When dealing with this application Council will have to consider that this high rise will be built in the middle of a residential area inflicting on all the adjacent owners and the citizens which live in the rental accommodations noise, dust, traffic and safety hazards intolerable in this residential area, caused by high rise construction.

We are aware that a Municipality has to find sources of tax revenue but not to the detriment of well over a thousand of its citizens. We suggest that this 1.39 acre site be purchased and developed into a neighborhood park. A large population group of adults and children will be living adjacent to this park. If this application is approved the social implications will be tremendous because approximately 350 adults and children will be forced into a heavily populated area which has no adequate Municipal Park area. The owners of Strata Plan N.W. 92 request postponement of approval of this and other applications for condominium and high rise development in our immediate vicinity until the asked for studies have been completed and adequate assurance to the affected owners can be given by Council that accepted standards for condominiums are met and that adequate facilities will be provided by the Municipality and the developers."

Mr. Jack Phillips, 4137 Carrigan Court, spoke in opposition to the rezoning proposal. He was gravely concerned with the traffic patterns in the area and noted that Carrigan Court would provide the only means of access or egress from the development. The parking situation at the present time is extremely unsatisfactory and will only be compounded by the proposed new development. He did not think that the proposed high-rise development was compatible with the existing pattern of development in the immediate area.

Mr. J. P. Daem, 3018 Carina Place, urged Council to delay further developments in Apartment Areas "G" and "H" until such time as the requisite services such as roads, schools, fire protection, etc. had been developed to the stage where further development could be safely accommodated. He noted that fire fighting equipment in the adjacent fire hall was not adequate and that with the existing road pattern, dangerous delays could be encountered by fire fighting equipment in reaching the site of an emergency in the area under consideration. He had been informed by the School Board that it was not anticipated that a high school would be built in the area for a minimum of ten years.

Mr. Switzer, in reply to questions by Alderman Stusiak, advised that it was not anticipated that the proposed development would lend itself to family accommodation and that he anticipated that very few children would be in residence. He noted that the number of children in such developments is usually governed by the number of three bedroom apartments.

He stated that the approximate cost of construction would be \$50.00 per square foot which would place the selling price of a two bedroom unit in the \$52,000.00 bracket. Central heating and air conditioning would, of course, be provided.

Mr. Switzer, in commenting on Mr. Daem's remarks, noted that although school and park sites were available in the area, present and forecast school populations did not warrant immediate development. He stated that pedestrian access to the Loughheed Mall was readily accessible by the recently completed pedestrian underpass beneath Loughheed Highway. He further noted that very extensive recreation facilities such as an indoor swimming pool, saunas, whirl pool baths, changing rooms, large exercise room, craft and hobby shops, lounge and library, were all planned as an integral part of the development. He went on to say that the underground parking area would be separated from the first floor of living accommodation by the recreational floor and would not require special treatment.

He considered that the existing and proposed road patterns in the area are adequate. The parking planned for this particular development should not aggravate the current situation.

Alderman Lewarne inquired as to why, if this development was being constructed under the Comprehensive Development District (CD) using RM5 standards, the side yard set backs for the RM5 District were not being observed.

The Planning Director advised that this was permissible under the Comprehensive Development Zoning.

In discussing open space requirements in this and abutting projects the Planning Director noted that the preservation of the most appropriate open space was made possible by the inclusion of some higher density development in the overall plan for the area.

Mr. Daem stated that under current regulations it could not be construed that open space requirements of one condominium project could complement the open space requirement of an abutting condominium. Each project was autonomous in this respect. He expressed the opinion that open spaces in the area in question may not be adequate.

(4) FROM RESIDENTIAL DISTRICT THREE (R3) AND MANUFACTURING DISTRICT (MI) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Reference RZ #22/73A

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)

Mr. Alan Carr, Architect, explained that the proposed changes to the Comprehensive Development Plan were brought about by a desire to improve the off street parking facilities from that originally proposed. Under the revised plans off street parking facilities would be included in a terraced, landscaped structure on the rear of the building.

No other comments were received in connection with this Rezoning proposal.

MOVED BY ALDERMAN MCLEAN, SECONDED BY ALDERMAN LEWARNE:
"That the Public Hearing now adjourn."

CARRIED UNANIMOUSLY

The meeting adjourned at 8:45 P.M.

Confirmed:

Certified Correct;


MAYOR


MUNICIPAL CLERK'S ASSISTANT

RFN:ln