

1979 AUGUST 14

A Public Hearing was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1979 August 14 at 19:30 h.

PRESENT: Mayor T.W. Constable, In the Chair
Alderman D.P. Drummond
Alderman B.M. Gunn
Alderman D.A. Lawson (19:36 h)
Alderman W.A. Lewarne
Alderman D.M. Mercier
Alderman F.G. Randall

ABSENT: Alderman G.D. Ast
Alderman A.H. Emmott

STAFF: Mr. P.D. Sanderson, Planner I
Mr. James Hudson, Municipal Clerk
Mr. C.A. Turpin, Municipal Clerk's Assistant

The Public Hearing was called to order at 19:30 h.

Alderman Lewarne retired from the Council Table.

1. FROM RESIDENTIAL DISTRICT (R5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Rezoning Reference #19/79

Lots 3,4,6,7,8 and 9 of Blk. A of 47, D.L. 151, Plan 1437; Lot 5 of Blk. A of 47, D.L. 151/153, Plan 1437; Lots 10 and 11, Blk. A of 47, D.L. 151/153, Plan 1437; Lots 12 and 15, Blk. 47, D.L. 151, Plan 1437; Lots 13 and 14 of A, Blk. 47, D.L. 151/153, Plan 1437; Lots 16 and 17 of A, Blk. 47, D.L. 151, Plan 1437.

6558, 6542, 6526, 6508, 6492, 6476, 6446 Patterson Avenue; 4126, 4142, 4156-58, 4176 Maywood Street; 6503, 6507, 6525, 6541 Willingdon Avenue - located immediately East of Central Park and bounded by Patterson Avenue on the West, Willingdon Avenue on the East and Maywood Street on the North.

The applicant requests rezoning to permit the phased construction of two high rise rental apartment buildings based upon RM5 Zoning guidelines.

Mr. Edwin W. Bussey, 6525 Willingdon Avenue, then addressed members of Council and advised that he was a tenant currently renting the house located at 6525 Willingdon Avenue. Mr. Bussey informed Council that he did not see the reasoning behind the proposed extension of Maywood Street. It was Mr. Bussey's opinion that Maywood Street should be left as is until such time as the Corporation can acquire the property to join Maywood Street to Patterson Avenue. Access to the Phase II development could then be from Willingdon Avenue.

Mr. Jack Riley then addressed the members of Council and advised that he was the owner of the vacant property located at 6576 Patterson Avenue adjacent to the proposed Phase II development. Mr. Riley explained that Lots 1, 2 and 3 adjacent to the development should be considered for inclusion in this proposal. Lot 3 is currently owned by the Municipality and if Willingdon Avenue is extended, it would virtually render his property (Lot 2) unuseable for further development. Mr. Riley indicated that he did not feel that the proposed development should be approved unless consideration is given to the property owners of Lot 1 and Lot 2 adjacent to the site.

Mr. Marsden then addressed members of Council and advised that he was the owner of Lot 1 adjacent to the proposed development. Mr. Marsden advised that he shared the same concerns as indicated by the previous speaker, Mr. Riley, as he was not against the proposed development but was very concerned about his property and its future value if it was not included in the proposed development. Mr. Marsden indicated that he had applied for a Building Permit approximately 7 years ago but was refused on the grounds that his property may some day be required for road allowance.

Council advised Mr. Marsden that he was welcome to attend a regular meeting of Council and, in so doing, have his problem dealt with.

MOVED BY ALDERMAN RANDALL:
SECONDED BY ALDERMAN DRUMMOND:

"THAT this portion of the Public Hearing relating to Rezoning Reference #19/79 be now terminated."

CARRIED UNANIMOUSLY

Alderman W.A. Lewarne then took his place at the Council table.

2. FROM RESIDENTIAL DISTRICT (R2) TO PARK AND PUBLIC USE DISTRICT (P3)

Rezoning Reference #20/79

Lot 126, D.L. 189, Plan 46877

5140 Bessborough Drive - located on the south side of Bessborough Drive in the northerly portion of Capitol Hill.

The Municipality of Burnaby has requested rezoning in order to include the subject site within the north side of the Capitol Hill Conservation Area.

There were no submissions received in connection with this rezoning application.

MOVED BY ALDERMAN RANDALL:
SECONDED BY ALDERMAN LEWARNE:

"THAT this portion of the Public Hearing relating to Rezoning Reference #20/79 be now terminated."

