

MAY 18, 1976

A Public Hearing was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, May 18, 1976, at 7:30 P.M.

PRESENT:

Mayor T.W. Constable, in the Chair
Alderman G.D. Ast
Alderman D.P. Drummond
Alderman A.H. Emmott
Alderman B.M. Gunn
Alderman D.A. Lawson
Alderman F.G. Randall
Alderman V.V. Stusiak

ABSENT:

Alderman G.H.F. McLean

STAFF:

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

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

Reference RZ #9/74

- (a) Lot 2, Blocks 1 - 6, D.L. 125, Plan 3520
- (b) Lot 3, Blocks 1/4/6, D.L. 125, Plan 3520
- (c) Parcel "A", Explanatory Plan 11866, Subdivisions 4/5, Blocks 1 - 6, D.L. 125, Plan 3520
- (d) Parcel "D", Explanatory Plan 11836, Subdivisions 4/5, Blocks 1 & 6, D.L. 125, Plan 3520

(1942, 1996 and 2070 Delta Avenue; 5031 Lougheed Highway -- Located on the Northeast corner of Delta Avenue and Lougheed Highway)

The applicant proposes a 375 unit condominium apartment development over a 5.79 acre site which comprise two apartment towers (192 units) and three low-rise apartments (183 units).

Mr. Barry McLeod - Architect for the proposed development, with the aid of a coloured slide presentation and a scale model of the project, demonstrated the geography of the site and reviewed in detail the scope and concept of the proposed development. Mr. McLeod also demonstrated the profile of the development as related to the existing single family dwellings to the north of the site under consideration. A total of 563 underground parking spaces (1.5 per unit) will be provided.

In reply to a question by Alderman Gunn, Mr. McLeod advised that he did not anticipate that the development would be family oriented.

Mr. H.F.R. Adams, 4771 Ridgelawn Drive, enquired as to whether the Fire Marshall has given any comments concerning access by emergency vehicles to the proposed development by the roads as shown on the model on display this evening.

The Director of Planning advised that the Preliminary Plans are circulated to the Fire Department and the Fire Chief's comments are obtained in writing and given to the developer to take into account when considering the development. In this particular development the Planning Department has received no indication that the Fire Chief is not satisfied with the proposed road patterns.

Mr. Adams also enquired as to what studies have been made and the proposals offered with regard to eastbound traffic heading into the development and out of the development. Mr. Adams enquired as to how he would gain access to the proposed frontage road if driving east on the Lougheed Highway.

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The Director of Planning advised that it was anticipated that eastbound Lougheed Highway traffic would make a left turn at Springer Avenue which, under the Community Plan, would be signalized and then come in on the new road to Woodway. The plan is that the two towers would not be constructed until such time as the new road is built from Dellawn Drive to the frontage road. The developer is responsible for the costs of construction of the frontage road in front of his development and the other road between Bellwood Avenue and the development has been shown in the Capital Improvement Programme of the Municipality.

Mr. Adams also enquired as to whether the recreational areas within the development would be open to the public from the surrounding areas.

In reply to a question from Alderman Stusiak, Mr. Adams advised that he was not sure as yet whether he was in favour of the development or not. Mr. Adams expressed concern that he may be entirely surrounded by future developments if the present project does proceed as planned.

In reply to a question from Alderman Lawson, Mr. Adams indicated that he was not necessarily opposed to the closing of Delta Avenue but was of the opinion that the full ramifications of such a proposal should be known before construction actually commences.

The Director of Planning advised that it was anticipated that the population of the proposed development would be in the neighborhood of 1,000 people.

Mr. C. Holmes, 1781 Delta Avenue, President, Brentwood Park Ratepayers' Association, stated that the Executive of his Association was concerned with the following points:

1. Street Parking on Delta Avenue, Halifax Street and Ridgelawn Drive. It was noted that the development provides 1.5 parking spaces per unit, however, the Association is concerned with the potential street parking problem;
2. The Brentwood Park Ratepayers' Association would like continued assurance that there will be no access from Delta Avenue to the proposed development; i.e., the isolation of the single family dwelling units from the multiple family dwelling units.
3. Concurrent closure of Halifax Street and Dellawn Drive before construction commences. It was noted that there was some progress in this regard;
4. The Association was also concerned with the flow of construction traffic through the community;
5. There is some doubt on the part of Brentwood Park Ratepayers' Association as to why the frontage road should stop where it does and not carry on to the west.

In reply to a question by Alderman Gunn as to whether he was for or against the proposed development, Mr. Holmes advised that he considered the present proposal an improvement over that originally presented but he could not give whole-hearted approval to the project.

Mr. Lloyd D. Whalen, 2043 Anola Place, advised that he was still a little confused by the whole situation in connection with this development. It was his understanding that the two towers would not be constructed until such time as the access road had been built. Mr. Whalen enquired if this meant that the access road right from Bellwood Avenue, behind Imperial Ventures would cut off the Lougheed Highway and cut off the entrance to Anola Place.

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The Director of Planning confirmed that this was correct and that the residents on Anola Place were, therefore, in a position to control the development of the two towers in question.

Mr. Whalen advised that there was a question in his mind as to whether this development should go ahead until such time as the whole development of Anola Place is taken care of. Mr. Whalen was concerned with the amount of traffic from the high rise towers that would have to pass the entrance to Anola Place. Mr. Whalen noted that some of the residents on Anola Place had lived there for as long as 24 years and their property cannot be disposed of as private single family dwellings because no one is going to buy a home when they have high rise towers looking at them from both sides.