CARRIED UNANIMOUSLY

3. FROM RESIDENTIAL DISTRICT (R5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Rezoning Reference #21/79

Lot 6, Block 42, D.L. 153, Plan 1566

6492 Telford Avenue - located on the East side of Telford Avenue between Maywood Street and the B.C. Hydro Railway.

The applicant has requested rezoning in order to construct a 5-unit, strata titled garden apartment building.

There were no submissions received in connection with this rezoning application

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN RANDALL:

"THAT this portion of the Public Hearing relating to Rezoning Reference #21/79 be now terminated."

CARRIED UNANIMOUSLY

4. FROM RESIDENTIAL DISTRICT (R5) AND GASOLINE SERVICE STATION DISTRICT - CONVENTIONAL (C6) TO GASOLINE SERVICE STATION DISTRICT SELF-SERVE (C6A)

Rezoning Reference #22/79

Lots 19, 20, 21, Expl. Pl. 43158 of Block 29, D.L. 121, Plan 1054 and Lot 22, Block 29, D.L. 121, Plan 1054

975 Willingdon Avenue and 4481 Parker Street - located on the northwest corner of Willingdon Avenue and Parker Street.

The applicant has requested rezoning in order to convert the existing full-serve gas station to a self-serve gas station.

Mr. Reinier W. Bos, 4478 Venables Street, then addressed the members of Council and read from a petition which was signed by several of the homeowners in the area. The text of the petition is as follows:

"As occupiers, owners and abutting owners of the above mentioned lots, we object to changes as requested in the plans.

If any change is to be made, we would like to have the lots rezoned to residential one family dwellings.

The proposed change from a C6 Gasoline Service Station District Conventional to:

C6A Gasoline Service Station District Self-Serve

will be no improvement of the area, on the contrary, it will result in a worsening of the present situation.

The plans do not show a sufficient blocking of the back lane, and already people in a 'hurry' are using the back lane as a fast thruway to Willingdon Avenue and the gas station, thus endangering the lives of the various children, using this back lane as their playground.

Judging from the number of cars entering the station for gas and other services, the motoring public using this station are not at all interested in a so-called self-serve station. Those wanting selve-service, no doubt, are using the various stations in the neighbourhood or elsewhere already.

We definitely oppose the rezoning of the westerly lot, as already objected to by the Planning Department.

However, if the municipality wants to change the present station into a self-serve, this in spite of our objections, we definitely want a guarantee that:

- a) fencing or a suitable substitute to avoid any traffic from entering or leaving the station from the back lane and/or from the Westerly lot which will remain residential.
- b) Signs on the station, 'no left turns allowed'. (These should have been erected long ago.)
- c) Signs in the back lane 'residential traffic only'."

The petition was signed by:

A.J. & W.E. Neuberger 911 Willingdon Avenue	Marguerite Cressey 4469 Parker Street
R.W. & P.J. Bos 4478 Venables Street	Mr. & Mrs. J. Kerr 4473 Parker Street
Silvano & Diane Padovan 4474 Venables Street	N. Wikene 4480 Parker Street

The petition was then presented to Council.

Mr. Silvano J. Padovan, 4474 Venables Street, then addressed the members of Council and advised that he wished to make one further point with respect to the presentation by Mr. Bos. One of the subject properties included in the rezoning proposal is zoned R5 and Mr. Padovan did not wish the zoning to be changed with respect to this residential property. Mr. Padovan wished Council to adhere to the recommendations of the Director of Planning as contained in his report.

Mr. Albert N. Wikene, 4480 Parker Street, then addressed the members of Council and advised that his home is directly across from the existing service station. Mr. Wikene stated that he currently has a problem with litter and felt that the problem would only increase if the service station were permitted to become a self-service operation. In addition, Mr. Wikene was concerned with the left-turn off Willingdon on to Parker Street that had been mentioned by a previous speaker. This is a very busy intersection and something should be done to prevent these left turns.

Mr. Mike Perkins, 4481 Parker Street, then addressed members of Council and advised that he was currently renting the home located at 4481 Parker Street and wished to know why he was paying rent to an owner that was not the applicant, Mohawk Oil Company Limited. Mr. Perkins informed Council that he has a constant problem with litter and dirt around the full-service facility.

Mr. Jim Allan, representing Mohawk Oil Company Limited then addressed members of Council and advised that he was standing in for Mr. Claude S. Hazle, Manager Development Division, Mohawk Oil Company Limited. Mr. Allan explained that Mohawk Oil Company were approached by the owner of the adjacent residentially zoned lot and asked if they wished to purchase this lot for future development. Mr. Allan indicated that studies have been conducted into the possibility of reconstructing the existing service station on the existing site and as a result of new setback regulations, not much of a development could be completed. Mohawk Oil Company Limited has considered purchasing the adjacent residential lot in order to provide them with the proper setbacks. Mr. Allan provided Council members with some sketches of the proposed development and indicated that it would be very compatible with the surrounding neighbourhood. The building will be substantially further back from residential structures than it is at present. In obtaining the adjacent residential property, only 13 feet of the 33 feet will be used for the development, the remaining 20 feet will be setback. Currently, the existing building is very close to the adjacent residential structure. The existing service station is 24 years old and difficult to maintain and therefore it would be very advantageous for Mohawk Oil Company Limited to remove the existing building and construct a new facility. The new proposal provides both landscaping and fencing. The pump islands will be constructed on Willingdon and not on Parker Street as currently there is one pump island on Willingdon and one on Parker. The basic materials that will be used in the construction of the service station will be a brick exterior with a cedar shake roof. The access across the back of the development and into the existing lane, as shown in the current plans, is not intended to be used for vehicular traffic. This access was mainly created to comply with the Burnaby Zoning By-law which required a loading zone.

In response to questions from Council, Mr. Allan advised that there would no longer be service bays existing if the proposed development were permitted to go ahead. The store will be located in the centre of the lot and the items sold would be automotive related with the exception of cigarettes and soft drinks.

In response to further questions from Council, Mr. Allan advised that the existing sign on the corner would be removed and a new low profile sign included with a planter, would be installed. An additional sign on the face of the building and a sign between the pumps indicating self-serve would be the only other required signs. The hours of operation for similar establishments owned by Mohawk Oil Company Limited are 24 hour continuous operation.

Mrs. Marguerite Cressey, 4469 Parker Street, then addressed members of Council and advised that she was concerned with the safety of her own grandchildren that reside further down the lane as well as other children that use the lane frequently. Mrs. Cressey advised that she was not in favour of the development as any expansion will only lead to further traffic in the existing lane. The traffic currently travelling down the lane is not only generated by the service station but rush hour commuters are also using the lane as a short-cut.

Mr. Perkins was permitted to again address Council and advised that there are currently four service stations in the immediate area and two of those currently operate on a 24 hour basis. He felt that these met the requirements and needs of the community and it was not necessary to have another 24 hour service station located at the subject site.

Mr. Wikene was permitted to again address Council and advised that the current 23:00 closing hour was plenty late enough for the service station to be open.

Mr. Tung then addressed the members of Council and advised that he was currently in the process of buying the home at 4475 Parker Street and is very much opposed to this development.

MOVED BY ALDERMAN LAWSON:

SECONDED BY ALDERMAN LEWARNE:

"THAT this portion of the Public Hearing relating to Rezoning Reference #22/79 be now terminated."

CARRIED UNANIMOUSLY

5. FROM SMALL HOLDINGS DISTRICT (A2) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Rezoning Reference #23/79

Pcl. "D", Ex. Pl. 13415, Block 8, D.L. 4, Plan 845; Pcl. "F" W₂, Ref. Pl. 6349, Exc. Pcl. "D", Expl. Pl. 13415, Block 8, D.L. 4, Plan 845.

9608 and 9634 Cameron Street - located at the southeast corner of Cameron Street and Bartlett Court.

The applicant requests rezoning in order to permit construction of a commercial building containing office and retail space.

There were no submissions received in connection with this rezoning application.

Alderman Drummond questioned whether there were existing sidewalks along three sides of the development. If this is not the case, then it may be appropriate to request that the developer install such sidewalks.

MOVED BY ALDERMAN RANDALL:

SECONDED BY ALDERMAN LEWARNE:

"THAT this portion of the Public Hearing relating to Rezoning Reference #23/79 be now terminated."

CARRIED UNANIMOUSLY

6. FROM RESIDENTIAL DISTRICT (R5) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD)

Rezoning Reference #24/79

Lot 3, Block 24, D.L. 95N, Plan 7778; Lot 4, Block 24, D.L. 95N, Plan 7778; Lot 5 Ex. Expl. Pl. 9774, Block 24, D.L. 95N, Plan 7778; Lot 5, Sk. 9774, Block 24, D.L. 95N, Plan 7778.