The Director of Planning explained that the point he was trying to make was that until the residents of Anola Place, particularly the two most vitally concerned, agree to actually sell their property thus permitting the construction of this road, the high rise towers cannot be constructed under this proposal so that in effect, until the Anola Place people are ready to recognize a redevelopment process for their area, the high rise development would not be able to go ahead under the recommendations as they currently stand.

Mr. D.A. Copan, 4667 Highlawn Drive, noted that while his residence was some distance from the site under consideration, he was concerned with the proposed closing of Delta Avenue and the effect such a closing would have on the approximately 700 single family dwellings to the north that had been there for some twenty years.

Mr. R.D. Stewart, 4760 Highlawn Drive, enquired as to how traffic would gain access to Douglas Road when the traffic signal at Lougheed Highway and Douglas Road is removed.

The Director of Planning advised that the long term plan for the area was to think of Holdom Avenue being extended southwards across the railway and across the creek. At that time Douglas Road at Lougheed Highway would be cul-de-saced. Another possibility is that Douglas Road could remain as a one way entry for eastbound Lougheed Highway traffic. Traffic travelling north-west on Douglas Road wishing to proceed west on Lougheed Highway would gain access to the Highway at Springer Avenue.

Mr. Stewart then requested information as to whether a further low rise development would be permitted between the northern boundary of the site under consideration and Halifax street.

The Director of Planning advised that there was one more apartment site located to the north of the site under consideration and the park buffer zone south of Halifax Street.

Alderman Gunn enquired as to whether double glazing would be provided on the high-rise towers to provide sound-proofing.

Mr. McLeod answered that although planning had not reached that stage at this time he considered that this would be an excellent suggestion.

Alderman Gunn enquired as to whether the architect had given any thought to the question of garbage collection from the site.

Mr. McLeod replied that this matter had not been considered at this time.

FROM MANUFACTURING DISTRICT (M1) TO COMPREHENSIVE DEVELOPMENT
DISTRICT (CD)

Reference RZ #62/75

(a) Lot 4 except part on Plans 24749 and 26625 and 33001, Blocks 2
& D, D.L.'s 70/73, Plan 13400

(2650 Willingdon Avenue -- Located within the Northeast quadrant of the Willingdon/Trans Canada Highway Interchange, bounded by Willingdon Avenue, the Great Northern Railway Right-of-Way and the B.C. Hydro and Power Right-of-Way)

The applicant proposes to build a 6 building warehouse/office development as Stage 1 of an overall distribution warehouse/office park/motel Community Plan over a 21.02 acre net site. The balance of the site is to be rezoned to the CD District zoning according to the existing vacant condition at this time.

Mr. Rick Browning Canadian Freehold Properties Ltd., with the aid of a scale model of the proposed development and numerous drawings, explained the concept of the proposed development of the subject site.

Mr. Browning reported that Canadian Freehold Properties Ltd. had acquired this site in 1974 and had been carrying out a controlled fill programme since that time to stabilize the ground on the site. From the outset, Canadian Freehold Properties, along with their architects, have worked very closely with the Municipal Planning Department incorporating municipal requirements and their suggestions in the overall development concept. Mr. Browning stated that the planned development could best be described as a "Business Park"; i.e., a planned commercial centre providing a variety of compatible activities in a park or campus like environment.

Mr. Browning advised that the development, owing to land stabilization problems, would be phased over a period of approximately five years. It was hoped that construction of the first buildings would commence this year and it was anticipated that the project would be completed in 1981. The whole development will be owned, developed and operated by Canadian Freehold Properties Ltd. The only foreseeable exception to this ownership pattern would be the exclusion of the motel site. However, if this site is sold architectural covenants will be attached to any sale agreement.

In reply to a question from Mayor Constable regarding the ownership of the recreational facilities, Mr. Browning advised that it was anticipated that the recreational facilities would be owned by either his Company or perhaps by the company operating the Hotel.

Mr. Browning noted that the recreational facilities would not be free but would operate as a private club with memberships likely to be available to the general public.

In reply to a question from Alderman Gunn concerning the integration of the Still Creek walkway with the proposed development, Mr. Browning advised that this matter has been left to the Company's landscape architect to come up with a concept that would integrate the Company's development. Mr. Browning further advised that the landscape architect has been in consultation with the Municipal Parks and Recreation Commission in this regard. Mr. Browning further advised that at today's prices the value of the development estimated to be \$25,000,000.00 including the land,

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could escalate as the development proceeds. Mr. Browning estimated that the employment population of the development when completed would be approximately 1,200 to 1,300 people.

In reply to a question from Alderman Lawson, Mr. Browning advised that the closest building to Still Creek would be approximately 80 feet from the Creek.

MOVED BY ALDERMAN STUSIAK:
SECONDED BY ALDERMAN DRUMMOND:

"THAT this Public Hearing be now terminated."

CARRIED UNANIMOUSLY

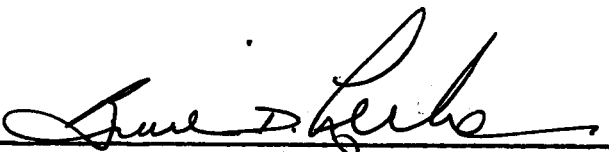
The Public Hearing terminated at 8:55 P.M.

Confirmed

Certified Correct



Mayor



Municipal Clerk's Assistant