7255, 7267 and 7285 Salisbury Avenue and 7059 Beresford Street - located at the northwest corner of Salisbury Street and Beresford Avenue.

The applicant requests rezoning in order to construct a 14-storey apartment building containing 83 two-bedroom rental apartment units.

Mr. G. McAtee, 7350 Salisbury Avenue then addressed the members of Council and advised that there were three major problems with respect to this rezoning application;

1. The community plan and the pending revision, including the Transportation Centre at Edmonds Street and Nineteenth Street.
2. The proposed park strip regarding the current B.C. Hydro right-of-way.
3. The subject site itself.

The current plan is to widen Beresford to a paved width of 36' with blockage at the west edge of the site. It must be drawn to your attention that Beresford Street east of Salisbury is 28' in width. The section of Beresford in front of the Middlegate Towers was completed in conjunction with that project during 1975. Since 1975, Middlegate Towers (66 suites), The Beresford (142 suites) and The Bakerview (75 suites), as well as many other commercial factors along Kingsway, have been imposed upon residents both new and old. Surely, the least that could be done would be to curb Beresford along the south side blocking Salisbury, or to consider the blocking of 21st Street at Rumble Street and Salisbury at Edmonds Street.

Regarding the park strip, the Community Plan Area "0" has always been predicated, with respect to population density, upon the B.C. Hydro right-of-way eventually becoming park land and part of the trail system. On the Agenda for the Council meeting held 1979 August 13, consideration was given to the Stride Trail System and the recommendation was made to protect the residents from traffic and noise emanating from the Edmonds/19th Street/Rumble connection. Surely, the present and future residents of Area "0" adjacent to that trail system should have the same protection. Mr. McAtee referred to the Community Plans for the area and indicated to the members of Council that there are discrepancies between the various plans. The original Community Plan along with the revised Community Plan indicate inconsistencies between what is indicated in the plans and drawings and what Council has actually approved. Mr. McAtee requested that the Hearing be adjourned pending a resolution of the problems with the Community Plan.

In response to a question from Council, Mr. Sanderson advised that the report involving Community Plan "0" will be in front of Council on 1979 August 27 barring any complications with printing.

Council directed the following two questions to be answered by the Director of Planning:

1. When was the authority given by Council to the Director of Planning to change the road patterns in the Area "0" Community Plan?
2. What was the rationale behind having the width of Beresford Street being 28' east of Salisbury and as a result of this proposal, being 36' west of Salisbury?

Mrs. P. Teerink, #305 - 7377 Salisbury Avenue, then addressed the members of Council and advised that she was a member of the Council of Owners of The Beresford which consists of 142 luxury apartments. Mrs. Teerink stated that, in the name of the Council of Owners, she is in complete agreement with Mr. McAtee's statements.

There were no further submissions received in connection with this rezoning application.

MOVED BY ALDERMAN RANDALL:
SECONDED BY ALDERMAN LEWARNE:

"THAT this portion of the Public Hearing relating to Rezoning Reference #24/79 be now terminated."

CARRIED UNANIMOUSLY

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

Rezoning Reference #25/79

Pcl. "A", Ref. Pl. 11251, Blk. 8, D.L. 119W½, Plan 206; Pcl. "A", Ref. Pl. 11549, Blk. 7, D.L. 119W½, Plan 206.

4180 Lougheed Highway - located on the south side of Lougheed Highway between Gilmore and Madison Avenues, north of Dawson Street, and is presently the site of the Lougheed Drive-In Theatre.

The applicant has requested rezoning in order to develop a 4-phase industrial park scheme, with construction of the first phase under the M5 zoning guideline at this time.

There were no submissions received in connection with this rezoning application

Alderman Drummond questioned whether or not it would be possible to have the developer pay for the construction of a sidewalk along the south side of the Lougheed Highway abutting this proposed development.

MOVED BY ALDERMAN LEWARNE:
SECONDED BY ALDERMAN RANDALL:


"THAT this portion of the Public Hearing relating to Rezoning Reference #25/79 be now terminated."

CARRIED UNANIMOUSLY

At 20:45 h the Public Hearing terminated.

Confirmed:

Certified Correct:


MAYOR


MUNICIPAL CLERK'S ASSISTANT